



**PARK CITY COUNCIL MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, UTAH 84060**

April 30, 2026

The Council of Park City, Summit County, Utah, met in open meeting on April 30, 2026, at 1:15 p.m. in the Council Chambers.

Council Member Toly moved to close the meeting to discuss property at 1:17 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Miller, Toly, and Zegarra

EXCUSED: Council Members Ciraco and Parigian

Council Member Ciraco arrived at 1:19 p.m.

CLOSED SESSION

Council Member Ciraco moved to adjourn from Closed Meeting at 2:00 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Toly, and Zegarra

EXCUSED: Council Member Parigian

PARK CITY WATER SERVICE DISTRICT MEETING

ROLL CALL

Attendee Name	Status
Chair Ryan Dickey Board Member Bill Ciraco Board Member Molly Miller Board Member Tana Toly Board Member Diego Zegarra (via Zoom) Adam Lenhard, Executive Director Margaret Plane, City Attorney Michelle Kellogg, Secretary	Present

Board Member Ed Parigian	Excused
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PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Chair Dickey opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Dickey closed the public input portion of the meeting.

CONSENT AGENDA

1. Request to Authorize Public Utilities to Extend the Term of the Water Supply Agreement between Salt Lake City Corporation and the Park City Water Service District ending on October 31, 2026:

Board Member Toly moved to approve the Consent Agenda. Board Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Board Members Ciraco, Miller, Toly, and Zegarra

EXCUSED: Board Member Parigian

ADJOURNMENT

CITY COUNCIL WORK SESSION

Little Kate Pathway Project Update:

Alex Roy and Anna Maki, Transportation Planning, Sgt. Casey Comer, Police, and Billy Kurek, Trails and Open Space, presented this item. Roy stated the proposed improvements would enhance the ability to get to the bus stop. Maki reviewed the scope of the project, including a 12-foot-wide shared use pathway on the north side of Little Kate, an 8-foot-wide shared use pathway on the east side of Lucky John, roadway narrowing from 30 feet to 23.5 feet, and a connection to the existing Holiday Ranch Loop and McPolin pathways. She noted increased safety with this design due to off-street walking and biking, traffic calming elements, high visibility crosswalks, and signage. The project would cost \$2,200,000 with the City's portion being \$330,000.

Roy indicated biking and walking took priority within the City. A guiding principle of Park City Forward was to have a world class transportation environment. Putting safety first was the primary goal for bikers and pedestrians. The bicycle and pedestrian plan included having a high comfort route on Little Kate for bikes and pedestrians. Separating ebikes was a priority for safe behavior. Maki stated the objective was to reduce vehicle speeds and make this a safe route to school through traffic calming measures.

Maki indicated the community expressed concern for the project due to ebikes and speeding vehicles. There was support for having a pathway separated from traffic. She noted the State Legislature passed ebike regulations and this would give the City more enforcement options. Kurek reviewed the efforts his team made to educate ebike users on speed limits and usage protocols, including signage on pathways and speaking to students at schools. The education was extended to ebike shops as well. Sgt. Comer noted the Police Department was also focused on education for ebike users. Roy displayed examples of directional marking options for the pathway to separate pedestrians from bikers. He noted signage would also be posted. He asked for Council feedback on the design and if they wanted to advance the Little Kate Pathway Project.

Council Member Miller asked why narrowing roadways was effective in slowing down vehicles. Maki stated this project would visually narrow the road and the perception of congestion had been shown to slow down traffic. Council Member Miller asked how this plan would improve snow storage. Maki indicated over two feet of snow storage was planned for the side of the road. The pathway would also serve as snow storage until Public Works could remove the snow. Council Member Miller asked if a sharrow design could be put on the roadway. Roy stated they could look at on-street changes. Council Member Miller thought some bikers would use the roadway instead of the pathway. She asked if there were bike/pedestrian accidents. Comer stated there was one collision in the County, but he did not know of any within the City. He noted this plan would have a curb, whereas now there was no curb to separate pedestrians from vehicles.

Council Member Toly indicated the Rail Trail and McLeod Creek Trail were examples of having shared pedestrian/bike pathways. Maki noted Poison Creek Trail was also shared use, and she stated the users during peak times last September were 100 per hour on the Rail Trail, and 125 per hour for Poison Creek Trail. Little Kate Road had 29-39 users per hour. Council Member Toly asked about impacts to adjacent property owners, to which Maki stated any disruptions to the property would be restored as part of the project, and improvements would not be put on private property. Steven Dennis stated construction for the Monitor pathway and if approved, Little Kate, would be done this summer. People could use detours on Lucky John or other safe walking routes. Council Member Toly stated most of the construction budget was paid through a grant. She asked how the grant would be affected if the project was delayed. Dennis stated the grant was awarded in 2023. As the scope was changed, reprogramming the funds would be difficult to impossible. There was an opportunity to redesign the Little Kate pathway, but it precluded construction on the south side. Council Member Toly asked why a stop sign could not be installed at Little Kate and Lucky John. Dennis stated the sign did not meet the criteria for a stop sign.

Council Member Ciraco asserted the construction area was mapped out to minimize impacts, but now there was not much flexibility to make the project work for the community because of the funding. Dennis stated they could use the majority of the right-of-way, but they were constrained with the footprint that was cleared in the grant. Council Member Ciraco asked if consideration was given to separate pathways for

pedestrians and bikes, possibly on opposite sides of the road. Maki indicated they looked at a buffered bike lane and noted that it would require more space than the current roadway width and would not meet the budget constraints. Council Member Ciraco suggested having a five-foot path on each side of the road. Dennis stated there was the ability to separate with eight foot paths on each side of the road, but it would increase the amount of pavement on that road. Council Member Ciraco asked that they optimize as much of the road as possible to achieve the desired goal.

Council Member Zegarra stated striping the pathway would help with the community's concern. He asked if this project could be evaluated a year from now. Maki stated they were currently gathering counts and speeds, and they could report before and after counts.

Council Member Parigian asked Maki to define comfort. Maki stated high-comfort was the condition bikers felt comfortable. An example would be that if only two cars used the road per hour, bikers might feel comfortable riding in the street. Council Member Parigian didn't see the comfort of pedestrians being considered. Roy indicated the reason the pathway was 12-foot wide was to accommodate multiple users with a comfortable separation. Ebikes could change the comfort level, and they were taking that into consideration. Council Member Parigian asked if bikers would be connected once they left Little Kate. Maki stated the vehicle volumes decreased on the adjacent streets. Council Member Parigian felt pedestrians would not feel more comfortable on the proposed pathway. He asked if the street had to be recrowned, to which Dennis stated they would mill out a good portion of the crown to align it as much as possible. Council Member Parigian asked if there would be the same problems as the Rail Trail. Kurek stated there were user complaints on usage on the Rail Trail, but it remained a pre-eminent transportation and recreation corridor. It was an extreme success story, despite instances of conflict. Dennis stated the corridors functioned differently and some cyclists could remain in the roadway on Little Kate.

Council Member Miller shared that a number of cars had been speeding on Little Kate and traffic on the road needed to be calmed down. She supported moving forward with the pathway and using signage and striping in the best way possible. Council Member Toly wanted to see more with regard to fencing, bollards, and more of a separation between walking and biking. Many people who did not support the pathway were pedestrians who didn't want to share the path with bikers. There was also a group of parents who felt this would not be a safe route to school. She asked to bring back those and other options before moving forward.

Council Member Ciraco did not support the current proposal but supported an improvement on Little Kate. He asked to amend the design, preferably to separate bikes and pedestrians by putting them on opposite sides of the road. Since there weren't any fatalities on this road, feedback should be considered as they designed alternatives.

Council Member Zegarra supported moving forward and was curious about Council Member Ciraco's proposal. Council Member Parigian did not support the proposal as presented. He sent some options to staff to consider. He thought snow removal would be an issue, but it would also be an issue with the current proposal.

John Robertson, City Engineer, stated he knew ebikes were creating issues with transportation. There were a lot of upcoming projects and the new standard for pathways was 12-feet wide. He stated they were looking at separation and increasing the widths of the multi-use paths. There needed to be a Council discussion on this before other projects moved forward, so the projects didn't get delayed. Council Member Ciraco stated that ebikes became an issue in the last five years.

Tim Sanderson, Transportation Director, stated looking at new design alternatives would not be able to be done and still have construction this year. They would move on with the rest of the project and bring this back in the future. If there were specific designs that would make the Council comfortable, they could work that in this season. Council Member Toly indicated she was not comfortable making decisions on the spot. Dennis indicated they could reduce the contract amount that was scheduled for approval at next week's meeting. Then they could do additional design work and come back with Phase 2 to this project. Mayor Dickey felt the Council would like to move the bus stop project forward and come back to discuss this as Phase 2. Council Member Parigian wanted to get the project right, so he supported the phasing of the project.

Water Impact Fee Update:

Clint McAfee and Jason Christensen, Public Utilities, presented this item. McAfee reviewed impact fees affected future City growth. He explained what a water impact fee was and who would pay the fee. He noted updates since the last impact fee increase were the costs related to the 3Kings Water Treatment Plant (3KWTP), growth projections, peak day demands, and updated infrastructure cost estimates.

McAfee stated the 2014 impact fee analysis did not result in raising the fee. Adopting the maximum impact fee of 4% this year and 3% next year with ongoing inflationary adjustments was needed to maintain a positive cash balance. He explained impact fee waivers were only allowed for specific reasons. He asked for Council feedback on passing the Water Impact Fee Facilities Plan (IFFP) and the Water Impact Fee Analysis (IFA) and amending the code to implement the maximum impact fee.

Council Member Zegarra confirmed impact fees had not changed since 2014 and asked if that burden had been put on the water users. McAfee stated much of the cost was because of the 3KWTP, so the effect had mostly been in the last five years. Council Member Zegarra asked if there were payment plans or deferrals of impact fees to small businesses. McAfee stated the problem with incentivizing small businesses was that not all businesses would have a water impact fee. He suggested an economic development grant to help small businesses with impact fees.

Council Member Ciraco asked how the maximum impact fee related to the actual cost incurred. McAfee stated the IFFP looked at the system and analyzed how much growth was left. It also looked at the master plan and what was needed to serve the growth. Then costs were put to those needs. The maximum fee was calculated proportionally to the actual cost.

Lenhard stated the impact was directly proportional to the actual cost. Impact fees are tied to direct growth over a defined time period. Council Member Ciraco knew the use wasn't at capacity at 3KWTP so the costs weren't covered. McAfee explained the fee included the debt, time, remaining bond, and the infrastructure acquired. It was the actual cost of the system. Lenhard stated a lot of the fee structure was dictated by state code.

Council Member Toly asked if the pipe size was considered or if the fee was just set based on the connection. McAfee stated many things were looked at, including sizing requirements, building code, and fixture units. They didn't differentiate between the usage within the business. Council Member Toly asked why an inflationary increase was not put into the fee schedule in 2014. McAfee indicated it was less common back then. Council Member Toly felt a 10-year period was too far out and she suggested looking at it for a 5-year period.

Council Member Miller asked Lenhard if he knew what was standard among other cities in the state and if they charged the maximum fee. Lenhard indicated most cities charged the maximum fee, however the Council could adopt the fee at whatever amount up to the maximum fee. Council Member Miller thought the Council should have a separate conversation to incentivize small businesses. She believed growth should support growth and the burden should not be put on water users. Lenhard noted there were other mechanisms for adjusting an impact fee once the fee was adopted.

Council Member Parigian wanted to look at commercial water impact fees and use other tools to help businesses. He supported raising the rates. Council Member Zegarra supported the maximum increase and asked for a future conversation on ways to support small businesses. Council Member Ciraco supported truing it up with 2.5% percent and having an inflation escalator from here going forward. Council Member Toly didn't support the 59% increase and referred to projects stuck in the Planning process. McAfee stated this could be implemented in phases or other creative ways. Council Member Toly supported the 30% increase with inflationary increases. Council Member Miller asked how many applicants in the Planning pipeline were businesses. She wanted to know how many entities would be broken by the impact fee increase or businesses that would need help. She supported the maximum increase and could support a 5-year period option. Mayor Dickey summarized a majority of the Council supported the maximum impact fee and there was some support for an inflationary fee. He stated this would come back for further discussion and a public hearing would be held prior to adoption. He asked McAfee to model future impact fees with the

inflationary increase. Lenhard indicated he would start working on the Economic Development component of ways to incentivize small businesses.

Discuss Fiscal Year 2027 and 2028 Water Rates:

Clint McAfee and Jason Christensen, Public Utilities, presented this item. McAfee proposed adopting water rates for two years at a time to help HOAs and others to better budget into the future. In 2027, he proposed to increase residential rates only, or apply a 4% increase across the board. He indicated pumping costs into the basin were high, all the infrastructure was degrading and would need replacing, and they operated three water treatment plants. They needed to keep up with increasing costs. He reviewed the water rate increase process from last year. McAfee proposed increasing the base rate for larger properties and aligning the usage tiers with multi-family and commercial tiers. A similar increase was proposed for irrigation rates. He noted in 2028, they would increase all base and consumption rates by 3%.

Council Member Miller questioned the current usage for different sized parcels. Council Member Ciraco asked what was collected in impact fees last year, to which McAfee stated they averaged \$1 million per year in impact fee revenue. Council Member Ciraco did not support a 4% water rate revenue increase but supported an inflationary increase of 2.5%. He hoped to make it simple for the public. Mayor Dickey asked if this maintained parity when the rates were adjusted last year, to which McAfee stated no because rates were cut for residential last year which resulted in a \$1.8 million deficit.

Council Member Parigian asked what would happen when the 3Kings Water Treatment Plant (3KWTP) bonds were paid off. McAfee stated the bond would be paid off in 2042. He noted the surplus agreement with Weber Basin would go away around that time so the City would lose that revenue source, and he thought the two situations would balance out each other. Council Member Parigian asked if the cash balance would be at a deficit. McAfee stated it was acceptable but the City goal was to have a 25% cash balance of the operations budget. Council Member Parigian didn't think the increase would significantly impact most customers. He asked for more information like what the gross effect would be. He wanted smaller lots not to have a big increase like the larger lots. Council Member Zegarra supported staff recommendation. Council Member Ciraco wanted inflationary increases only across base rates and water rates. Council Member Toly felt the City needed to conserve water to be good stewards. If customers used the water, then they had to pay for the water. She supported the staff recommendation. Council Member Miller supported the staff recommendation.

Regarding 2028 rates, Council Member Ciraco supported a longer rate schedule. Council Members Miller, Toly, and Parigian supported the 3% increase for 2028.

Capital Budget Preview (presented during the regular meeting):

Penny Frates and Jessica Morgan, Budget Department, presented this item. Morgan noted the City needed to plan five years in advance for capital projects. She stated this year had a flat revenue projection, so they asked that budget requests be limited. She

reviewed the bigger projects in progress, including the Bonanza 5-Acre site. The one-time requests included golf course improvements and ice arena hillside structural remediation. The Additional Resorts Communities Sales Tax (ARCST) revenue request was for the Clark Ranch housing development and the Clark Ranch frontage road. Transient Room Tax (TRT) budget requests included the Munchkin/Woodbine vehicle and pedestrian improvements, Payday traffic calming, and the Iron Canyon sidewalk. The Lower Park Avenue RDA budget request was for the senior community center. The Water Fund request was to put class action PFAS lawsuit funds into the Water Fund to use for infrastructure improvements. The Transportation and Parking request was for 83 bus stops.

Council Member Ciraco stated the budget was there if these project requests moved forward. Council Member Toly asked to continue the conversation on adding snowmaking capability to the golf course as irrigation was being looked at. Vaughn Robinson stated he talked with the architects and they were working on that as part of the master plan. Council Member Toly asked to learn more about the Spriggs Barn budget request. Rebecca Ward, Planning Director, stated this was a homestead property and the owners gave an ownership interest to Mr. Spriggs with the intent of operating a trout farm. In 1954, Spriggs sold the property to Osguthorpe. The City purchased both the McPolin Barn and Spriggs Barn. This was a landmark historic structure and the \$160,000 budget request was to ensure the barn wouldn't collapse.

Council Member Toly asked if the vision for this barn was that it would be something the public would visit. Ward stated right now, the request was just to stabilize the building. Mayor Dickey asked what it would cost to make the barn usable to which John Robertson, City Engineer, stated \$1-2 million. Mayor Dickey wondered if the City would invest in this if nothing was planned. Ward indicated the intent for the request was that the City, as a steward of the landmark historic site, needed to ensure the structure didn't collapse. Council Member Parigian asked if the barn could be moved. Robertson stated it was possible.

Council Member Toly asked if the Payday Traffic Calming project would come back to the Council for approval. John Robertson indicated this request came through the Neighborhoods First Program. They looked at opportunities to reduce speeding along that road and residents requested that the sidewalk be straightened when the road was narrowed. Staff would bring the proposal to the Neighborhoods First Committee for approval, and a contract would be brought to the Council for approval unless the Council wanted to discuss it first. Council Member Ciraco asked that the Council be updated on the public process for this item and if it was robust, then it should come to the Council.

Council Member Parigian asked what the project cost would include and referred to orange striping. Troy Dayley, Public Works Director, indicated his team striped the road to see if it would slow traffic down, but that was not part of this budget.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Ryan Dickey Council Member Bill Ciraco Council Member Molly Miller Council Member Ed Parigian (excused at 7:12p.m.) Council Member Tana Toly Council Member Diego Zegarra via Zoom (excused at 6:45 p.m.) Adam Lenhard, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Parigian indicated last night at Utah Housing Coalition, Park City won two awards and he felt they were well deserved. Also, Rhoda Stauffer, Affordable Housing Specialist, received a lifetime achievement award. Council Member Ciraco noted there was ICE enforcement in the community. He stated Chief Carpenter had a good relationship with ICE and he felt the instances would be few and far between.

Staff Communications Reports:

1. 2026 Fire Backflow Update:

2. Snow Creek Tunnel Design Update:

3. Historic Park City Alliance Annual Update for Centralized Communications and Waste Management:

II. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Dickey opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Eileen Kintner 84060 stated she participated in the survey for Little Kate, but it was not specific. She wanted a place to stand safely for the bus stops in the area, repairs made to the sidewalk, sidewalk installation, and enforcement with stop signs. She didn't want

to walk with ebikes on the sidewalk. She didn't feel a mixed-use pathway was safe. She suggested widening the bike lane and leveling the sidewalk.

Emily Fisher 84098 Youth Sports Alliance, thanked the City for the great Olympic and Paralympic parade. She felt this was a great community event.

Ellen Hendrickson 84060 opposed the mixed-use path on Little Kate. It was dangerous to put all modes of transportation on the same path. Pedestrians should be separated from bikes, ebikes and scooters. Sidewalks are for walkers. She didn't want to spend money for something that wasn't broken.

George Popehyde opposed the mixed-use path. This was the most dangerous place in town to walk. Bikers passed without warning pedestrians. Bikes belong on the road.

Sebastian Tiegler indicated he went on Little Kate every day and opposed the plan. As a biker, he couldn't go on the path because he went faster than 15 mph. He stated bikers would still be on the road, even if the bike lane was removed. He thought a bike lane was a buffer from the sidewalk and traffic. The plan would make it more difficult for bikers to be on the road with vehicles.

Hal Scudder echoed the sentiments given on the Little Kate Pathway. There were consequences of widened sidewalks. He was against this and asked the Council to reconsider.

Steve Streaner 84060 was against the plan.

Katherine Fagin was encouraged to hear the Council request more design options. She talked to the planners about bump outs at the dangerous spots. As far as the bus stops, they needed serious attention. The ones on Little Kate were poles in the ground and people had to wait in the roadway. She asked if the City match for this project was required. She also sent the following eComment: "I was just almost run over by a speeding vehicle. I called the police department and they will make a report, but I want to let you know. It has been snowing and there is flat light. I was crossing southbound to 2416 Holiday Ranch Loop, on the northwest corner of where Little Kate T's into Holiday Ranch Loop, as far away to the west edge of the intersection from the blind curve as possible, to return home with my dog on a leash with me. I looked very carefully to my left (to the north, into the blind curve) for oncoming cars, and there were none. I was halfway across the westbound lane in the roadway when a car sped towards me in that lane. I immediately assessed that there was not enough time to go back or forward. I froze in my tracks and anxiously waved my arms to get his attention. The driver stopped about 2 ft in front of me. I went to the driver on his side and said "you were going too fast, you almost hit me". He replied that he was going 30 mph, and I said "this is a 25 mpg road and a blind curve, you need to slow down", and he replied "I was going 30" and I repeated what I said. He said to me "you need to be more careful when you cross the road". I repeated myself and said "should I take a photo of your license plate?", and

he immediately sped off. During this exchange, which lasted maybe a minute, another car came speeding around the corner, and immediately stopped short of rear-ending his car. The officer who called me to follow up asked if I would like him to monitor the curve for a while, and I thanked him and said yes. In conversations with one of the Council members, Molly Miller, commented to me recently that on Little Kate, if even one child is hit on that road, that is one child too many. I agree, and add that if one resident is hit by a car knowingly speeding around a blind curve that the City group currently evaluating safety in lower Park Meadows is aware of and has stated to me numerous times that a crosswalk cannot be placed at this intersection, that is one person too many. Please do something permanent about this t-intersection. Someone will be injured or will die.”

Betsy Wallace 84060 stated the Bonanza 5-Acre plan was now in the Planning process. She felt the plan blocked the view corridor. She asserted there were other affordable housing projects in town and those should be completed. She noted the 5 acres had toxic soil and that cost should be considered as well. She hoped the City would complete the projects already underway to see if they would decrease the housing in the City before losing that land.

Sean Parker 84060 stated he took the bus from Salt Lake City to Park City and it was an awful experience. It took 2.5 hours to get to Park City. He thought the BOB express would not save time. He asked the Council to challenge High Valley Transit to adopt a direct route to the ski resorts. He noted there were a lot of parking lots for cars, but a direct route would promote Transit ridership.

Chip Hunter 84060 used Little Kate every day and the risks of a multi-use pathway were obvious. He was concerned with the reduced roadway width, especially in the winter with snow. He stated the 2024 transportation report noted the Little Kate route was currently high comfort. He suggested putting additional stop signs at the Lucky John and Racquet Club intersections. He was excited for the new bus stops.

Hong McDonald stated Park Meadows residents used Little Kate and they showed up to give comments. She was concerned about snow storage on this road. She stated the project was estimated at \$2.2 million and she didn't know how the project would be done for that amount.

Mark Jacobson 84060 stated they hadn't seen the transparency of the Little Kate project and the timeline for the project. He guessed at the process for the project and asked how long construction would last and how people would get to the MARC. He thanked the police for stopping speeders.

Kelly Pfaff 84060 opposed the Little Kate project and didn't want to change something that wasn't broken. Regarding the Bonanza 5-Acre project, she attended the meetings and it was agreed that it was a mixed-use space. Now she heard it was all affordable housing with open space in the middle and a few stores. She asked for more communication on what was happening with that project.

Ed Thiel 84060 opposed Little Kate. He hoped traffic would slow down. The path was a solution looking for a problem.

Alex Butwinski 84060 echoed that this was a solution looking for a problem. People on the sidewalk were under control, but having bikes and ebikes on the same path as pedestrians was not a good fit. He stated you have to look at common sense. Regarding the budget, he stated the budget should be more readable and then the public might engage more. He suggested simple totals in the columns. The carry forward number was unspent budgeted money. Then more money would come in.

John Menois 84060 stated the Council was considering a pathway on Payday Drive and he felt this was a risk to have bikes on the same path as pedestrians. He requested that Council drop the whole thing.

Donald Seibert eComment: "I had the opportunity to review the Staff updated Little Kate multi use pathway proposal which was provided after community feedback. Unfortunately I will be traveling on the 30th and unable to attend the working session or the council meeting. The update does not include the true costs the project will engender. The costs for paving the 12-foot pathway is acknowledged to be \$2.2 Million of which 15% would be paid by the city 85% by grants. Just the asphalt alone for a 3/4 of a mile 12 foot pathway 4 inches deep would likely cost half of that total projected cost. This cost estimate does not mention the cost of taking up the asphalt, regrading, and then repaving Little Kate Rd (road paving not pathway thickness paving), pouring gutters, new connections to the drainage sewers, and fabricating the new curb. What grant is providing for these expenses? The road was recently resurfaced and is in good shape. This major omission in the projected costs of the pathway hints that the Planning Commission has not been entirely forthright to the council and to the community with their proposal."

Bryn and Jackie Carey eComment: "We are writing in support of Ordinance 2026-06 and urge you to vote yes on April 30th. We were part of the group of residents pushing for Park City's ambitious net-zero goals in 2015. One of our core arguments was straightforward: Park City has the resources, relies on outdoor tourism, and has a responsibility to lead. But we also asked a harder question: if we get clean energy, what about everyone else? What about the rest of the state? This ordinance answers that question. What started as local advocates pushing a mountain resort town to act boldly has resulted in a first-in-the-nation program that now spans 19 Utah communities representing 25% of Rocky Mountain Power's electricity sales. That is a statewide impact. That is how you change the world: you lead locally, prove the model, and bring others with you. This program isn't buying green credits or reshuffling accounting. It will fund the construction of new utility-scale wind, solar, and geothermal projects that would not otherwise be built, specifically for our communities. Nearly every home and business in Park City will have access to clean energy together, at a flat \$4/month for residential customers, with no cost to income-qualified residents. Because residents are automatically enrolled and can opt out, the default for our community is clean energy."

That's a powerful statement of where Park City stands. A decade of hard work from residents, city staff, and regional partners has brought us to this moment. Please vote yes."

James Whitcomb eComment: "I live in 84060 and I agree with the comments tonight against the Little Kate plan."

Mayor Dickey closed the public input portion of the meeting.

III. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from April 9, 2026:

Council Member Toly moved to approve the City Council meeting minutes from April 9, 2026. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, and Toly

EXCUSED: Council Member Zegarra

IV. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute an Agreement with Cache Valley Electric Co., in a Form Approved by the City Attorney's Office for the Installation of Five BEB Chargers in the Iron Horse Transit Bus Facility in the Amount Not to Exceed \$1,050,000.00:

2. Request to Approve Resolution 06-2026, a Resolution Prohibiting the Use of Ignition Sources, Open Flames, and Fireworks in Park City

3. Request to Authorize the City Manager to Execute an Agreement with Wasatch Ice Hockey Officials Association in a Form Approved by the City Attorney's Office for Ice Hockey Officiating Services, Not to Exceed \$130,000:

4. Request to Approve the 2026 Pavement Management Bids and Authorize the City Manager to Enter into Agreements in a Form Approved by the City Attorney's Office with Morgan Pavement Maintenance for Type II Slurry Seals, Not to Exceed \$138,785.94; Wasatch Property Maintenance for Bike and Golf Cart Path Overlays Not to Exceed \$93,826.77; Wasatch Property Maintenance for Rotomilling, Pavement Overlays, and Utility Adjustments Not to Exceed \$1,335,390.68; and Holbrook Asphalt for Crack Sealing Not to Exceed \$52,020.00:

5. Request to Authorize the City Manager to Execute a Construction Agreement with Stacy Witbeck, Inc., in a Form Approved by the City Attorney's Office, Not to

Exceed \$371,308.00, to Construct a Concrete Sidewalk, Curb, and Retaining Wall along SR-224:

6. Request to Authorize the City Manager to Approve a Contract with The Approach, LLC, in a Form Approved by the City Attorney, Not to Exceed \$135,000.00, for Two Prefabricated Pedestrian Bridges for the McLeod Creek Path Bridges Project:

7. Request to Authorize the City Manager to Execute an Agreement with The GreyEdge Group, Inc., in a Form Approved by the City Attorney's Office, Not to Exceed \$170,870 for Consultant Services for Phase 2 Development of Geothermal Energy Networks:

8. Consideration to Approve Resolution 09-2026, a Resolution Approving an Amendment to the Governing Document for DV Snow Park Public Infrastructure District Nos. 1–3 to Provide that the Board of Trustees of Each District will be Self-Appointed and Related Changes:

Council Member Toly moved to approve the Consent Agenda. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, and Toly

EXCUSED: Council Member Zegarra

V. OLD BUSINESS

1. Consideration to Authorize the Mayor to Execute a Special Warranty Deed with Right of Reverter Conveying Approximately 4.18 Acres Located at 5625 Paintbrush Road to the Park City Conservation Association (dba Recycle Utah) to Construct and Operate a Recycling Facility:

Luke Cartin, Lands and Sustainability Director, presented this item and reviewed that Recycle Utah had been looking for a more suitable site for 10 or more years. They would now be constructing a facility for waste diversion and recycling at the Gillmor property. A property benefits analysis (PBA) was performed.

Council Member Parigian was excused at 7:12 p.m.

Council Member Ciraco asked if an appraisal would be performed. Cartin stated title insurance was part of the deal and an appraisal was part of that. Ryan Blair indicated the PBA used the Summit County assessed value for the site. He thought the title insurance would use that amount as well, which was \$3.1 million.

Council Member Toly asked what next steps would be. Cartin stated the mayor would sign a special warranty deed. Blair added that title insurance would be issued and conveyance would be given.

Mayor Dickey opened the public hearing.

Sean Parker 84060 stated the public benefits analysis was almost an argument not to move it. The analysis didn't consider how the new location would impact the users. It would inconvenience the Park City residents because they would have to drive farther. He thought there should be a better public benefit. He asked for satellite bins somewhere in town.

Mayor Dickey closed the public hearing.

Mayor Dickey stated this was a long journey with several different Councils. He thanked everyone for getting this completed. Council Member Ciraco asked if there would be satellite recycle locations to which Cartin affirmed.

Council Member Ciraco moved to authorize the Mayor to execute a special warranty deed with right of reverter conveying approximately 4.18 acres located at 5625 Paintbrush Road to the Park City Conservation Association (dba Recycle Utah) to construct and operate a recycling facility. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, and Toly

EXCUSED: Council Members Parigian and Zegarra

2. Consideration to Approve Ordinance 2026-06, an Ordinance of Park City Enacting the Community Clean Energy Program:

Luke Cartin, Lands and Sustainability Director, presented this item and reviewed the timeline for having a clean energy program. This program would keep the utility whole. The goal was to have a competitive clean energy rate option. As a Park City resident, there would be a \$4 add-on to the utility bill and there was an opt-out option for those not wanting to participate. Rocky Mountain Power would cover outreach and notifications concerning this program. For low-income users, there would be no add-on fee. Cartin explained the next steps, including the outreach from Rocky Mountain Power. The expected bill impact would happen in early 2027.

Mayor Dickey asked how low-income customers would be qualified. Cartin stated there was a qualification process to determine that. Council Member Toly asked if the original 19 entities would sign up for this program. Cartin thought most of them would pass ordinances to be in this program. Council Member Toly asked if entities could join later. Cartin felt there would have to be legislation and then rules to add other entities.

Council Member Ciraco asked if Park City customers could elect another clean energy way. Cartin stated they could put on solar panels or use the Blue Sky Solar program. The advantage was it was built locally but the disadvantage was that it was not built on a big scale. Council Member Ciraco stated the City should be focused on clean energy. Cartin indicated Rocky Mountain Power cancelled some programs so this program was lucky to get approved.

Mayor Dickey opened public input. No comments were given. Mayor Dickey closed public input.

Council Member Miller moved to approve Ordinance 2026-06, an ordinance of Park City enacting the Community Clean Energy Program. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, and Toly

EXCUSED: Council Members Parigian and Zegarra

VI. NEW BUSINESS

1. Consideration to Approve the Proposed 2026 Park Silly Sunday Market (PSSM) Supplemental Plan and Level Four Special Event Permit:

Aaron Archie, Special Events Coordinator, stated PSSM was required to come to Council annually to present the supplemental plan. He indicated transportation and public safety were the City's biggest concerns and he detailed mitigations.

Kate McChesney stated they were grateful to be in their 19th year. Council Member Toly felt the China Bridge parking fee was too expensive at \$9 per hour and asked for a discussion on that.

Mayor Dickey opened the public hearing.

Sean Parker stated he didn't think parking was expensive enough and referred to the Richardson Flat parking lot. He thought Park City High School should charge for parking or offer better transit out to Richardson Flat.

Mayor Dickey closed the public hearing.

Council Member Toly suggested PSSM dates in October. Council Member Ciraco agreed. McChesney stated the weather was volatile and it got dark earlier.

Council Member Toly moved to approve the proposed 2026 Park Silly Sunday Market Supplemental Plan and Level Four Special Event Permit. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, and Toly

EXCUSED: Council Members Parigian and Zegarra

VII. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

APPROVED 06-04-2026

THE LITTLE KATE PATH

PATHWAY MANAGEMENT



AGENDA & COUNCIL DIRECTION

Today's Goal: Present on project scope, background, share community feedback, and request direction on priorities for pathway management

Staff requests City Council direction on the continuation of the Little Kate Pathway and pathway management strategies

OVERVIEW

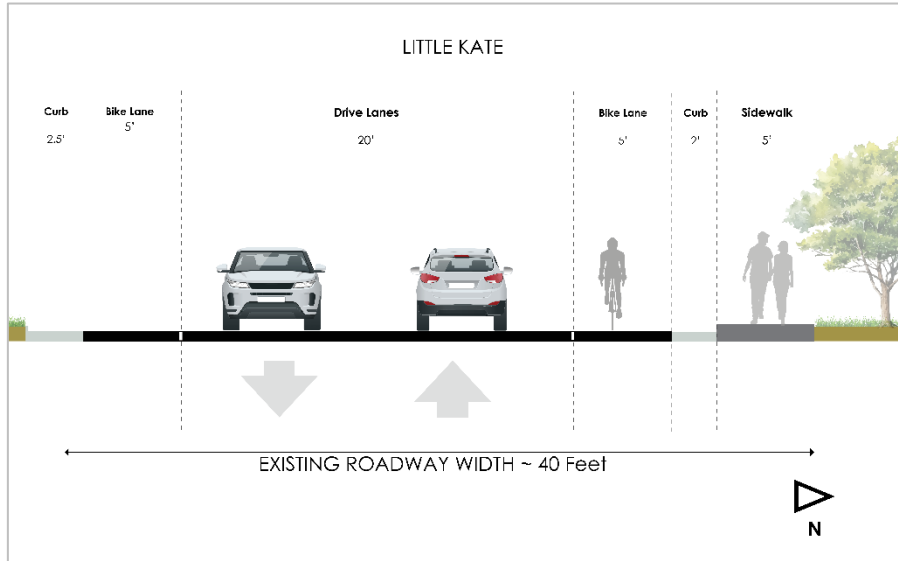
1. Project Scope
2. Project Background
3. Project Objectives
4. Community Feedback
5. Pathway Management Strategies
 - a) Existing & Planned
6. Feedback from Council
7. Next Steps

PROJECT SCOPE

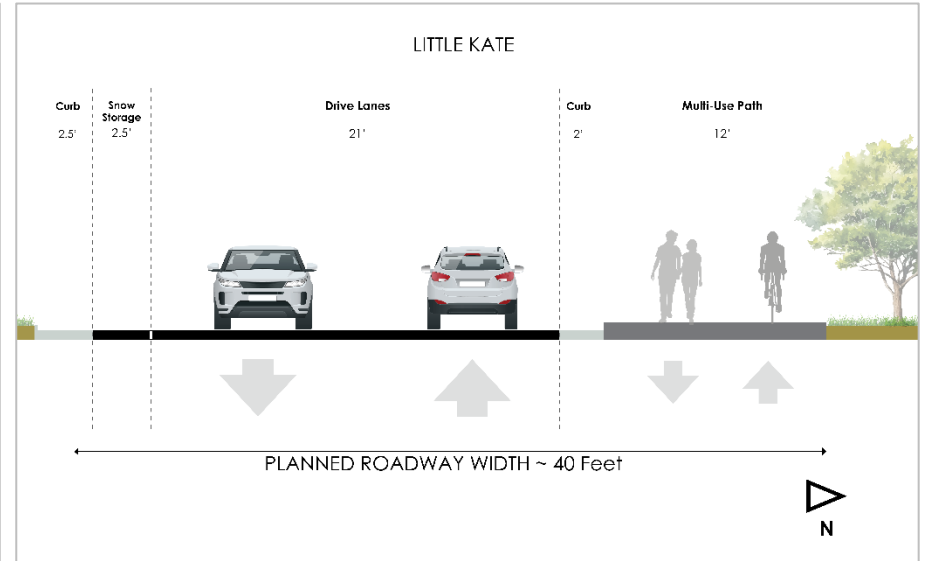


PROJECT SCOPE

Existing



Planned



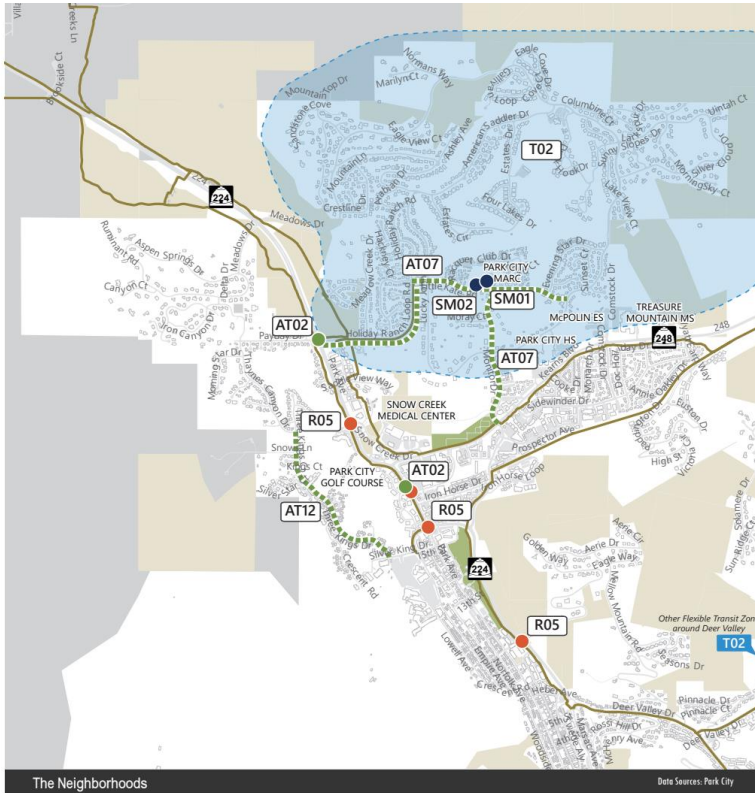
PROJECT SCOPE



PROJECT SCOPE

Scope	<ul style="list-style-type: none">• 12 feet wide shared-use pathway on the north side of Little Kate• 8 foot wide shared-use pathway on the east side of Lucky John• Roadway narrowing from ~ 30 feet to ~ 23.5 feet (maintaining overall 40' width)• Connection to existing Holiday Ranch Loop and McPolin pathways
Safety	<ul style="list-style-type: none">• Off-street walking and biking facility• Traffic calming elements• High-visibility crosswalks• Pathway etiquette and speed signage
Funding	<ul style="list-style-type: none">• Federal: ~ 80% (\$1,760,000)• County: ~ 5% (\$110,000)• PCMC: ~ 15% (\$330,000)• Total: \$2,200,000

PROJECT BACKGROUND



The Neighborhoods

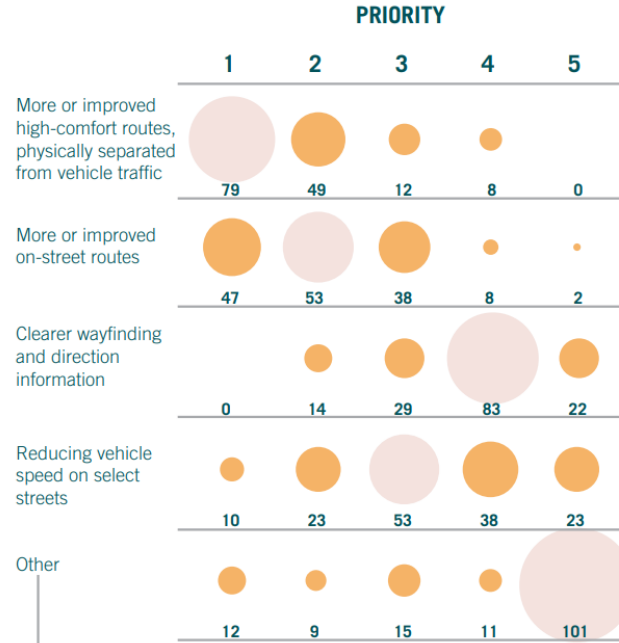
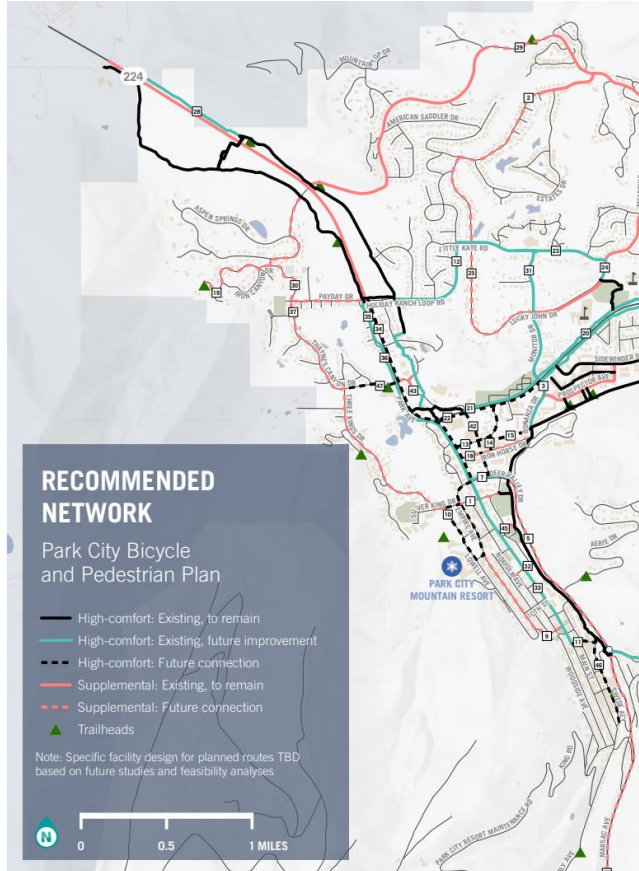
Date Sources: Park City

- Projects**
- Active Transportation
- Roadway
- Transit
- Multi-Use Trail
- Park
- Open Space

ACTIVE TRANSPORTATION - Modal Principles

- **Put safety first.** Pedestrians and bicyclists are much more vulnerable than people in motor vehicles, and Park City strives to prove the safest level of service for users.
- Take a Complete Streets approach. Design streets to move people by all modes while accounting for the unique context and needs across all neighborhoods.
- Design the bicycle network for **all ages and abilities**. **Physical separation from cars** makes bicyclists feel comfortable and safe. Follow national guidance to implement bike facilities that are appropriate for the speed and traffic volumes of each roadway type.
- Prioritize **safe routes to schools and transit stops**. Focus sidewalk, crossing, and bikeway improvements on streets that connect to schools and major activity nodes. Coordinate with Park City Transit to create safe, comfortable connections to transit stops.
- **Be comprehensive.** Complement infrastructure with **policies and programs** that incentivize more active trips.

PROJECT BACKGROUND

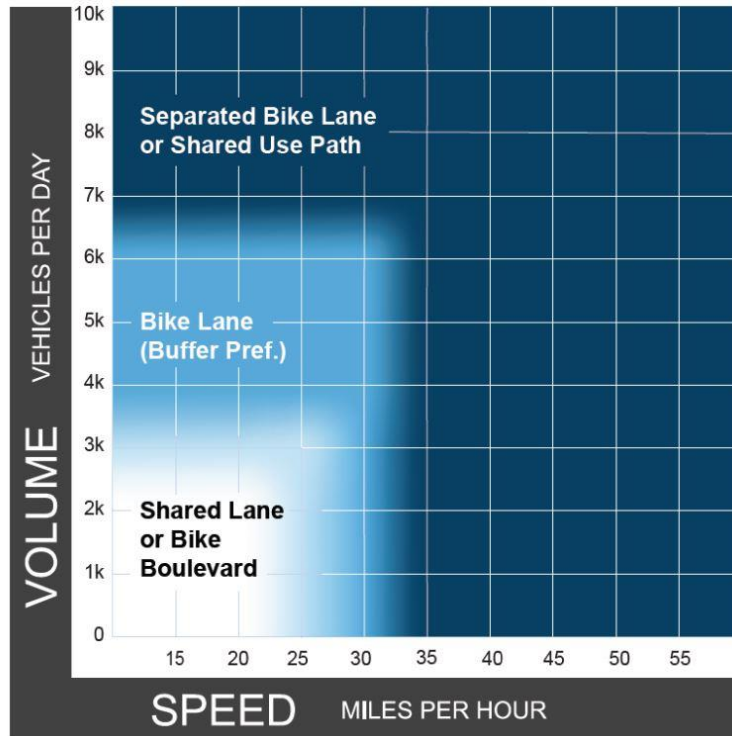


- E-Bike Regulations/Speed Limits (23)
- Separation of Bikes from Pedestrians (10)
- Crossing improvements (10)
- Driver Education/Enforcement (8)
- More Sidewalks/Maintenance (8)
- Regional Connections (4)
- Bike Racks (3)

Park City, UT
Bicycle & Pedestrian Plan



PROJECT OBJECTIVES



Source: Federal Highway Administration

Location Considerations:

- Volumes and speeds of cars
- Destinations
- Safe Route to School
- Traffic calming (NFSP requests)
- Bicycle and Pedestrian Counts

PROJECT OBJECTIVES

Pathway Considerations

- Separation from vehicles ~ All Ages and Abilities
- One side of the road to minimize ROW impacts
- One facility vs. separating users: minimum 8' for bikeway, minimum 5' for sidewalk
- Width of 12' to accommodate bike and ped counts

Date	Duration	Total	Bikes	Pedestrians	Peak Hour	Peak Counts
Sept 11, 2024	7 AM – 7 PM (12-hrs)	180	114	66	2:30 – 3:30 PM	29 (5 peds, 24 bikes)
Sept 10, 2025	12 AM – 11:59 PM (24-hrs)	279	107	172	2:15 – 3:15 PM	39 (5 peds, 34 bikes)

COMMUNITY FEEDBACK

Concerns	<p>Mixing of users: people walking, biking, children, dogs, and e-bikes sharing the same space.</p> <p>Speed and enforcement: bicycle speeds (particularly e-bikes) and vehicle speeds, along with questions about enforcement</p> <p>Winter maintenance: snow storage and impacts to adjacent properties</p>
Support	<p>Off-Street facility: space for bicycling fully separated from traffic</p> <p>McPolin and MARC access: More comfortable ways to get to the MARC and school campus</p>

Apprehension about the multi-use pathway's impact on people walking has been the most consistent throughline in the feedback received.



COMMUNITY FEEDBACK

Type of Communication	Timeline	Audience
Park City Bike and Pedestrian Plan Survey	February – March 2024	280 Responses
Engage Park City Website	October 2025 - Present	748 Site Visitors
BusStopComments Email	2023 – Present	10+ Emails Received
Transportation Open House	October 2025	45 Community Members
Certified Mail	March 2026	4 Properties
Community Walkthroughs	December 2025 - Present	7 Community Members
Property Owner Engagement	November 2025 – Present	7 Properties
Park Meadows Community Meeting	February 2026	100+ Community Members



PATHWAY MANAGEMENT: HB 381



Source: Honolulu Police Department



PATHWAY MANAGEMENT: EDUCATION

EXISTING

- School Outreach: Resource office bike education, A-Frames at school drop-off, parent handouts
- Pathway EDU program
- Helmet handouts on pathways
- Bicycle shop videos and flyers
- Youth Council Peer-to-Peer Campaign
- Social media campaigns

PLANNED

- Flyers placed at MARC, City Hall, Police Station
- Slow Your Roll Campaign
- Pathway etiquette and speed marketing campaign

EDUCATION

Where can I ride my e-Bike in the Park City area?

	Roadway & Designated Bike Lanes	Paved Multi-use Pathways (Ex: Rail Trail, McLeod Creek, Poison Creek)	Natural Surface Trails > 5 ft wide (Ex: Wag On, McLeod Creek, Rail Trail)	Single Track Trails (& natural surface trails < 5 ft wide)
Class 1 e-Bike	✓	✓	✓	✓ Only if 65 & older, or mobility disability
Class 2 e-Bike	✓	✓	✓	✗
Class 3 e-Bike (Park City) PCMC Code 10-1-4.5	✓	✗	✗	✗
Class 3 e-Bike (Summit County) Summit County Code 7-5	✓	✓	✓	✗
Unclassified e-Bike Over 750 watts, no pedals, ability to exceed 20 mph w/o assist	✗	✗	✗	✗

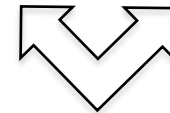


PATHWAY MANAGEMENT: ENFORCEMENT

EXISTING	<ul style="list-style-type: none">• Motorcycle/bicycle Police team enforcement of unlicensed e-motorcycles on pathways or roadways• Targeted patrols of areas with safety concerns• Summit Bike Share restricted 7 MPH around schools & areas of interest, 15 MPH restriction elsewhere
PLANNED	<ul style="list-style-type: none">• Frequent enforcement/education campaigns on pathways

PATHWAY MANAGEMENT: DESIGN

EXISTING	<ul style="list-style-type: none">• Etiquette signage• 15 MPH speed limit signage• Permitted uses signage• Striped yellow centerline
PLANNED / POSSIBLE	<ul style="list-style-type: none">• Updated etiquette signage• SLOW and 15 MPH painted onto pathways• Striped zones for bicycles and pedestrians• Possible: gates, flexible bollards



Striping



PATHWAY MANAGEMENT: SINGAGE

Share the Trail



Be a responsible trail user.

- Don't block the trail
- Keep dogs under control – 6' leash maximum
- Travel at a safe speed
- Pass with care
- Bicyclists keep right except to pass
- Pedestrians keep left to face oncoming cyclists

www.roseville.ca.us/ShareTheTrail



WELCOME TO PARK CITY'S
MULTI-USE PATHWAY SYSTEM

E-BIKE PERMITTED USES:

 **CLASS** 1 | 2 | 
E-BIKES

PROHIBITED USES:

PCMC Municipal Code: 10-1-4.5 • Summit County Code: 7-5 Ordinance No. 981

 MOTORIZED VEHICLES	 ELECTRIC MOTORCYCLES
 750 + WATTS	 OUT-OF-CLASS E-BIKES

COUNCIL DIRECTION

The Little Kate Pathway is included in the Citywide Bus Stop Project's Construction Package, which will be returning to City Council on May 7 for approval.

Staff requests City Council direction on the continuation of the Little Kate Pathway and pathway management strategies

THE LITTLE KATE PATH

THANK YOU



2026 Water Impact Fee

Update of 2014 Impact Fee



We seek direction on:

2026 Impact Fee Adoption

- Water Impact Fee Facilities Plan (IFFP)
- Water Impact Fee Analysis (IFA)
- Amended Title 11, Chapter 13 of the Park City Code

Impact Fee Amount

- Max allowable fee puts full cost on development
- Less than max puts some cost on existing users

Timeline if Directed to Move Forward

- A notice of Public Hearing 10 days prior
- Public Hearing and adoption
- New fee takes effect 90 days after Public Hearing and adoption



Impact Fee Basics

What is a water impact fee?

- One-time fee charged to new development to offset the actual capital costs associated with their proportional impact on the water system
- Recovers the City's costs of building culinary water capacity to serve future development rather than passing these growth-related costs on to existing users through rates
- Without impact fees, existing customers pay the cost of the additional impact on our water system from new development.
- Who Pays?
 - Development activity that has a net increase in water demand
 - Increase in outdoor irrigated area
 - Increase in building size
 - Change in use to a more water intensive use e.g. office space conversion to restaurant



Who Pays Impact Fees

Water Impact Fee Summary - Date Range: 6/3/2019 - 9/13/2024

Permit Type	# of Permits charged with Water Impact Fees	Total	Average	Maximum	Minimum
Commercial- New	15	\$806,054	\$53,737	\$113,410	\$1,658
Commercial- Other	23	\$592,657	\$25,768	\$216,990	\$665
Driveway/Patio	2	\$24,066	\$12,033	\$17,194	\$6,871
Grading/Landscaping	7	\$190,601	\$27,229	\$131,036	\$2,156
Interior Remodel	2	\$2,884	\$1,442	\$1,710	\$1,174
Multiplex Addition	7	\$21,596	\$3,085	\$6,200	\$1,174
New Home	247	\$4,411,539	\$17,860	\$80,497	\$1,493
Plumbing	1	\$1,598	\$1,598	\$1,598	\$1,598
Remodel	6	\$31,054	\$5,176	\$12,706	\$1,598
Single-Family Addition	90	\$274,730	\$3,053	\$19,259	\$1,493
Total Permits with Water Impact Fees	400				
Total Permits without Water Impact Fees	25,590				

Not all development activity requires water impact fees

2026 Update

Unchanged

- Service area
- Method of calculating the impact fee

Updated

- 3 Kings Water Treatment Plant and related infrastructure costs included
- Growth projections
- Peak day demands
- Updated infrastructure cost estimates



Proposed Impact Fee

Water Impact Fee per gallon per minute (gpm) demand	
Current	\$16,579
Proposed – 2026	\$26,449
Proposed – 2027	\$27,140
Proposed – 2028	\$27,901
Proposed – 2029	\$28,691
Proposed – 2030	\$29,513
Proposed – 2031	\$30,349
Proposed – 2032	\$31,239
Proposed – 2033	\$32,165
Proposed – 2034	\$33,131
Proposed – 2035	\$34,172
Proposed – 2036	\$35,258

Outdoor Water Impact Fee per 1,000 Sq. Ft.	
Current	\$1,598
Proposed – 2026	\$2,549
Proposed – 2027	\$2,615
Proposed – 2028	\$2,689
Proposed – 2029	\$2,765
Proposed – 2030	\$2,844
Proposed – 2031	\$2,925
Proposed – 2032	\$3,011
Proposed – 2033	\$3,100
Proposed – 2034	\$3,193
Proposed – 2035	\$3,293
Proposed – 2036	\$3,398

59.5% higher than existing fee (was 51.6% higher in 2024)

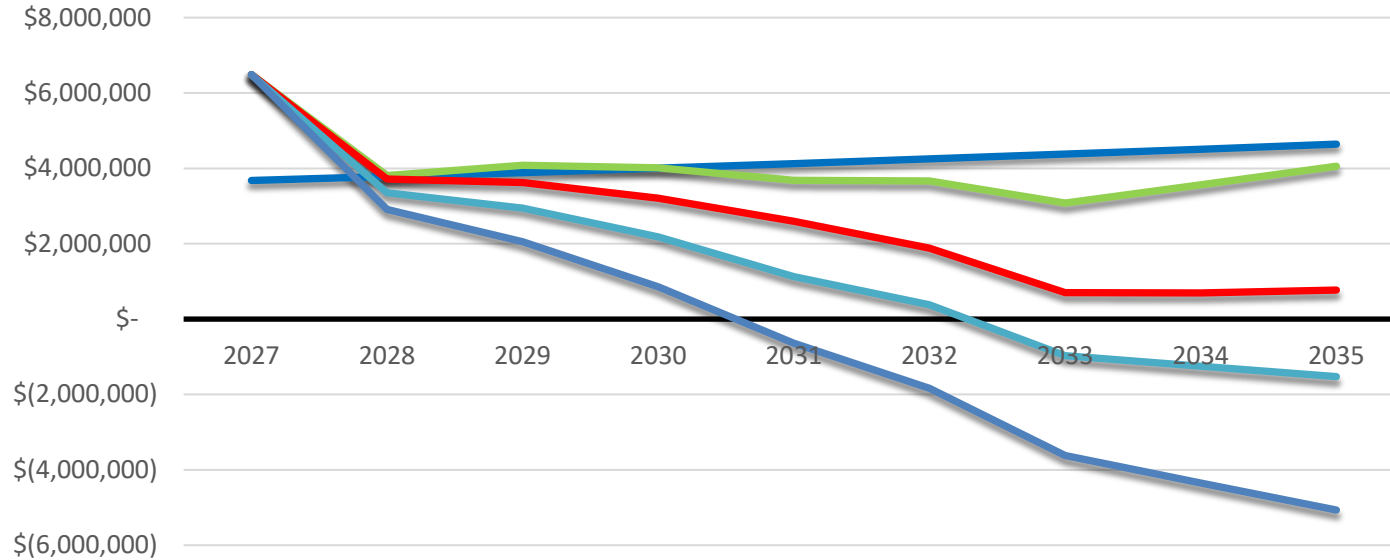
If the 2014 fee had been escalated at 2.5% annually, the increase would only be 19%

71% of the proposed fee is allocated to infrastructure required to address treatment and capacity issues related to the Judge and Spiro Tunnels



Impact on Water Rates

Water Enterprise Fund Beginning Fiscal Year Cash Balance



- Minimum Target Cash Balance (25% operating budget)
- 4% & 3% rate increase for FY 27 & 28 and new impact fee adopted
- 4% & 3% rate increase for FY 27 & 28 and no impact fee change
- 2% & 2% rate increase for FY 27 & 28 and new impact fees adopted
- 2% & 2% rate increase for FY 27 & 28 and no impact fee change



Impact Fee Waivers

- Only allowed under State code, and City code and policy
- State Code
 - Impact fees may only be waived for low-income housing, schools, and “development activity with a broad public purpose”
- City code further restricts fee waivers to only be permissible for affordable housing and public facilities which serve a beneficial public purpose.
- This is further refined in the City’s policy, under which, impact fees may be waived for:
 - City projects which generally have a broad public purpose.
 - Affordable housing projects by private developers voluntarily including affordable units.
 - 501(c)(3) non-profit organizations, governmental agencies, and religious groups that clearly provide a substantial benefit .



We seek direction on:

2026 Impact Fee Adoption

- Water Impact Fee Facilities Plan (IFFP)
- Water Impact Fee Analysis (IFA)
- Amended Title 11, Chapter 13 of the Park City Code

Impact Fee Amount

- Max allowable fee puts full cost on development
- Less than max puts some cost on existing users

Timeline if Directed to Move Forward

- A notice of Public Hearing 10 days prior
- Public Hearing and adoption
- New fee takes effect 90 days after Public Hearing and adoption



Water Rates



We seek direction on:

Fiscal Year 2027 Updates:

- Alternative 1 (staff recommendation)
 - Increase base rates for medium, large, and extra-large Single Family
 - Increase base rate for Irrigation customers
 - Adjust tier prices for SFR and Irrigation to align with Multi-Family and Commercial water rates
 - No change to Multi-Family or Commercial water rates
 - Estimated net 4% revenue increase
- Alternative 2
 - 4% increase to all base and consumption water rates

Fiscal Year 2028 Updates:

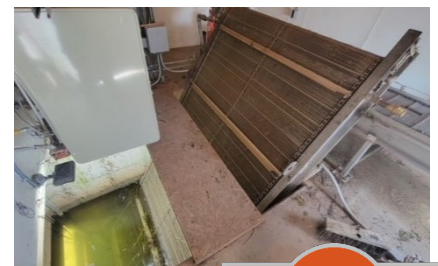
- 3% increase to all base and consumption water rates



High Cost of Water Service



- Mining Legacy – Unique Expenses for Mine Maintenance and Water Quality Issues
 - Top of Watershed – Cost to Import and Pump Water



High Cost of Water Service

Mountainous Terrain and Seasonal Challenges



High Cost of Water Service

Aging Infrastructure



Distribution Infrastructure

Major Distribution Infrastructure

130 miles of pipeline
182 control valves
26 pump stations
50 pumps of varying size and capacity
54 pressure reducing stations
11 stream flow monitoring stations
950 fire hydrants
2 mine tunnels
20 storage tanks
1,775 mainline isolation valves
5,500+ meters
Telemetry and Security System

Regional Infrastructure

Rockport Import Project

- River intake and pump station
- High output pumpstation
- Pipelines from Rockport to 3Kings

Jordanelle Special Service District

- Ontario Drain Tunnel
- Keetley WTP
- 4 pumpstations and piping

Western Summit County Project

- Regional interconnects
- East Canyon WTP
- Davis and Weber Canal Co Shares

Quinns Water Treatment Plant



Creekside Water Treatment Plant



3Kings Water Treatment Plant

7.2 MGD Conventional Metals Removal WTP on STEROIDS!



Metals Exceeding Regulatory Limits	Old Spiro WTP	3Kings WTP
Antimony	X	✓
Arsenic	✓	✓
Cadmium	X	✓
Iron	✓	✓
Lead	✓	✓
Manganese	✓	✓
Thallium	X	✓
Zinc	X	✓
Surface Water Rated Treatment Capacity	X 2,100 gpm	✓ 5,000 gpm

Water Rate Changes

Needed to offset increasing costs

Fiscal Year	Water Rate Increase	Notes
2016	Varied	Pumping Surcharge adopted, increased depending on service elevation, 0% for lowest elevation, 20% for highest
2017	2%	Plus SFR, MFR rate changes
2018	6%	Plus 10% Irrigation base rate
2019	3%	Plus 10% Irrigation base rate
2020	3%	Plus 10% Irrigation base rate
2021	3%	Plus 10% Irrigation base rate
2022	3%	
2023	3%	
2024	Varied	Redesigned rate structure - high water users experienced large increase, low water users experienced a rate decrease with a 10% increase in net revenue
2025	4.5%	
2026	Varied	4.5% increase for Multi Family and Commercial; 12% reduction in Single Family and Irrigation revenue with 10% reduction in net revenue
2027	4.0%	Recommended increase
2028	3.0%	Recommended increase
beyond	3%	Approximate and subject to change based on unexpected expenses, reduced water consumption, or other factors.

FY 2026 Water Rate Changes

1. **4.5% increase for Multi-Family and Commercial**

2. **Single Family and Irrigation Rates Based on Lot Size or Irrigated Area:**
 - Single Family Residential*
 - \$75 base rate for all property sizes
 - 0 to 0.25 acre, 25,000 gallons – 0.1 acre of lawn
 - 0.25 to 0.75 acre, 45,000 gallons – 0.25 acre of lawn
 - 0.75 to 1.25 acre, 60,000 gallons – 0.35 acre of lawn
 - 1.25+ acre, 75,000 gallons – 0.45 acre of lawn

 - Irrigation*
 - \$150 per acre base rate
 - 120,000 gallons per landscaped acre

**Watering application rate based on Utah Division of Natural Resources recommendation of 1.5" of water per week during peak (July and August) irrigation season for lawn*

- *Three ½" waterings per week*
- *Recommendation is reduced during nonpeak months*

FY 2026 Water Rate Changes

FY 26 Changes Affecting Revenue and Expense

Single Family rate changes	\$ (1,800,000)
Irrigation rate changes	\$ (600,000)
4.5% increase on MFR and COMM	\$ 400,000
Charging City for Water Use	\$ 900,000
<u>Budget Cuts</u>	<u>\$ 1,100,000</u>
Net Change	\$ -



Proposed FY 2027 Water Rates

FY 2027 Single Family Water Rates

	Small 0 – 0.25 acre	Medium 0.25 - 0.75 acre	Large 0.75 - 1.25 acre	Extra Large 1.25+
Base Rate*	\$75	\$75 \$85	\$75 \$95	\$75 \$105
Volumetric Tier Definitions (Price per Thousand Gallon)				
Tier 1 \$7.00 \$7.51	2 - 5	2 - 5	2 - 5	2 - 5
Tier 2 \$10.00 \$11.37	5 - 20	5 - 30	5 - 40	5 - 50
Tier 3 \$20.00 \$21.65	20 - 25	30 - 45	40 - 60	50 - 75
Tier 4 \$37.84	> 25	> 45	> 60	> 75

Number of Customers:

Small – 2,971

Medium – 1,596

Large – 244

XL - 236

*Base Rate includes 2,000 gallons usage

- Tiers 1, 2, and 3 changed to match Commercial and Multi-Family
- Base rates increased for larger properties

Proposed Base Rate Change

Small
0 - 0.25 acre
Proposed \$75
2,971 properties

Medium
0.25 - 0.75 acre
Proposed \$85
1,596 properties

Large
0.75 – 1.25 acre
Proposed \$95
244 properties

Extra Large
Larger than 1.25 acre
Proposed \$105
236 properties



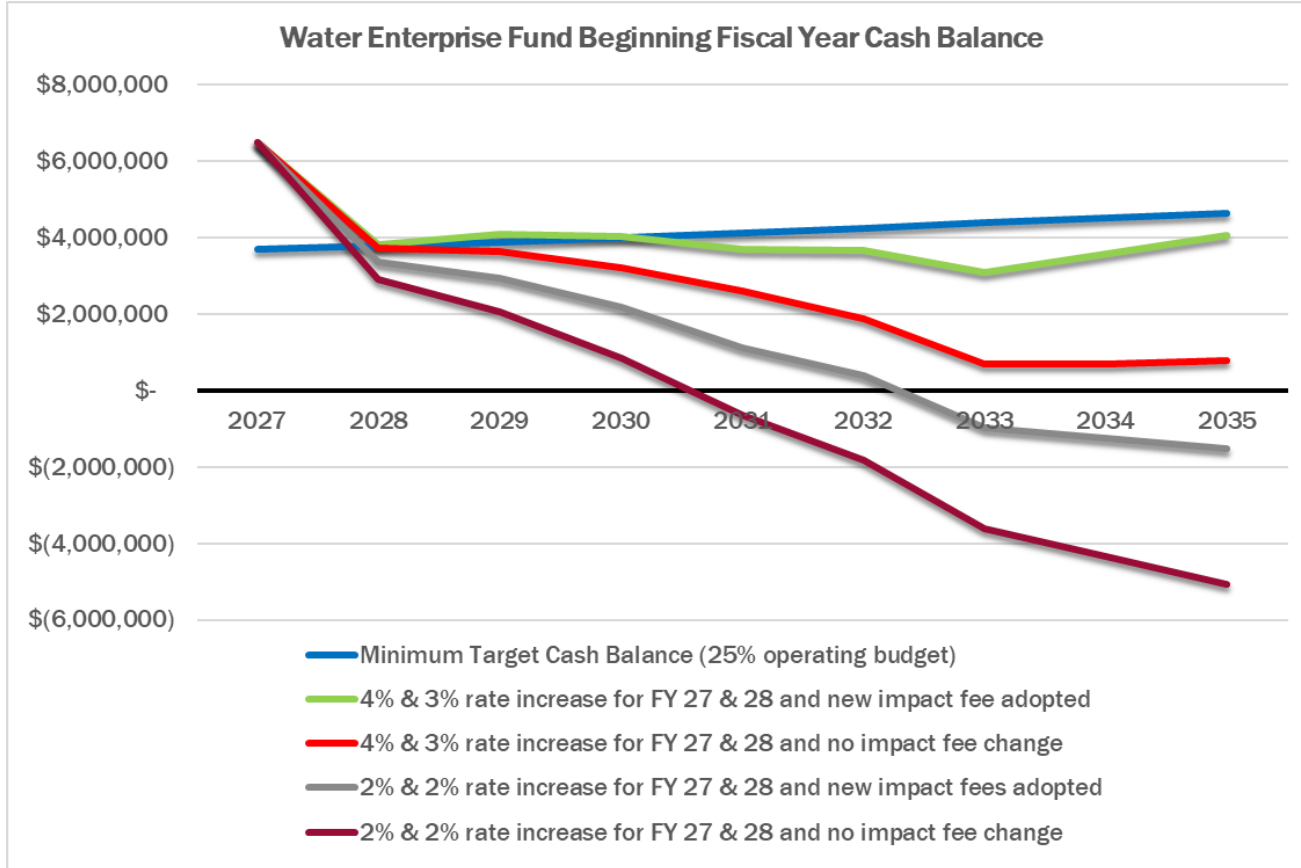
Proposed FY 2027 Water Rates

Proposed FY 2027 Irrigation Rates

Monthly Base Rate (per acre)	Tier 1	Tier 2	Tier 3
\$150 \$175	\$10.00 \$12.81	\$20 \$21.65	\$37.84

- Tiers 1, 2, and 3 changed to match Commercial and Multi-Family
- Base rates increased \$25 per acre

Water Fund Cash Balance



- Cash balance goal is 25% of operations budget
- This amount is relatively small compared to total budget, capital project costs, and potential revenue variations

We seek direction on:

Fiscal Year 2027 Updates:

- Alternative 1 (staff recommendation)
 - Increase base rates for medium, large, and extra-large Single Family
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- Alternative 2
 - 4% increase to all base and consumption water rates

Fiscal Year 2028 Updates:

- 3% increase to all base and consumption water rates





Budget Preview

FY27 Capital Budget

PARK CITY

1884

Budget Meetings

March 19 – Capital Budget Overview

April 9 – Operating Budget Preview, Fee Schedule

April 30 – Capital Improvement Budget Preview

May 7 – Adopt Tentative Budget

May 21 – Follow-up (as needed)

June 4 – Follow-up, Public Hearings (as needed)

June 11 – Adopt Final Budgets, Budget Policies, Fee Changes, Elected and Statutory Officer Compensation



CIP Committee



Troy Dayley

Public Works



Chris Eggleton

*Economic
Development*



Tim Sanderson

Transportation



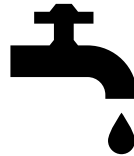
Scott Robertson

IT



Ken Fisher

Recreation



Clint McAfee

Water



John Robertson

Engineering



CIP Scoring

Necessity
35%

- Required for safety, compliance, or core operations
- Cannot be delayed without negative consequences

Community &
Service Impact
30%

- Aligns with Council priorities and community needs
- Improves quality of life, core services, or access

Benefit vs Cost
20%

- Improves efficiency or service levels
- Provides long-term value or cost avoidance

Financial
Sustainability
15%

- Long-term cost impacts (lifecycle + operations)
- Uses responsible and appropriate funding sources

Capital Fund Balance

The majority of revenues have flexible allocation, although some historic intended uses have been designated by Council.

Total Balance

\$106M

Total Flexible Under
State Law

\$97M

Total Flexible Under
Council Policy

\$64M

PCMC Flexible vs. Restricted Sources of Capital Fund Balance as of FY 25 End/FY26 Beginning

Net Revenue Source	Amount	Flexible vs. Constrained	% of Balance	Prevailing Statute, Ordinance, or Agreements
Transient Room Tax	\$15,526,193	Flexible Under State Law, Constrained by Council Policy to Arts & Culture/5-Acre purchase.	14.6%	Park City Ordinance No. 2017-34
Additional Resort Community Sales Tax	\$30,755,528	Flexible Under State Law, Initially planned by Council, but not-limited to Historic Park City/Main Street & Downtown Projects, OTIS, Storm Drain Improvements, Open Space Acquisition, and other projects as determined appropriate by Council.	28.9%	Ordinance No. 12-33
General Fund Transfer (22% of 1.1% Resort Tax)	\$31,543,271	Flexible Under State Law	29.7%	Utah Code § 10-3-1210, Utah Code § 10-6-116
2013A Walkability General Obligation Bond	\$5,498,426	Constrained to walkability projects via bond covenant	5.2%	2013a G.O. Official Statement
2017 Sales Tax Revenue Bond	\$1,455,704	Flexible, authorized projects can be amended	1.4%	2017 STR Official Statement
2019 Sales Tax Revenue Bond	\$18,509,095	Flexible, authorized projects can be amended	17.4%	2019 STR Official Statement
2020 Open Space General Obligation Bond	\$742,637	Constrained to Treasure Hill and Armstrong Open Space via bond covenant	0.7%	2020 G.O. Official Statement
Impact Fees	\$602,645	Constrained by state law to impact fee eligible projects	0.6%	Utah Code § 11-36a-301
Class B/C Road Funds	\$175,408	Constrained by state law to roadway projects	0.2%	Utah Code § 72-3-104
Other (Sale of Assets, Fee-In-Lieu, Contributions, Misc.)	\$1,436,836	Other	1.4%	
Total	\$106,245,744			
Total Flexible Under State Law	\$97,789,791			
Total Flexible Per Past Council Policy and Not Currently in Progress	\$63,754,503			

Source: PCMC, State of Utah. As of March 2026. Please refer to the appendix for references associated with authorizing ordinances, State code, and official statements associated with the City's bonds.



Capital Fund

Sales Tax Revenue Bond

PARK CITY

1884

5-Acre Site

Sales Tax Revenue Bond

Amount Requested: \$35 Million

Project Description:

This request is for the development of an arts-centric mixed-use space, including local commercial, affordable residential, and two acres of community gathering space for events and markets. The project includes 106 residential units and underground parking, utilizing a footprint significantly smaller than previous private development proposals. Following the March 19th council meeting, the project has advanced to the Planning Commission phase for land-use application review.





Capital Fund

One-Time Requests

PARK CITY

1884

Golf Course Improvements

Funding Request by Fiscal Year

Fund	Activity/Source	2026	2027	2028	2029	2030	Total
031 CIP Fund	450 BEGINNING BALANCE		\$3,354,500	\$3,354,500			\$ 6,709,000
055 Golf Course Fund	459 GOLF FEES	\$ 250,000					\$ 250,000
							\$ 6,959,000

Project Description:

Funding supports the implementation of long-term capital improvements identified through a consultant-led assessment of the golf course. Following Council direction, staff issued an RFP for architectural services and are currently engaged in the planning phase.



TCS Recommendations

Executive Summary (continued)

The following table illustrates capital needs which are described and detailed in the agronomy section of this report.

Item	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Tee Leveling and Resurfacing	395,000					395,000
Select Fairway Contouring \$1.70/Sq. Ft. (Allowance)	20,000	20,000				40,000
Bunker Renovation (~32,000 SF)	450,000					450,000
Greens Renovation (3 acres)			1,575,000			1,575,000
Selective Cart Path Repair	30,000	20,000	20,000			70,000
New Irrigation System (pipe, heads, control)			2,600,000			2,600,000
Re-seed Fairways (30 acres)				315,000		315,000
Above Ground Fuel Storage Tank	80,000					80,000
Maintenance Equipment ★	441,000	317,000	132,000	244,000	50,000	1,184,000
Total	1,416,000	357,000	4,327,000	559,000	50,000	6,709,000

★ These totals are detailed by piece in the equipment table on page 40.

TCS appreciates the opportunity to work with PCMC and submit this report. We look forward to presenting our findings to the City Council and welcome an open dialogue regarding the methodology. Additionally, TCS is happy to amend or revise sections of the report as requested by PCMC.

Ice Arena

**Project Name: Ice Arena Hillside
Structural Remediation**

Amount Requested: \$1,550,000

Project Description:

This project includes a feasibility study to evaluate long-standing water intrusion and settlement issues along the east side of the Park City Ice Arena. Despite multiple past repair efforts, water continues to infiltrate occupied areas of the building, impacting operations and the customer experience.

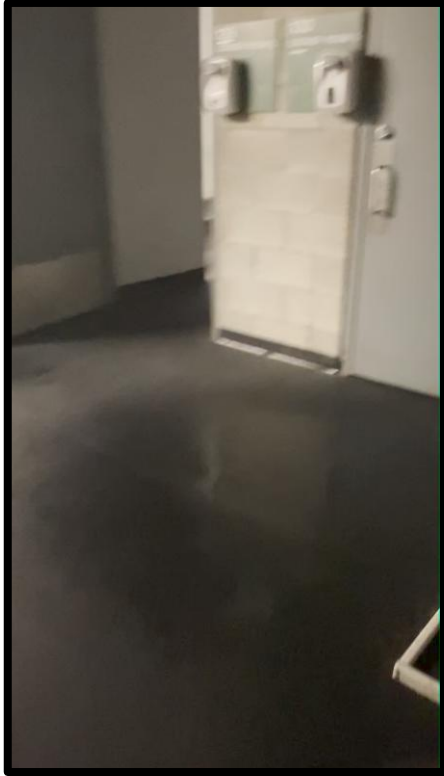
Consistent with the 2023 Facility Condition Assessment, staff are pursuing a comprehensive evaluation to identify root causes and durable remediation options. This effort will develop multiple repair strategies, including stand-alone solutions and options coordinated with future facility improvements. No construction is proposed at this stage.

Funding Request by Fiscal Year

Activity/Source	2027	2028	2029	2030	2031	Total
450 BEGINNING BALANCE	\$ 50,000	\$ 900,000	\$ 600,000			\$ 1,550,000
						\$ 1,550,000



Ice Arena



August 16, 2023



Additional Resorts Communities Sales Tax



Clark Ranch

Project Description:

- Located west of US-40 and south of Park City Heights
- Approximately 344 acres of City-owned land
- Proposed Development (Public-Private Partnership)
 - Development of approximately 10 acres of the site
 - Creation of an affordable housing community
 - Estimated 120–160 residential units
 - For-sale townhomes
 - Multi-family rental housing
 - Designed to address a range of community housing needs
 - Managed by the Engineering Department



Funding Request by Fiscal Year

Activity/Source	2027	2028	2029	2030	2031	Total
499 ADDITIONAL RESORT SALES TAX		\$ 9,311,808	\$ 9,311,808			\$ 18,623,616

Frontage Road

**Project Name: Clark Ranch Frontage Road
(ENG0752)**

Department: Engineering

Project Description:

The Clark Ranch Housing Development is a key community initiative to provide access to a much-needed affordable, workforce housing within City limits. The proposed project is required to connect the future Clark Ranch Housing project to Richardson Flat Road. The requested funds will be used to complete the design and preliminary engineering, preparation of construction documents, bidding/advertising, construction and construction management to construct a 2-lane road with a proposed roundabout connection at Richardson Flat Road.

Funding Request by Fiscal Year

Budget	Activity/Source	2026	2027	2028	2029	2030	2031	Total
FY26 Approved Budget	499 ADDITIONAL RESORT SALES TAX	\$200,000	\$2,400,000					\$ 2,600,000
FY27 Requested Budget	499 ADDITIONAL RESORT SALES TAX	\$ 100,000	\$ 1,600,000	\$ 2,000,000				\$ 3,700,000
								\$ 6,300,000



Munchkin/Woodbine

**Project Name: Munchkin/Woodbine
Reconstruction (ENG0528)**

Department: Engineering

Project Description:

Reconstruction of Munchkin and Woodbine will improve vehicle and pedestrian connectivity by installing sidewalks and multi-use paths. This is a precursor to the development of the 5-acre site, and advances some of the complete streets work contemplated in the Bonanza Park Small Area Plan.

Funding Request by Fiscal Year

Activity/Source	2026	2027 Requested	2028 Requested	2029 Requested	2030 Requested	2031 Requested	Total
499 ADDITIONAL RESORT SALES TAX	\$ 300,000	\$ 2,000,000	\$ 1,600,000				\$ 3,900,000
479 TRANSIT SALES TAX		\$ 1,600,000					\$ 1,600,000
							\$ 5,500,000



Snow Creek Crossing

5-acre Site

Kearns Blvd Multi-purpose Trails

Munchkin & Woodbine Extn Multi-trail Improvements



Payday Traffic Calming

Project Name: Payday Traffic Calming and Iron Canyon Sidewalk

Department: Engineering

Project Description:

Construction of traffic calming and pedestrian safety improvements to Payday Dr. Dependent on designs and Neighborhood First Streets Program input, the improvements would be one of the following: 1. Median islands - install multiple median islands along Payday Dr to reduce vehicle speeds. 2. Pathway Widening and Roadway Narrowing - Narrow the roadway as much as possible while keeping two lanes of travel and one parking lane. Provide an 8' pathway on the north side of the roadway. 3. Combination - This design would leave the road at its current width but add medians and still include the 8' pathway on the north side of the roadway. Lastly, a sidewalk is proposed to connect the west end of Payday Dr to the Ivory annexation on lower Iron Canyon Dr.

Funding Request by Fiscal Year

Activity/Source	2027	2028	2029	2030	2031	Total
499 ADDITIONAL RESORT SALES TAX	\$ 150,000	\$ 1,000,000				\$ 1,150,000





Lower Park Avenue RDA

PARK CITY

1884

Senior Community Center

Project Description:

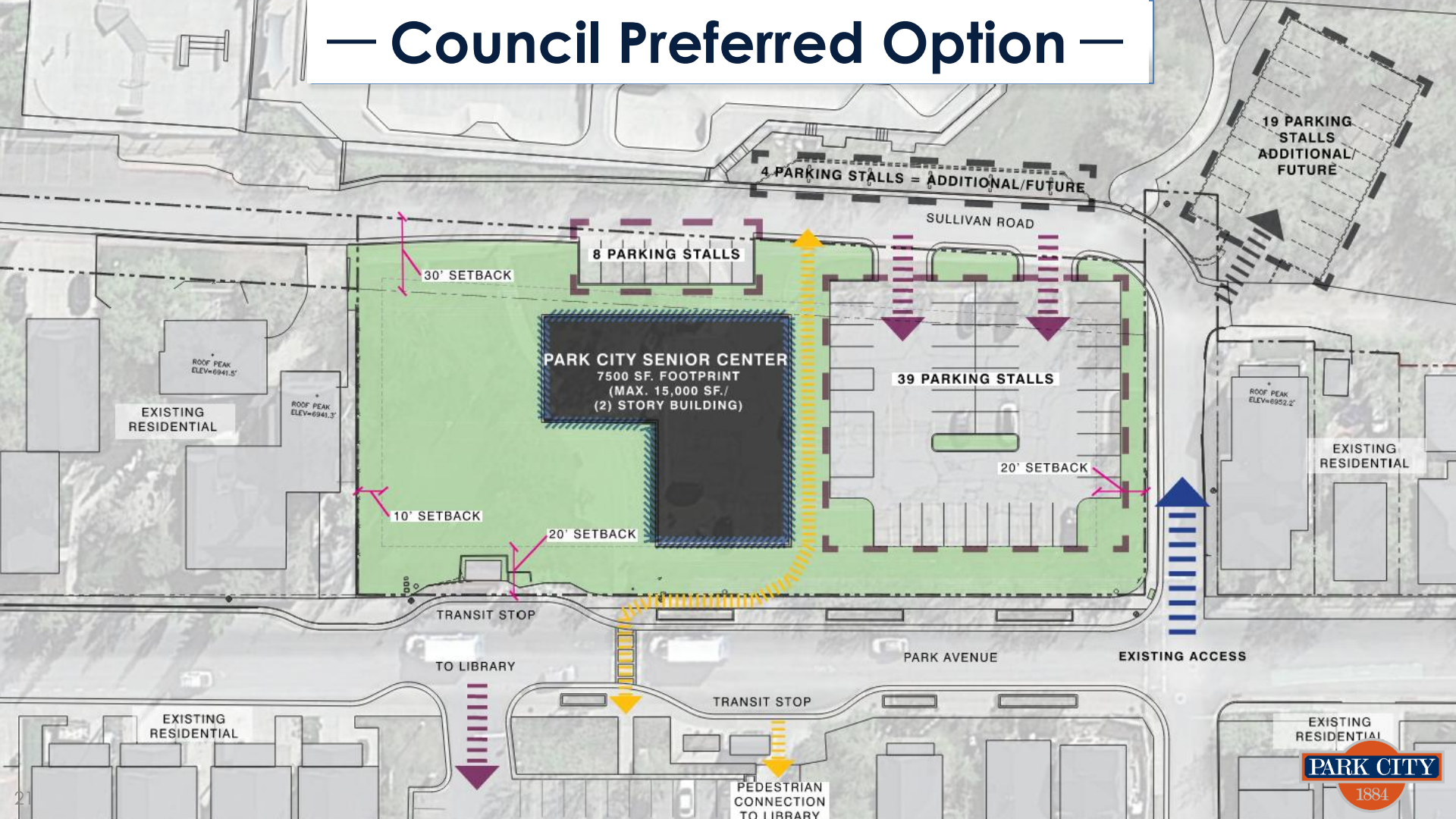
Design, Development and Construction of a new Senior Center at the "Mawhinney" property in Old Town. PCMC staff was directed by City Council January 9, 2025 to investigate the feasibility of a new Senior Center at the Parcels which make up the Mawhinney Parking Lot and the adjacent lot. Subsequent direction given to staff after completion of the feasibility study at multiple council presentations throughout 2025 and into 2026 has been to continue with design and development for the project. The current facility for the Seniors is outdated, aging and too small to accommodate the current members and their programming, while the Senior Center members and the Senior demographic in Park City continues to increase rapidly.

Funding Request by Fiscal Year

Fund	Activity/Source	2026 Budget	2027 Requested	2028 Requested	2029 Requested	2030 Requested	2031 Requested	Total
033 Lower Park Ave RDA	450 BEGINNING BALANCE	\$3,500,000		\$3,500,000	\$5,000,000			\$12,000,000
031 CIP Fund	499 ADDITIONAL RESORT SALES TAX			\$3,000,000				\$3,000,000
								\$15,000,000



— Council Preferred Option —





Water Fund

PARK CITY


1884

Water Fund

To support future capital projects, staff recommends reallocating all past and future PFAS settlement distributions from the General Fund to the Water Fund. Since the settlement directly concerns the municipal water system, this alignment ensures revenues are dedicated to their intended purpose: supporting critical water infrastructure.

Infrastructure Improvement WAT0040

Activity/Source	2026 Budget	2027 Budget	2027 Requested	2028 Budget	2029 Budget	2030 Budget	2031 Requested
481 WATER SERVICE FEES	\$ 2,320,139	\$ 2,000,000	\$ 247,167	\$ 2,500,000	\$ 3,500,000	\$ 4,000,000	\$ 4,500,000
466 OTHER CONTRIBUTIONS			\$ 1,252,833				



Transportation and Parking Fund



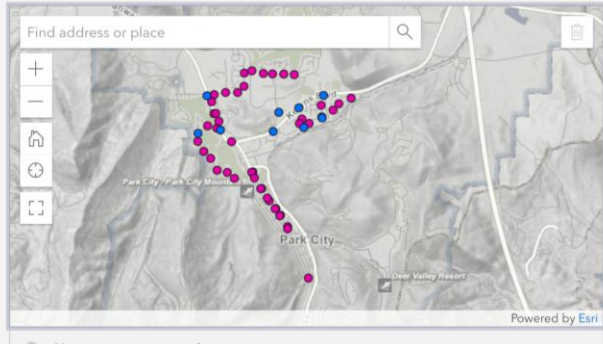
Bus Stops (TRP0025)

Phases 1 and 2 Comments

Submit a form for each bus stop you want to comment on

Phase 1 & 2 Bus Stop Improvements*

Zoom to and select (using ctrl+scroll) the bus stop you would like to comment on.
Phase 1 = Blue. Phase 2 = Pink.



- Improve 83 bus stops
- Add awarded Federal and County grants and supporting local match
- ADA, access, improved shelter, amenities.

Funding Request by Fiscal Year

Fund	Activity/Source	2027	2028	2029	Total
057 Transportation Fund	458 FEDERAL GRANTS	\$ 2,600,000			\$ 2,600,000.00
057 Transportation Fund	483 THIRD QUARTER COUNTY TAX	\$ 1,500,000			\$ 1,500,000.00
031 CIP Fund	451 BOND PROCEEDS	\$ 1,200,000			\$ 1,200,000.00
					\$ 5,300,000.00



Next Steps

Between now and final budget adoption (June):

- Incorporate Council feedback for the tentative and final budget
- Update revenue projections to ensure budget is reflective of current economic data





Appendix

Appendix

The FY27 Recommended Capital Project Summaries included in the appendix are presented by total project budget, including all funding sources. For a breakdown of the project summary by funding source, please refer to Exhibit A.

In Progress - Capital Maintenance

Project	Project Title	FY 26 Base +		FY 27 Base	FY 27 Requested	FY 28 Base +		FY 29 Base +		FY 30 Base +		Total
		Carry Forward	Requested			Requested	Requested	Requested	Requested			
TRA0009	Transit Rolling Stock Replacement	\$ 11,165,571	\$ 6,548,442		\$ 6,238,092	\$ 5,250,000		\$ 6,500,000	\$ 3,000,000	\$ 38,702,105		
WAT0040	Water Dept Infrastructure Improve	\$ 1,862,084	\$ 500,000	\$ 2,000,000	\$ 1,500,000	\$ 2,500,000	\$ 3,500,000	\$ 4,000,000	\$ 4,500,000	\$ 20,362,084		
TRP0025	Bus Shelters Design and Capital Imp	\$ 10,637,267			\$ 5,300,000					\$ 15,937,267		
STR0074	Equipment Replacement - Rolling Sto	\$ 1,600,446	\$ 1,650,000	\$ 1,650,000		\$ 1,670,000	\$ 1,800,000	\$ 1,900,000	\$ 2,000,000	\$ 12,270,446		
STR0006	Pavement Management Implementation	\$ 794,644	\$ 1,250,000	\$ 2,100,000		\$ 1,775,000	\$ 1,800,000	\$ 2,000,000	\$ 2,200,000	\$ 11,919,644		
WAT0178	Rockport Water, Pipeline, and Stora	\$ 233,380	\$ 1,466,958	\$ 1,608,401		\$ 1,773,457	\$ 1,846,871	\$ 1,924,920	\$ 2,006,872	\$ 10,860,859		
REC0598	PC MARC Aquatics Replacement	\$ 8,648,477								\$ 8,648,477		
WAT0389	MIW Treatment	\$ 5,167,103	\$ 270,400	\$ 281,216		\$ 292,465	\$ 304,164	\$ 316,330	\$ 328,983	\$ 6,960,661		
STR0146	Asset Management/Replacement Progra	\$ 1,439,385	\$ 800,000	\$ 825,000		\$ 875,000	\$ 900,000	\$ 925,000	\$ 950,000	\$ 6,714,385		
ENG0527	Homestake Roadway & Trail Imp	\$ 4,892,948	\$ 470,690							\$ 5,363,638		
QUI0150	Ice Facility Capital Replacement	\$ 1,618,415	\$ 116,000	\$ 1,866,000		\$ 286,000	\$ 316,000	\$ 116,000	\$ 116,000	\$ 4,434,415		
TRA0316	Transit Facility Capital Renewal Ac	\$ 2,688,143	\$ 230,000	\$ 230,000		\$ 230,000	\$ 230,000	\$ 250,000	\$ 250,750	\$ 4,108,893		
TEC0075	Equipment Replacement - Computer	\$ 284,214	\$ 750,000	\$ 900,000		\$ 450,000	\$ 450,000	\$ 450,000	\$ 453,000	\$ 3,737,214		
TRL0092	Open Space Improvements	\$ 994,858	\$ 615,000	\$ 465,000		\$ 440,000	\$ 440,000	\$ 600,000	\$ 20,000	\$ 3,574,858		
TRA0203	China Bridge Event Parking	\$ 2,114,703	\$ 125,000	\$ 125,000	\$ 125,000	\$ 257,500	\$ 265,225	\$ 273,182	\$ 281,377	\$ 3,566,987		
WAT0256	Storm Water Improvements	\$ 1,065,177	\$ 330,750	\$ 347,288		\$ 364,652	\$ 382,884	\$ 402,029	\$ 422,139	\$ 3,314,919		
WAT0304	Quinn's Water Treatment Plant Asset	\$ 1,331,876		\$ 263,114		\$ 273,638	\$ 284,584	\$ 295,967	\$ 307,806	\$ 2,756,985		
WAT0341	Regional Interconnect	\$ 75,012	\$ 2,500,000							\$ 2,575,012		
WAT0007	Tunnel Maintenance	\$ 389,954	\$ 319,829	\$ 332,622		\$ 345,927	\$ 359,764	\$ 374,155	\$ 389,121	\$ 2,511,372		
GOL0091	Golf Maintenance Equipment Replacem	\$ 495,186	\$ 275,000	\$ 275,000		\$ 275,000	\$ 275,000	\$ 275,000	\$ 275,000	\$ 2,145,186		
WAT0396	Park Ave SD	\$ 1,600,000								\$ 1,600,000		
POL0615	Police Equipment Replacement Fund	\$ 24,706	\$ 212,525	\$ 210,775		\$ 232,775	\$ 303,270	\$ 227,000	\$ 225,250	\$ 1,436,301		
TRA0592	CAD/AVL Replacement	\$ 1,200,000	\$ 180,000							\$ 1,380,000		
WAT0372	Regionalization Fee		\$ 200,000	\$ 200,000		\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000		
WAT0342	Meter Replacement	\$ 164,981	\$ 150,000	\$ 156,000		\$ 162,240	\$ 168,730	\$ 175,479	\$ 182,498	\$ 1,159,928		
ENV0266	Prospector Drain - Regulatory Proje	\$ 1,156,712								\$ 1,156,712		
STR0329	Main St. Infrastructure Asset Manag	\$ 676,922	\$ 100,000	\$ 100,000	\$ (25,000)	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 1,151,922		
WAT0010	Water Department Service Equipment	\$ 212,725	\$ 139,989	\$ 146,000		\$ 152,082	\$ 158,165	\$ 164,491	\$ 171,071	\$ 1,144,523		
WAT0418	JSSD Interconnection Improvements	\$ 149,114	\$ 80,000	\$ 180,000		\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 1,129,114		
STR0191	Walkability Maintenance	\$ 94,809	\$ 142,500	\$ 182,500		\$ 195,000	\$ 145,000	\$ 150,000	\$ 150,000	\$ 1,059,809		
WAT0301	Scada and Telemetry System Replacem	\$ 300,832	\$ 62,180	\$ 218,545		\$ 225,102	\$ 50,000	\$ 51,500	\$ 53,045	\$ 961,204		
ENG0036	Traffic Calming	\$ 220,087	\$ 60,130	\$ 150,000		\$ 150,000	\$ 150,000	\$ 150,000		\$ 880,216		
TEC0609	Future Core Software	\$ 174,046	\$ 260,000	\$ 430,000						\$ 864,046		
REC0005	City Park Improvements	\$ 243,432	\$ 100,000	\$ 100,000		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 843,432		
TRA0601	Parking Asset Maintenance & Impro	\$ 307,970	\$ 80,000	\$ 80,000		\$ 80,000	\$ 83,200	\$ 85,000	\$ 89,000	\$ 805,170		
TEC0432	Software Subscriptions & Licenses	\$ 105,675	\$ 45,000	\$ 105,000		\$ 105,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 675,675		
STR0603	Curb and Gutter Replacement	\$ (92)	\$ 80,000	\$ 100,000		\$ 100,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 609,908		
REC0142	PC MARC Program Equipment Replaceme	\$ 212,967	\$ 65,000	\$ 65,000		\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 602,967		
REC0729	MARC Public Restroom & Locker Room		\$ 570,000							\$ 570,000		

In Progress - Capital Maintenance

Project	Project Title	FY 26 Base +				FY 28 Base +		FY 29 Base +		FY 30 Base +		Total
		Carry Forward	Requested	FY 27 Base	FY 27 Requested	Requested	Requested	Requested	Requested	FY 31 Requested		
WAT0397	Vehicle and Equipment Replacement	\$ 70,627	\$ 74,263	\$ 76,491		\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,092	\$ 86,092	\$ 550,992	
TRL0041	Trails Master Plan Implementation	\$ 106,466	\$ 70,353	\$ 50,000		\$ 50,000	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 526,819	
GOL0732	Golf Cart Replacement		\$ 510,000								\$ 510,000	
TEC0613	Email For All	\$ 36,524	\$ 140,000	\$ 140,000	\$ (75,000)	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 501,524	
TEC0332	Library Technology Replacement Fund				\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000	
STR0579	Guardrail Replacement	\$ 28,867	\$ 68,000	\$ 68,000		\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 444,867	
ART0089	Public Art	\$ 296,483	\$ 50,000		\$ 50,000						\$ 396,483	
STR0746	Marsac Ave Plowing		\$ 60,000	\$ 60,000		\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 360,000	
WAT0276	Water Quality Study	\$ 189,443		\$ 50,000		\$ 50,000	\$ 50,000				\$ 339,443	
ENV0248	Middle Silver Creek Watershed	\$ 334,076									\$ 334,076	
STR0352	Parks Irrigation System Efficiency	\$ 125,201	\$ 30,000	\$ 30,000		\$ 32,000	\$ 35,000	\$ 35,000	\$ 37,000	\$ 37,000	\$ 324,201	
REC0280	Aquatics Equipment Replacement	\$ 130,157	\$ 25,000	\$ 25,000		\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 280,157	
REC0431	Bubble Repair	\$ 23,750	\$ 210,000		\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 258,750	
TRL0407	Bonanza Flats Open Space	\$ 192,816									\$ 192,816	
TEC0585	Facility Wireless Upgrades	\$ 170,000									\$ 170,000	
POL0264	Security Projects	\$ 80,000	\$ 40,000	\$ 40,000							\$ 160,000	
STR0340	Fleet Shop Equipment Replacement	\$ 42,282	\$ 15,000	\$ 15,000		\$ 18,000	\$ 18,000	\$ 20,000	\$ 22,000	\$ 22,000	\$ 150,282	
TEC0614	Virtual Conference Room		\$ 50,000	\$ 50,000		\$ 50,000					\$ 150,000	
TRA0447	EV Charges		\$ 61,799			\$ 20,000	\$ 20,600	\$ 21,218	\$ 21,855	\$ 21,855	\$ 145,472	
TRA0382	Transit Security Cameras & Software	\$ 125,000									\$ 125,000	
TEC0332	Library Technology Equipment Replac	\$ 114,809									\$ 114,809	
TRA0591	Transit Operations Radios Upgrade	\$ 100,762									\$ 100,762	
TRL0560	Forestry Plan	\$ 99,693									\$ 99,693	
TEC0422	Electrical Generator Upgrades	\$ 98,000									\$ 98,000	
LIB0019	Library Development & Donations	\$ 85,672									\$ 85,672	
LIB0617	Library Building Improvements	\$ 25,000	\$ 10,000	\$ 10,000		\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 85,000	
REC0728	MARC Gymnasium Renovation		\$ 80,000								\$ 80,000	
REC0412	PC MARC Tennis Court Resurface	\$ 79,035									\$ 79,035	
STR0581	Street Sign Replacement Program	\$ 3,297	\$ 9,754	\$ 11,754		\$ 11,754	\$ 13,000	\$ 13,000	\$ 15,000	\$ 15,000	\$ 77,559	
REC0167	Skate Park Repairs	\$ 24,749	\$ 5,000	\$ 5,000		\$ 5,000	\$ 5,000	\$ 5,000	\$ 25,000	\$ 25,000	\$ 74,749	
STR0312	Fleet Management Software	\$ 63,761									\$ 63,761	
TEC0326	Website Remodel	\$ 20,000	\$ 35,000								\$ 55,000	
TRA0118	Bus Stop Sign Technology	\$ 50,000									\$ 50,000	
REC0607	MARC Lighting System Replacement	\$ 36,713									\$ 36,713	
REC0292	Cemetery Improvements	\$ 34,247									\$ 34,247	
LIB0737	Santy Stage ADA Access		\$ 28,000								\$ 28,000	
STR0604	Backflow Prevention		\$ 25,000								\$ 25,000	
POL0457	City AED Replacement and Maintenanc	\$ 1,763	\$ 15,000	\$ 15,000	\$ (7,000)						\$ 24,763	
REC0602	PC MARC Furnishings	\$ 18,879									\$ 18,879	
POL0217	Emergency Management Program	\$ 12,086									\$ 12,086	
REC0324	Recreation Software	\$ 12,000									\$ 12,000	
QUI0722	Countainer For Outdoor Ice Rink		\$ 7,500								\$ 7,500	

Source: PCMC. As of April 2026.

Future – Capital Maintenance

Future expected expenses for projects that must be expended on as a function of past Council decision and policy.

Project	Project Title	Carry Forward	FY 26 Base + Requested	FY 27 Base	FY 27 Requested	FY 28 Base + Requested	FY 29 Base + Requested	FY 30 Base + Requested	FY 31 Requested	Total
New15	Ice Arena Structural Remediation				\$ 50,000	\$ 900,000	\$ 600,000			\$ 1,550,000
ENG0385	Park Avenue Reconstruction	\$ 116,697	\$ 883,303							\$ 1,000,000
New21	Access Control & Camera Refresh				\$ 375,000	\$ 375,000				\$ 750,000
New1	MVB3X Barricade Trailers				\$ 500,000					\$ 500,000
New6	V2X Implementation				\$ 380,000					\$ 380,000
New10	Bonanza Flat Signage				\$ 325,000					\$ 325,000
New5	Wildlife Mitigation				\$ 250,000					\$ 250,000
New14	Spriggs Barn Preservation				\$ 100,000	\$ 60,000				\$ 160,000
New16	Mine Bench Erosion Control				\$ 100,000					\$ 100,000
New19	Cart Path Overlay/ReSurface				\$ 100,000					\$ 100,000
New18	Laydown Yard Beautification				\$ 9,000	\$ 9,000	\$ 9,000			\$ 27,000



Restricted – by State Law

Projects that must be executed to a specific plan as required by state law.

Project	Project Title	Carry Forward	FY 26 Base + Requested	FY 27 Base	FY 27 Requested	FY 28 Base + Requested	FY 29 Base + Requested	FY 30 Base + Requested	FY 31 Requested	Total
TRL0743	McLeod Creek Trail Improvements		\$ 643,940		\$ 450,000					\$ 1,093,940
BUD0001	Planning/Capital Analysis	\$ 68,177								\$ 68,177
REC0364	Master Plan for Recreation Amenitie	\$ 4,889								\$ 4,889



Source: PCMC. As of April 2026.

Restricted – Council Policy

Projects that must be expended on as a function of past Council decision and policy.

Project	Project Title	Carry Forward	FY 26 Base + Requested	FY 27 Base	FY 27 Requested	FY 28 Base + Requested	FY 29 Base + Requested	FY 30 Base + Requested	FY 31 Requested
BUD0028	5 Year CIP Funding	\$ 5,073,395							
TRP0108	Flagstaff Transit Transfer Fees	\$ 1,565,812							
TRL0430	Treasure Hill & Armstrong	\$ 381,248							
IMP0429	5-Acre Site	\$ 899							



In Progress - Discretionary

Projects that are discretionary in nature and are currently in progress.

Project	Project Title	Carry Forward	FY 26 Base + Requested	FY 27 Base	FY 27 Requested	FY 28 Base + Requested	FY 29 Base + Requested	FY 30 Base + Requested	FY 31 Requested	Total
REC0386	Recreation Building in City Park	\$ 14,546,416	\$ 4,086,704							\$ 18,633,120
ENG0540	Snow Creek Crossing	\$ 11,416,778	\$ 150,000							\$ 11,566,778
ENG0752	Clark Ranch Frontage Road	\$ 50,000	\$ 250,000	\$ 2,400,000	\$ 1,600,000	\$ 2,000,000				\$ 6,300,000
IMP0586	Housing Ongoing Asset Improvement	\$ 1,661,354								\$ 1,661,354
WAT0574	Landscaping Incentives	\$ 325,721		\$ 200,000		\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,325,721
ENG0559	Marsac Remodel	\$ 779,577								\$ 779,577
TRP0725	Empire Transit Trailheads & Bus She		\$ 350,000							\$ 350,000
QUI0726	Lobby Upgrades - Ice Arena		\$ 105,000							\$ 105,000



Future - Discretionary

Projects that are discretionary in nature and have not begun.

Project	Project Title	Carry Forward	FY 26 Base + Requested	FY 27 Base	FY 27 Requested	FY 28 Base + Requested	FY 29 Base + Requested	FY 30 Base + Requested	FY 31 Requested	Total
TRP0411	Regional Parking Facility	\$ 14,957,160			\$ 20,032,135					\$ 34,989,295
New11	Clark Ranch				\$ 18,623,616					\$ 18,623,616
IMP0311	Senior Community Center	\$ 3,500,000			\$ 3,500,000	\$ 8,000,000				\$ 15,000,000
TRP0465	Recreate SR248	\$ 2,286,023			\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,000,000		\$ 11,786,023
BUD0619	Emerging Community Development Proj	\$ 10,000,000								\$ 10,000,000
IMP0588	Housing Program Public Private Pa	\$ 7,586,383								\$ 7,586,383
New20	Golf Course Capital Improvements				\$ 250,000	\$ 3,354,500	\$ 3,354,500			\$ 6,959,000
TRP0279	SR224 Bus Rapid Transit Project			\$ 6,000,000						\$ 6,000,000
ENG0528	Munchkin & Woodbine Extn/Multi Trai		\$ 300,000		\$ 3,600,000	\$ 1,600,000				\$ 5,500,000
IMP0587	Housing Program Asset Acquisition	\$ 3,789,158								\$ 3,789,158
ENV0267	Soil Remediation	\$ 949,072	\$ 2,000,000							\$ 2,949,072
TRP0536	Bonanza District Bus Stops	\$ 2,787,155								\$ 2,787,155
TRP0478	Bike/Ped Improvements in Thayne's	\$ 1,142,955			\$ 1,400,000					\$ 2,542,955
TRP0381	Transit and Transportation Land Acq	\$ 2,334,654								\$ 2,334,654
BUD0361	Land Acquisition/Banking Program	\$ 249,125		\$ 2,000,000						\$ 2,249,125
TEC0339	City Wide Fiber	\$ 127,643	\$ 90,000	\$ 190,000	\$ 100,000	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,207,643
New13	Payday Traffic Calming and Iron Canyon Sidewalk				\$ 150,000	\$ 1,000,000				\$ 1,150,000
IMP0401	Main Street Area Plan	\$ 839,902								\$ 839,902
TRP0439	Bonanza Multi-Modal and Street Impr	\$ 620,000								\$ 620,000
TRP0469	Deer Valley Drive Bike & Ped	\$ 550,000								\$ 550,000
TRP0441	Transportation Demand Management Pr	\$ 495,693								\$ 495,693
New4	Multimodal Wayfinding				\$ 315,000					\$ 315,000
TRP0608	SR224 Roundabout Transit Priority D	\$ 300,000								\$ 300,000
TRP0313	Transportation Grants/Plans/Policy	\$ 250,000								\$ 250,000
New9	Wayfinding & TDM Technology				\$ 100,000	\$ 100,000				\$ 200,000
ENG0730	Kearns Blvd Multipurpose Trail	\$ -	\$ 150,000							\$ 150,000
New8	Old Town Pedestrian Connections				\$ 120,000					\$ 120,000
TRA0751	Richardson Flat Restrooms		\$ 80,000		\$ 20,000					\$ 100,000
TRL0721	PC Heights Area Trails		\$ 93,057							\$ 93,057
TRP0453	Old Town Access and Circulation Pla	\$ 90,000								\$ 90,000
TRL0744	Quinn's Double Track Improvements		\$ 83,660							\$ 83,660
GOL0046	Golf Course Improvements	\$ (4,502)	\$ 12,000	\$ 12,000		\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 67,498
ENV0612	Trees for City Lands	\$ 15,000								\$ 15,000

RECYCLE

UTAH

Gillmor Lot 4
Conveyance
April 30, 2026



An aerial photograph of a residential neighborhood. A specific rectangular area is highlighted with a white border, indicating the 'Current Site'. The surrounding area shows various houses, streets, and trees.

Current Site

4/10 acre

Occupied by RU since 1997

Space constrained

Searching for a new home 10+ years

Must be vacated by 3/1/2027



Proposed Site

4.18 acres

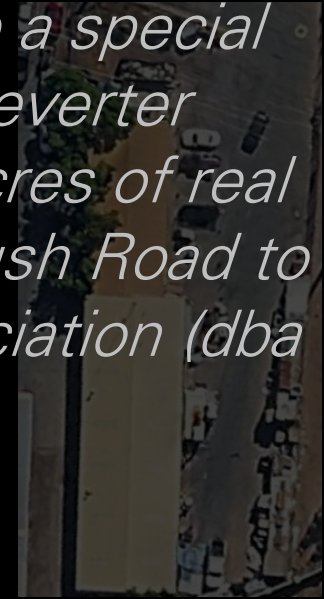
Gillmor subdivision

25-year reverter to ensure site
will be used for recycling and
waste diversion

Staff
Recommendation

Approve Old Business Item 1 to:

Authorize the Mayor to execute a special warranty deed with right of reverter conveying approximately 4.18 acres of real property located at 5625 Paintbrush Road to the Park City Conservation Association (dba Recycle Utah).



ORDINANCE 2026-06

Enacting the Community Clean Energy Program



Timeline

2017

Park City and Rocky Mountain Power (RMP) sign a Joint Clean Energy Cooperative Statement.

2018

Park City updates its renewable energy goal to 2030, a goal that later becomes central to the Community Renewable Energy Act.

2019

The Community Renewable Energy Act passes with a 2/3 majority and signed by Governor. This opt-out program is the **only one of its kind in the country.**

2021

Park City approves the Interlocal Cooperation Agreement which **creates the Community Renewable Energy Agency.**

PARK CITY

1884

2023

The Utah Community Renewable Energy Agency unanimously approves the Utility Agreement with Rocky Mountain Power.

2024

Two bills are passed that make changes to the Community Renewable Energy Program, affecting the Utility Agreement. The updated agreement is subsequently approved.

2025

The **Request for Proposals (RFP)** for new renewables

Program is filed with the Public Service Commission.

2026

Public Service Commission approves the Program. Communities have until June 2nd to pass ordinance.

What is the goal?

Utah Renewable Communities is a coalition of 19 cities and counties pioneering a new option for clean energy for homes and businesses

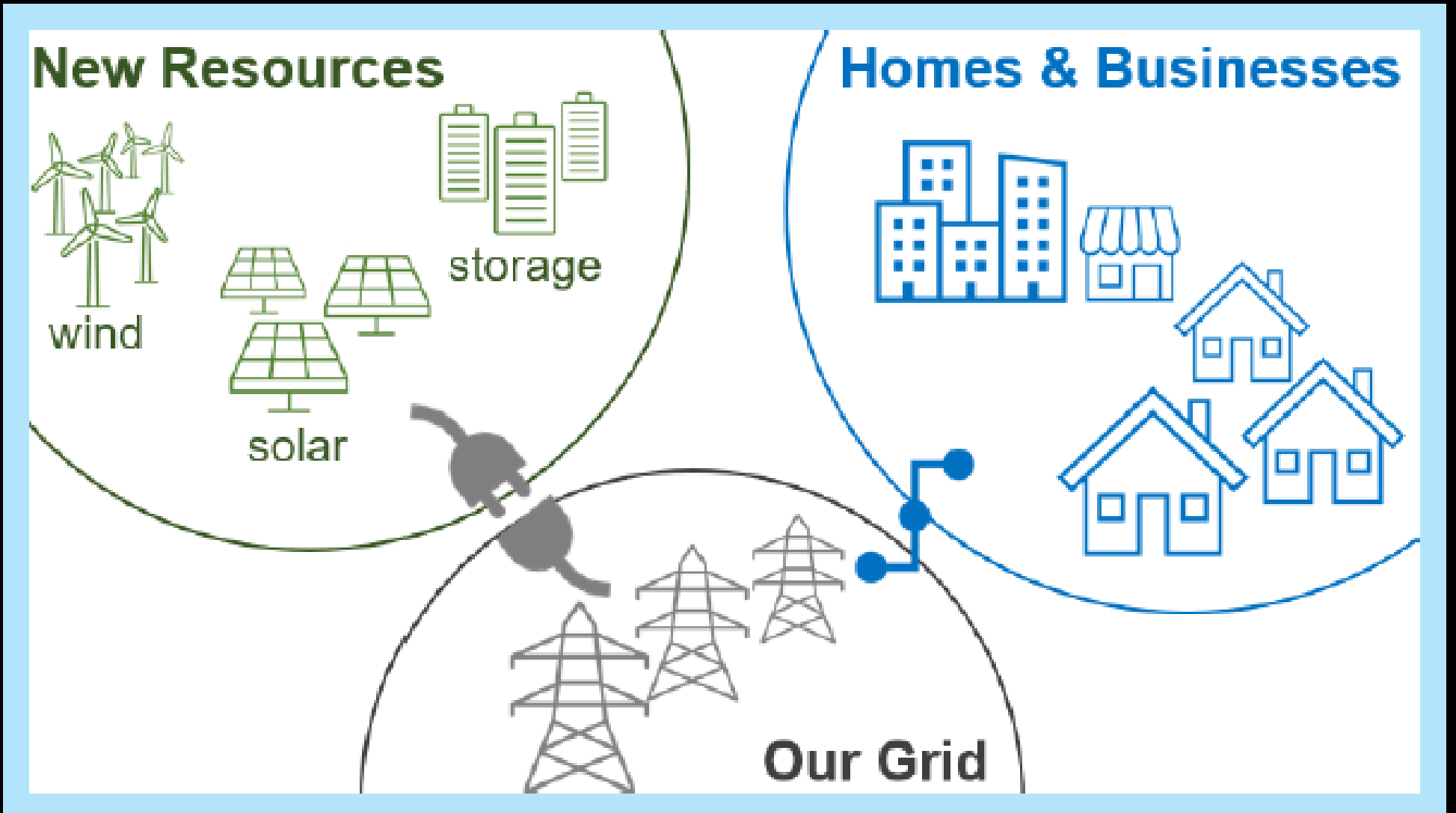
This goal will be accomplished by acquiring clean energy at a competitive price to match 100% of annual energy consumed on an annual basis – this makes it a "net-100%" goal



=



How it works



Residential

\$4/month fee

Opt-out: penalty free at first, then eventually a termination fee (2027)

Robust outreach and notifications from RMP

Low-Income (schedule 3): No additional cost, no termination fee



Commercial

\$0.006/kWh

Opt-out: penalty free at first, then eventually a termination fee (2027 based on electricity load)

Robust outreach and notifications from RMP, and 1-on-1 direct discussion for large loads (over 1 MW)



What are next steps?

If Park City passes the ordinance by **June 2nd**:

Robust outreach with RMP including two formal mailed notices

Expected bill impacts by early 2027

Resource procurement: The Agency will move forward with selecting specific renewable energy projects (solar, wind, or geothermal) to be built or contracted to supply the program.



REQUEST TO COUNCIL

We are asking Council to approve the proposed 2026 Park Silly Sunday Market (PSSM) Supplemental Plan and Level Four Special Event Permit, based upon findings that PSSM is operating consistently with the Special Event City Services Agreement and Title 4A of the Park City Code.



2026 Park Silly Sunday Market

Event Summary

- **Dates: June 7, 14, 21, 28, July 12, 19, Aug 30, Sept 6, 13, 20, & 27, 2026**
- **No Material Changes for 2026. Use of the successful 2025 Supplemental Plan for 2026**
 - **11 Sundays, 10am – 5pm**
 - **Lower Main (Between Heber and 9th St on Main St.)**
 - **Noise: No amplified sound from 10 am to noon, noon to 5 pm amplified sound at 75 dBls.**
 - **Vendor Mix: No importers or resellers are allowed at PSSM. PSSM will maintain no more than 12 jewelers and 12 food vendors at each market.**
 - **Transportation Plan: Bike Valet, Supplemental Shuttles on busiest dates, Ped Management at Heber/Main.**
 - **Total City Fees waived: up to \$85,000 (2026 City Fee Estimate: \$83,176)**

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