



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

May 7, 2026

The Council of Park City, Summit County, Utah, met in open meeting on May 7, 2026, at 2:30 p.m. in the Council Chambers.

Council Member Ciraco moved to close the meeting to discuss property at 2:31 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

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

CLOSED SESSION

Council Member Miller moved to adjourn from Closed Meeting at 2:47 p.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED

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

WORK SESSION

Review Transportation Performance Metrics:

Tim Sanderson, Transportation Director, provided an overview of transportation performance metrics, which are reported to Council on a quarterly basis. Sanderson stated that Mode Split Shift is recommended as the overarching transportation goal, and success means reducing the share of trips made by single-occupant vehicles by making alternative modes safer, easier, and more convenient. Sanderson shared the 2035 Mode Split Target: Walk: 11%, Bike: 7%, Transit: 9%, Carpool: 31%, Drive Alone: 42%, which reduces driving alone by 10%, or approximately 1% point per year.

Robbie Smoot, Data Analyst, highlighted the data metric for Transit On-Time Performance, with a recommendation of 80% on time peak season, and 90% on time off season, or a decrease by 1%, and 2% respectively from baseline metrics. Smoot stated that performance rates are typically tied to resort service routes, where peak traffic times directly impact on-time performance. Smoot introduced the Transit Service

Efficiency metric which measures customers per service hour (total service hours/total customers) and recommends 25 CPRH peak season, 12 CRPH off peak, and coverage services baseline at 12 CPRH peak season, and 7 CPRH off peak. Sanderson addressed the next metric, Residential Coverage, which indicates the proportion of residences within a 0.5 mile of a transit route with a recommended goal of 90% coverage. Council Member Toly asked if staff could pull Summit County tax records to see if this metric serves primary or secondary homeowners. Sanderson confirmed that staff can approach the metric under that lens. Sanderson addressed pull-out adherence metrics, which measures the percentage of vehicles leaving the garage on time relative to the schedule, with a recommendation of 95% on-time completion. Bill De Groot, Transit Manager, mentioned the national average for this metric is 80-85%, and that Park City has an average completion rate of 96-97% already.

Council Member Parigian stated that he took the bus over the weekend, and that it arrived 3 minutes early, which is just as bad as a late bus when considering the pull-out adherence metric. Council Member Ciraco asked if the app reflects the schedule or where the bus is in real-time at any given moment. Sanderson stated that the app reflects both the schedule and the geo-location of the bus. Sanderson introduced the surge parking performance metric which focuses on Main Street Area parking availability during peak times and recommends 90% availability. Sanderson stated that new technology is being installed to help track progress, and the current numbers are theoretical, but staff will modify this metric as they go and adjust accordingly.

Sanderson addressed the customer feedback response metric, which tracks transportation-related customer service requests and complaints, recommending 95% of comments receive a response within 48 hours. Council Member Miller asked about the correlation between complaint response and resolution. Sanderson stated that it's challenging to measure because some complaints are open ended, or are more comments, rather than complaints. Council Member Parigian asked if the 48-hour response is direct or automated. Sanderson stated that it is a direct response. Council Member Parigian asked why customer feedback response did not have a recommendation of 100%. Potter explained that some requests do not require a response, such as bots/spam, but are included in the metric, which lowers the overall response percentage. Council Member Ciraco asked if there is seasonality to the volume of complaints, to which Potter affirmed. Council Member Ciraco inquired if hiring a full-time employee (FTE) would increase the response rate. Potter stated an FTE would not work well due to the ebbs and flows of seasonal complaints. Sanderson added that Transportation is a 24-7 operation, so an FTE may not see many bus operators working a 9-5 p.m. position and thus would not be able to respond appropriately.

Council Member Toly asked if there is a policy in place where staff would bring complaints to Council. Sanderson stated that there is not a policy and requested Council feedback as to what number of complaints might solicit staff to return to Council. Smoot followed up and said most direction for services like the 20 Tan, the

extension of the 9 Purple, and the 6 Express running year-round have come top-down from Council. Council Member Zegarra asked what the trigger for a service route change recommendation would be when a route falls below a certain level of service. Sanderson stated that is a future conversation to be had with Council. Council Member Toly asked how Park City is stacking up against peer communities. Smoot stated Park City outperforms comparable communities. Council Member Toly asked if AI would be used to transform future metrics. Sanderson stated that staff currently uses AI. Council Member Ciraco asked if a weather delay alert can be added to notify riders when buses are delayed due to snow. Potter affirmed that advance notice to the public is top priority. Council Member Ciraco asked how to monitor buses leaving early or arriving late via the app. Smoot said the top of the minute (leaving early) and the bottom of the minute (departure) are monitored on the app and are already standard.

Council Member Miller asked staff to explain surge parking performance. Sanderson stated that it's a measurement and ratio based on VMS signs. Council Member Toly feels that staff can be more aggressive in some metric areas, highlighting solo car ridership, and feels that parking should be looked at quarterly; otherwise, bi-annual reporting can continue. Council Member Toly asked how Transit interacts with hotels and concierges to ensure that guests are using public transit instead of cars. Sanderson stated they already work closely with the Communications Department and Traffic Management Team to ensure hotels are in the loop. Council Member Ciraco agrees with the recommendations but would like to decrease solo car ridership and would like to see gross and net metrics on ridership, and does not have a preference on quarterly or bi-annual reporting.

Mayor Dickey inquired as to how staff manage resident expectations regarding residential coverage within .5 miles of transit. Sanderson stated that it's a Council decision and furthered that coverage routes are designed for locals to circulate around the community, whereas the ridership routes are designed to facilitate fast transit and get cars off the roads. Council Member Parigian would like to see if staff can track metrics on how early a bus is. Sanderson stated that metric is already being tracked but he can break out the specific components of the metrics to analyze it further. Council Member Parigian would like to stick with quarterly reporting. Council Member Miller agrees with the recommendations.

Fire Conditions Update with PC Fire Marshal and Park City Fire District:

Pete Emery, Park City Fire Department Chief, and Mike Owens, Fire Prevention Chief, provided a fire condition update. Owens stated that the El Niño pattern will bring about a warm summer, and the fire season will start earlier. He furthered that Park City has had 32 wildfires within the past 12 years and has burned less than 10 acres. Dave Thacker, Chief Building Inspector, thanked Council for putting fire restrictions in place last week from May 1st to October 31st. Thacker explained that the fire restrictions still allow residents to use LPG barbecues and fire pits with a building permit, but everything else is restricted at this time. He furthered that various outreach and programs, such as the chipping program, the Wildland Urban Interface Code, building and fire department

consulting, risk evaluation for properties, and information mailers have helped to mitigate fire within the community. Chief Emery noted that all seven of the fire stations are equipped with wildland gear and everyone on those engines are red-card certified. Emery stated that the team has been working with UDOT to grade I-80 and use weed kill to minimize the risk of car-related fires. In addition, Emery mentioned that there is a full-time, six-person wildland division between April and October. Council Member Ciraco asked where wildfires might migrate into the Park City area. Owens stated that the biggest threat is Highway 40, Dutch Hollow and Snake Creek side of Wasatch County. Council Member Ciraco inquired if most fires were human-caused. Owen confirmed that humans cause a significant portion but acknowledged that lightning strikes also cause a fair amount. Council Member Ciraco inquired if Park City could create a perimeter defense. Luke Cartin, Lands and Sustainability Director, stated that Thaynes Canyon and Dayley Canyon clearing will help create a perimeter defense.

FY27 Tentative Budget Discussion:

Penny Frates, Senior Budget Analyst, stated that changes between the operating budget preview and tentative budget include contingency budgets: eliminating general, council, snow removal, and abatement contingency budgets in the FY27 Budget, and Elective Officers compensation. Council Member Parigian asked if the budget is balanced, to which Frates confirmed. Council Member Ciraco asked if these categories were 80% through their budgeted amount based on current year. Frates said it would typically match up like that, but with seasonality, it doesn't correlate exactly. Council Member Ciraco asked about the Special Services Contract for the Youth Advisory. Frates said that it was the Childcare Scholarship. Council Member Toly, asked what health insurance is offered to women in the PCMC organization as far as menopause benefits. Sarah Mangeano, HR Director, stated that the City currently offers Hormone Replacement Therapy (HRT), GLP1s, Testosterone, Estrogen, and Progesterone. Frates mentioned that the health care increase is already in the tentative budget.

IT Assessment Findings Presentation by Berry Dunn:

Scott Robertson, IT Director, stated that the IT Team is highly service oriented, but is responding in a highly reactive state. Jeff Martin Project Manager, and Erin Provazek, Engagement Manager from BerryDunn shared the Park City Municipal IT Assessment. Provazek clarified that the study focused specifically on IT Service Delivery and IT staffing. Provazek introduced key challenges and opportunities for improvement: IT is service oriented and operating reactively; informal and decentralized approaches are becoming unsustainable; absence of shared prioritization creates frustration for IT and departments; governance and coordination processes are missing or inconsistently applied; IT staff are delivering a high volume of support, which creates sustainability and burnout risk over time; IT carries the highest support workload among peer agencies limiting availability for training and professional development.

Provazek recommended three different timelines: eight short-term recommendations within 18 months; four medium-term recommendations within 24 months; and three long-term recommendations within 36 months. Short-term goals include: establish clear

roles and accountability for technology related decisions; improve how technology issues and requests are handled so staff experience fewer disruptions; improve how staff are informed when technology changes affect their work; address workload pressure and reliance on a small number of individuals through staff augmentation.

Medium-term goals include: improve visibility into future technology needs and associated costs through lifecycle planning; strengthen coordination between departments and technology staff; improve how technology changes are reviewed and assessed; adjust roles and responsibilities within IT to better support business applications and departments. Long-term goals include: make it easier for staff to find guidance, request services, and resolve common issues; shift focus from fixing the same problems repeatedly to addressing root causes; formalize cross-training and succession planning; create space for professional development and knowledge sharing.

Robertson stated that the IT Team only has 10-20% capacity to work on projects and are working with the Internal Coordination Team to help prioritize requests. Council Member Miller asked if there are any comparison studies between Park City IT and other peer cities. Provazek stated that workload assessment was based on tickets in a given year per IT stat per FTE within each department was significantly higher than other peer cities. Council Member Miller asked if Provazek had specific numbers. Provazek stated that she can provide those numbers at the next Council meeting. Council Member Parigian asked what IT lacking governance means specifically. Provazek clarified that it would be processes and procedures that govern how the department is run, respond to changes, or requests. Council Member Parigian asked if the governance is not good enough, or if it's nonexistent. Robertson stated that there are not any written processes, although a verbal workflow has always existed as a framework. Council Member Parigian asked who was on the Tech Governance Committee. Robertson explained that it is largely comprised of department heads. Council Member Parigian asked if there were any field experts present at those meetings. Robertson stated that IT representation was present. Jodi Emery, Deputy City Manager, stated that the Tech Governance Committee was created to prioritize projects, and department managers are included to help understand how to prioritize when considering the limited capacity. Council Member Parigian asked why the 36-month long-term goals are prioritized as such when they seem like the easiest to implement. Provazek stated that they are focused areas of the original recommendations, not the recommendations themselves.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Ryan Dickey Council Member Bill Ciraco	Present

Council Member Molly Miller Council Member Ed Parigian Council Member Tana Toly Council Member Diego Zegarra Adam Lenhard, City Manager Luke Henry, Assistant City Attorney Marissa Marleau, Deputy City Recorder	
None	Excused

II. PRESENTATIONS

1. Presentation of the 2026 Cindy Matsumoto Historic Preservation Award and Consideration to Approve Resolution No. 07-2026, a Resolution Proclaiming May 2026 as Historic Preservation Month in Park City:

Jacob Klopfenstein, Planner II, introduced Park City Historic Preservation Board members, Puggy Holmgren, and Lola Beatlebrox to award the Cindy Matsumoto Historic Preservation Award. Holmgren showed before and after photos of the Silver King Coalition Mine and introduced the artist, Rebecca Pledge, who created the piece given to the City for their support. Donald Roll, Co-Chair of Friends of Ski Mountain Mining History, thanked everyone at the City for their support, and gave Mayor Dickey and the Council a Community Stewardship plaque and a book commemorating the project. Beatlebrox stated that there is a Historic Preservation Celebration on Friday, May 8th from 4:00 p.m.-6:00 p.m. at the McPolin Barn.

Council Member Ciraco moved to approve Resolution No. 07-2026, a resolution proclaiming May 2026 as Historic Preservation Month in Park City. Council Member Parigian seconded the motion.

RESULT: APPROVED

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

COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Toly mentioned that two Main Street businesses, Wasatch Brew Pub and Main Street Pizza and Noodle, closed this month and wanted to pay respect to their legacy. Council Member Ciraco thanked the Historic Preservation Board and Friends of Ski Mining History for their work over the years to make Park City a better place. Council Member Parigian wanted to thank PC Follies for their work and offer congratulations on their 25th anniversary. Council Member Miller thanked everyone who applied for committees and boards.

Staff Communications Reports:

1. February 2026 Sales Tax Report:

III. 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.

Allison Florence 84060 wished to thank Council Members for their hard work and dedication regarding the Bonanza 5-acre parcel. She noted that Park City open space is heavily used, and cited 2023 survey results, highlighting that 67% of the community acknowledged they would like open space, not housing. Florence respectfully asks Council to step back from the proposal and the contract with the developer to ensure the space is preserved.

Betsy Wallace 84060 stated that a group of 40 community members met at the Bonanza 5-acre parcel to demonstrate their wish for the parcel to be used as a park/open space. Wallace thanked Council Members Toly and Zegarra for their participation and willingness to answer resident questions about the project. She also cited the 2023 survey results stating that the community voted to transform the site to a vibrant community gathering place, not a housing development. She furthered that fewer than 5% of respondents wanted a housing development component, while 67% expressed desire for an open space, or park.

Maddie Hobbes 84060 stated that she and her family chose to live in Park City due to the shared public space and community connection. Hobbes noted that she supports affordable housing but furthered that not every public parcel should have a component of housing. Hobbes stated that the land was purchased with the intention of serving the community and would like to see Bonanza 5-acre turned into a central usable space where community members of all backgrounds can gather.

Lauren Farleigh 84060 stated that she also attended the demonstration at Bonanza 5-acre to show support of the parcel being used as a park, or open space. Farleigh appreciated Council Members Toly and Zegarra's support. She noted that she is pro-housing, but not in this space.

Olivia Boger 84060 would like to implore the Council to revisit the plan for Bonanza 5-acre. Boger stated that survey data from 2023 does not align with the current proposal for the parcel and noted traffic concerns in that area.

Pracilla Watson 84060 stated that where she is from in New Jersey, a major project like Bonanza 5-acre would not be done without a vote from the town and feels that it should go to a referendum. Watson stated that she is pro-affordable housing, but is concerned that if federal funding is received, those units will be filled with people who do not work

in Park City. She furthered that traffic in that area is congested and does not believe that the roadways could support the current proposal.

Katherine Fagin 84060 stated that there was almost an accident on Bonanza earlier in the afternoon and wanted to note that it's a busy roadway even when it's not ski season.

Kelly Pfaff eComment: "I spoke at last City Council Meeting about my concern for the current design of 5 acres and that it does not match what the public asked for. I went to a lot of those survey meetings. I saw what people were saying and it was NOT AFFORDABLE HOUSING. I want to be very clear: I am pro-housing. I understand that Park City and the surrounding area need more affordable housing. But being pro-housing does not mean every public parcel should become a housing development, especially not this one. Our concerned group is growing quickly and these are the people/taxpayers that voted for you in good faith that you would listen and help create a win/win in making decisions in the best interest of our small town. We understand you've worked hard to get to this point, it still doesn't make it right. We are asking this project to be PAUSED and re-considered for re-design after some important feedback and other affordable housing projects are considered. THIS IS OUR KIND ASK. This is money that could be used in other ways to accomplish the city's and the local taxpayers goals. The reason this matters so much is that shared public space is one of the few things that keeps a growing community connected. If we fail to invest in meaningful public space now, the market will solve that need in a much less equitable way. People with means will retreat into private amenities: private yards, private courts, private clubs, private rinks, private gathering spaces. Over time, that fractures a community. I want to live in a community where everyone can gather and access recreation equitably. Public space is one of the few tools we have to ensure that as Park City grows, it remains a place where people actually come together across neighborhoods, ages, and income levels. That is why this parcel is so important. It is not just another piece of land. It was purchased with the intent of creating community space, and I think that original purpose matters. Five taxpayer-owned acres in the core of Park City, with incredible views, in an area without many nearby parks (esp in the context of the housing going up around it), is a once-in-a-generation opportunity. We will not get many chances like this again. AGAIN, OUR KIND ASK IS TO PAUSE AND RE-WORK/DESIGN THE CURRENT PLAN UNDER CONSIDERATION."

Mayor Dickey closed the public input portion of the meeting.

IV. CONSENT AGENDA

1. Request to Approve Ordinance 2026-08, and Ordinance Amending Title 2, Chapter 3, Section 11 of Park City Municipal Code, Review of Disposals of Significant Parcels of Real Property:

2. Request to Approve Ordinance No. 2026-09, an Ordinance Accepting the Public Improvements for the Moonshadow Condominiums Development Project:

3. Request to Approve Ordinance No. 2026-10, an Ordinance Accepting the Public Improvements for the Huntsman Estates Development Project:

4. Request to Approve Ordinance 2026-11, an Ordinance Adopting the American Public Works Association (APWA) Manual of Standard Specifications, the APWA Manual of Standard Plans, and the Park City 2026 Supplemental Standard Plans and Specifications to be Used for the Design and Construction of Projects:

5. Request to Adopt Resolution 08-2026, a Resolution Proclaiming June 2026 as Pride Month in Park City:

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

RESULT: APPROVED

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

V. OLD BUSINESS

1. Consideration to Authorize the City Manager to Execute a Construction Agreement with Acme Construction, Inc., in a Form Approved by the City Attorney's Office, Not to Exceed \$10,000,000 for the Construction of Phases 2 & 3 of the Bus Stop Improvement Project:

Steven Dennis, Capital Projects Manager, stated that the team will review the project timeline, community feedback, Phases 2 & 3 scope, sequence, and funding, renderings, related approvals, and next steps. Sydney Maves, Senior Transportation Planner, introduced the project timeline and highlighted May through October 2026, which will include contractor approval, and construction. Maves stated that the team has done extensive community engagement and reports positive community feedback and excitement for the project, specifically noting that staff is seeking a design amendment today to further explore alternate solutions for separated facilities along Little Kate Road. Maves reported that bus stop improvements include: improvements to the 65 existing bus stops; installing 25 new shelters; constructing missing first/last-mile connections; and 750 feet of improved sidewalk. She highlighted the safety and accessibility improvements as: 400 ft of new sidewalk; 20+ new traffic calming elements; 10+ new crosswalks, including Park City's first raised crosswalk; and potential for $\frac{3}{4}$ mile of separated pedestrian and bicycle facilities on Little Kate, pending additional study. Maves stated that staff is recommending 38 bus stops, slurry and striping for improvement in 2026. In 2027, 27 bus stops and potential Little Kate improvements. Dennis highlighted that funding sources include: Federal at \$12,001,135, State at \$420,000, County at \$2,174,262, PCMC at \$2,174,262, and PCMC Other at \$500,000 to bring the current total to \$17,495,397.

Dennis illustrated what the library bus stop could look like, which moves the crosswalk further South to align it with the main access point into the Library and creates a

mirrored opportunity for the Senior Center across the way, aligning the two bus stops. Council Member Toly asked if a raised crosswalk might be appropriate here. Dennis stated that there is not one placed in this location; however, Comstock will be a pilot, and there will be an opportunity to install more moving forward. Dennis stated that the Town Lift stop will be redesigned to bring the curb in to remove the no-parking areas that exist today, and to install a crosswalk. Dennis identified Silver King as another stop and stated that it sits on private property; thus, they have worked to maintain the same ingress and egress. Dennis added that “Art Kids” Bus Stops have fallen into a state of disrepair, and the Public Art Advisory Board (PAAB) recommends deaccessioning.

Maves stated that two existing bus stops are within RDA property; however, no prior easements or agreements can be found to formalize use. She furthered that funding requires establishing permanent property rights, and staff is seeking approval later in this meeting. Alex Roy, Assistant Transportation Planning Manager, presented three concepts to the Council. Adam Lenhard, City Manager, asked how Council would like to process the concepts in relation to public input.

Mayor Dickey stated that there is a public hearing scheduled this evening and he does not want to select any concept at this time. Council Member Toly feels the same as the mayor, and would like to wait on a decision and bring it back as a work session, as she would like to experience Bike Back to School Day before reviewing concepts. Council Member Ciraco agreed that public input is important, but overall thought that reviewing slides and providing staff with input would be reasonable given the time that staff put into creating the options. Mayor Dickey confirmed that Roy could run through the options, but noted that an unscheduled discussion by the Council would not take place. Council Member Parigian suggested that Council Members should go out into the community, rather than hold a work session.

Roy presented Concept 1, which would create separation of bicyclists and pedestrians, improved separation from traffic (compared to existing), and is similar to the existing footprint; Concept 2 includes full separation of all user groups, roadway narrowing/traffic calming, hardscape may stay within existing curb-to-curb, and potentially not environmental documentation required; and Concept 3 includes full separation of all user groups, bicycles travel in direction of vehicle traffic, bike and pedestrian facilities on both sides of the street, and roadway narrowing/traffic calming. Council Parigian does not wish to see bikers and walkers in the same dedicated space. Council Member Miller asked why vertical buffers vs a curb would occur in Concept 1. Roy stated that it's in place for snow maintenance. Council Member Miller would like to understand public feedback before commenting on any of the concepts. Council Member Zegarra likes Concept 2 and wonders if the bike path portion could be reduced from 10 feet to 8 feet. Roy stated that it could be shrunk, and that staff would look into it. Council Member Ciraco stated that Concept 2 is appealing, but would like a wider strip between non-motorized usage. Council Member Toly likes Concept 2 but sees benefits to separating bikers and pedestrians. Roy offered a tour for any Council Members who would like to participate. Council Member Parigian asked if additional funding would go back to the

Council contribution. Dennis stated that they could use some of those funds to reduce that contribution, but that it has not been awarded yet.

Mayor Dickey opened public input.

Katherine Fagin 84060 Would like to know where the 15% funding number comes from regarding this project. She furthered that she would like to see a revised bus stop map for the Park Meadows area. Fagin mentioned that she would like to be part of a Little Kate focus group if it were offered.

Alex Bulowski 84060 stated that leaving Little Kate as is, or keeping the existing footprint similar, is appealing. He would like to see the crown of the road illustrated on the drawings so that residents can better see changes on the drawings.

Jeannine Seibrid 84060 would like to see Little Kate was designated as a safety corridor, with all speed limits ticket-enforced, including bicycles and motor vehicles. She added that a center line and a raised crosswalk should be added, as well as all e-bikes classified as motor vehicles.

Mayor Dickey closed public input.

Mayor Dickey asked what the source of the fund balance is. Dennis stated that it is predominantly Transportation Fund in combination with Flagstaff transfer fees. Mayor Dickey asked where the public can find the most up-to-date map of Little Kate. Dennis stated that it will be posted on the Engage webpage.

Council Member Toly moved to authorize the City Manager to execute a construction agreement with Acme Construction, Inc., in a form approved by the City Attorney's Office, not to exceed \$10,000,000 for the construction of Phases 2 & 3 of the Bus Stop Improvement Project. Council Member Miller seconded the motion.

RESULT: APPROVED

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

2. Consideration to Authorize the City Manager to Execute a Professional Services Agreement with Horrocks Engineers, LLC., in a Form Approved by the City Attorney, Not to Exceed \$2,100,000, for Environmental Clearance, Preliminary Engineering, and Final Design Support to Advance the Re-Create 248 Transit Priority Project:

Conor Campobasso, Senior Transportation Planner, stated that this will help the team with environmental clearance, project definition, preliminary engineering, and design support, and will use task authorizations so work proceeds only as directed by the City. Staff will return to Council for future funding authority or amendments as later phases are ready. He stated that they are still waiting on NEPA class of action, action limits, and phasing and packaging. Campobasso stated that funding and near-term path timeline

includes: May: execute DPSA and initiate task authorizations; Early Phase: NEPA strategy, class-of-action coordination, action-limit scoping, outreach; Next Return: Additional funding request or amendment as early as July; Ongoing: Pursue county, state, and federal opportunities.

Mayor Dickey asked if this request includes environmental clearances for the Gordo park and ride site. Campobasso confirmed it did. Council Member Parigian asked how much more funding is anticipated. Campobasso stated that it will depend on the next six months regarding environmental clearances, but a rough cost would be around \$12 million. Julia Collins, Transportation Planning Manager, stated that as soon as the FTA provides the path for the environmental clearance, staff will know a closer cost assessment.

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

Council Member Toly moved to authorize the City Manager to execute a professional services agreement with Horrocks Engineers, LLC., in a form approved by the City Attorney, not to exceed \$2,100,00, for environmental clearance, preliminary engineering, and final design support to advance the Re-Create 248 Transit Priority Project. Council Member Miller seconded the motion.

RESULT: APPROVED

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

VI. NEW BUSINESS

1. Consideration to Approve Ordinance No. 2026-12, an Ordinance Adopting a Tentative Budget for Fiscal Year 2027 for Park City Municipal Corporation and Its Related Agencies and Authorizing the Computation of the Property Tax Rate at a No Tax Increase Rate, and Set Public Hearings to Consider Adoption of the Final Budget on June 11, 2026, at a Regular City Council Meeting:

Penny Frates, Senior Budget Analyst, and Hans Jasperson, Budget, Debt & Grants Analyst, requested that the Council approve the Tentative Budget for Fiscal Year 2027. Council Member Parigian asked who decides what projects are approved or denied for each budget cycle. Jessica Morgan, Senior Financial Analyst, stated that a CIP Committee, plus the Executive Team decides which projects move forward based on a set of criteria. Council Member Parigian asked how many staff members are on the CIP Committee Team. Morgan stated that the team is comprised of eight staff members. Council Member Parigian asked if a tight budget year was considered when factoring in program costs. Frates explained that it was considered under all of the criteria categories. Council Member Parigian asked specifically how the locker rooms in the MARC would score compared to a library book locker request. Frates stated that ongoing operational and planning costs were factored into the decision. Council Member Ciraco stated that the MARC charges a membership fee to residents, whereas

the Library does not, which may have been a factor in the committee's decision. Council Member Ciraco asked about the decrease in operating budget request. Frates stated that it is reflective of the work done with Water and other funds to rebalance.

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

Council Member Ciraco asked staff to explain the expense summary by fund, Exhibit C, detailing salaries and benefits. Frates stated April hasn't been booked yet, and the end of year accrual will have at least one extra pay period in it.

Council Member Parigian moved to approve Ordinance No. 2026-12, an ordinance adopting a tentative budget for Fiscal Year 2027 for Park City Municipal Corporation and its related agencies and authorizing the computation of the property tax rate at a no tax increase rate, and set public hearings to consider adoption of the final budget on June 11, 2026, at a regular City Council meeting. Council Member Toly seconded the motion.

RESULT: APPROVED

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

2. Consideration to Authorize the Mayor to Execute a Quit Claim Deed, in a Form Approved by the City Attorney's Office, to Transfer Ownership of Land within the Marsac Roundabout to UDOT:

Steven Dennis, Capital Projects Manager, presented an unsolicited request from UDOT to quit-claim approximately 0.5 acres of property surrounding the Marsac Roundabout. Dennis stated that one parcel is owned by PCMC, totaling .52 acres, and the requested portion is .16 acres. He furthered that the second parcel is owned by the Park City RDA, totaling .47 acres, and the requested portion is .31 acres. Dennis stated that there are various projects on SR224 which has caused UDOT to consider the request. Staff recommends that Council approve because it reduces staff burden in processing permits for a controlled roadway and aligns ownership with operational control, reducing the City's potential liability. Council Member Parigian asked if there are other instances on SR248 where ownership issues arise. Dennis stated that there are a few parcels, including the Cole Sports corner and one adjacent to the Gordo parcel.

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

Council Member Ciraco moved to authorize the Mayor to execute a quit claim deed, in a form approved by the City Attorney's Office, to transfer ownership of land within the Marsac Roundabout to UDOT. Council Member Zegarra seconded the motion.

RESULT: APPROVED

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

VII. ADJOURNMENT

With no further business, the meeting was adjourned.

PARK CITY REDEVELOPMENT AGENCY 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 Adam Lenhard, Executive Director Margaret Plane, City Attorney Marissa Marleau, Secretary	Present
Board Member Ed Parigian	Excused

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.

NEW BUSINESS

1. Consideration to Authorize the Chair of the Park City Redevelopment Agency to Grant Easements, in a Form Approved by the City Attorney's Office, for Transit Improvements and Operations:

Steven Dennis, Capital Project Manager, noted that the two existing bus stops are within RDA property; however, prior easements or agreements cannot be found that formalize use. He furthered that funding requires the establishment of permanent property rights and is seeking easement approval. Board Member Parigian asked if the unknown location of the Senior Center would impact the lot easements. Dennis stated that the encroachments are all within the anticipated setbacks required for the parcel, and Sparano and Mooney Architecture stated that it gives them a good opportunity to tie the two public uses together.

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

Board Member Miller moved to authorize the Chair of the Park City Redevelopment Agency to grant easements, in a form approved by the City Attorney's Office, for transit improvements and operations. Board Member Ciraco seconded the motion.

RESULT: APPROVED

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

2. Consideration to Authorize the Chair of the Park City Redevelopment Agency to Execute a Quit Claim Deed, in a Form Approved by the City Attorney's Office, to Transfer Ownership of Land within the Marsac Roundabout to UDOT:

Steven Dennis, Capital Projects Manager, stated that this is a separate action for the RDA parcel regarding the quit-claim transfer for the Marsac Roundabout that was discussed earlier.

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

Board Member Ciraco moved to authorize the Chair of the Park City Redevelopment Agency to execute a quit claim deed, in a form approved by the City Attorney's Office, to transfer ownership of land within the Marsac Roundabout to UDOT. Board Member Zegarra seconded the motion.

RESULT: APPROVED

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

ADJOURNMENT

With no further business, the meeting was adjourned.

Marissa Marleau, Deputy City Recorder



Budget Preview

FY27 Tentative Budget

PARK CITY

1884

Budget Meetings

- May 7 – Budget review (worksession), public hearing and Tentative Budget adoption (regular meeting)
- May 21 – Hold a public hearing for Executive Municipal Officers compensation; Hold a public hearing and consider adopting Elective and Statutory Officers compensation by ordinance.
- June 4 – Follow-up presentations as needed
- June 11 - Public hearing and Final Budget and Fee Schedule adoption

Next Steps

Between now and final budget adoption (June):

- Incorporate Council feedback into final budget
- Re-evaluate revenue projections after receiving March sales tax data
- Continue developing the FY27 Pay Plan



FY27 Budget Offsets

- Reallocation of contract services and part-time positions
- Strategic staffing reorganization in Planning and Economic Development
- Redeployment of Sundance expenses
- Eliminate contingency funding

FY27 Budget

Changes between operating preview and tentative budget:

- Contingency Budgets – Eliminating General, Council, Snow Removal, and Abatement contingency budgets in the FY27 Budget
- Elective Officers compensation



BUS STOP IMPROVEMENTS & LITTLE KATE CORRIDOR



OVERVIEW

Today's Discussion:

1. Project Timeline
2. Review Community Feedback
3. Phases 2 & 3 Scope, Sequence, and Funding
4. Dare I say it...Renderings!
5. Related Approvals
6. Next Steps



PROJECT TIMELINE



COMMUNITY FEEDBACK

Bus Stops	<ul style="list-style-type: none">• Overall, positive community feedback and excitement for the project.• Affected property owner concerns:<ul style="list-style-type: none">• Impacts to landscaping.• Visual impacts of bus stop pad, bench, or shelter.• Construction timeline and impacts.• Parking removal.
Little Kate Pathway [as previously designed]	<ul style="list-style-type: none">• <i>Staff is seeking a design amendment today to further explore alternative solutions for separated facilities along Little Kate Road.</i>• Concerns<ul style="list-style-type: none">• Concern with mixing of different users.• Speed management & enforcement.• Concern for winter maintenance.• Support<ul style="list-style-type: none">• Desire for safer bicycling connection to the MARC and schools.

SCOPE

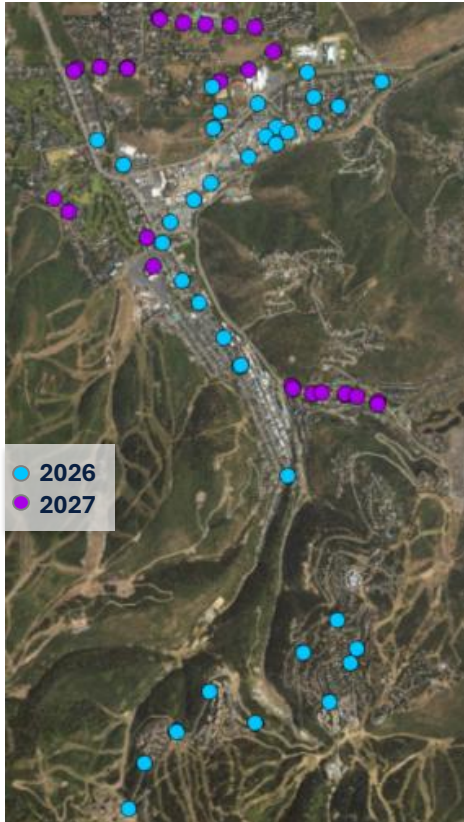
Bus Stop Improvements

- Improvement to 65 existing bus stops
- Installation of 25 new shelters
- Construct missing first / last-mile connections
- 750 feet of improved sidewalk

Safety & Accessibility Improvements

- 400 feet of new sidewalk
- 20+ new traffic calming elements
- 10+ new crosswalks, including **Park City's first raised crosswalk**
- *Potential for ¾ mile of separated pedestrian and bicycle facilities on Little Kate, pending additional study.*

SEQUENCE



2026	<p>38 bus stops & slurry and striping</p> <ul style="list-style-type: none">• Monitor Drive bus stops (4)• Park Avenue bus stops (7); slurry and striping• Prospector bus stops (12)• Deer Valley bus stops (11)• Miscellaneous stops (4)
2027	<p>27 bus stops & potential Little Kate improvements</p> <ul style="list-style-type: none">• Remaining Park Meadows stops (14)• Deer Valley Drive stops (9)• Miscellaneous stops (4)

The plan is subject to change.

FUNDING

Funding Source	Amount
Federal	\$12,001,135
State	\$420,000
County	\$2,400,000
PCMC	\$2,174,262
PCMC Other	\$500,000
Current Total	\$17,495,397

Scope of Work	Contract	Actuals	Status
Phase 1 Design	\$1,287,501	\$1,212,337	Complete
Phase 1 Const.	\$630,175	\$626,920	Complete
Phase 2&3 Design	\$2,960,000	\$1,926,237	\$1.2M to go Amend Today
Phase 2&3 Const.	\$10,000,000	\$0	Approve Today
Amenities	\$1,896,115	\$277,117	\$1.6M to go
Easements	\$600,000	\$4,200	\$595k to go
Estimated Cost	\$17,444,930		



LIBRARY



TOWN LIFT



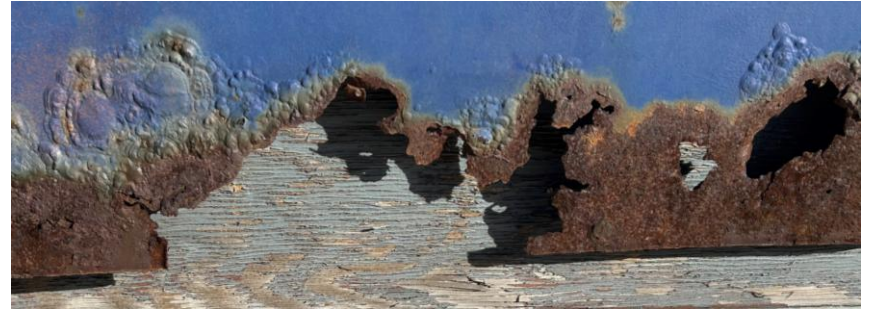
SILVER KING



“ART KIDS” BUS STOPS

Public Art Deaccessioning

- “Art Kids”, installed in 2008, was created by local Artist Bob Commander.
- The public art piece is beyond reasonable repair, and the Public Art Advisory Board (PAAB) recommends deaccessioning.

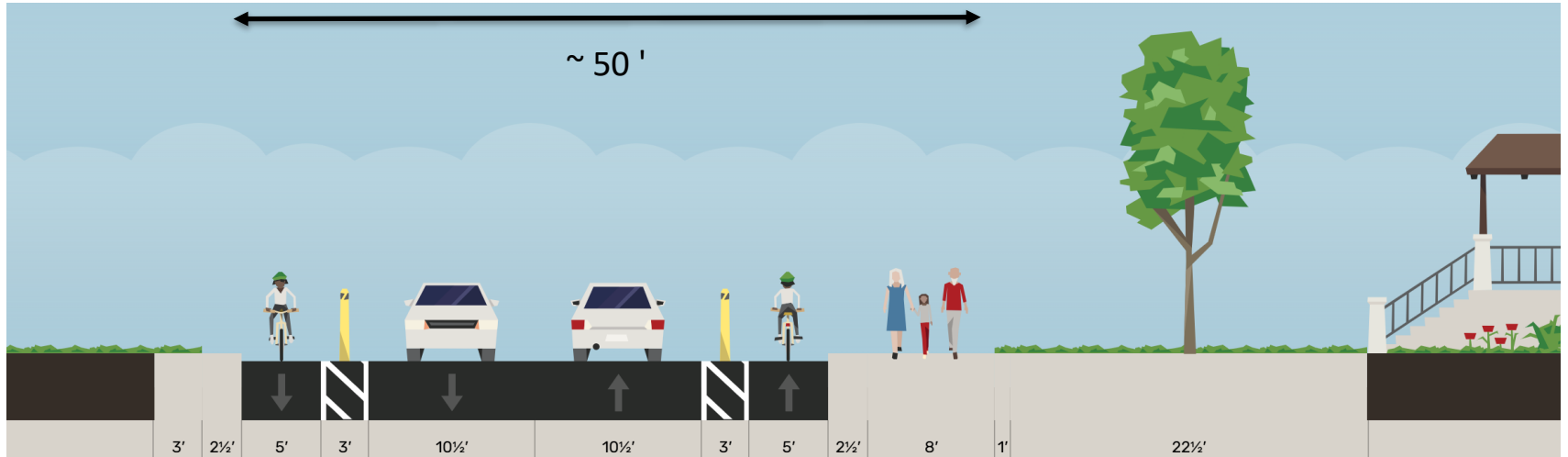


LITTLE KATE DESIGN

Design Professional Services Agreement Amendment

- Amend Kimley-Horn's existing agreement to add \$140,000 (new NTE \$3,100,000) to evaluate alternatives for the Little Kate Corridor.
- The amendment also includes the full design effort for an alternative that City Council may choose to select, tentatively in July.
- **We are looking for direction on what design elements City Council would like us exploring further over the coming months.**

CONCEPT 1



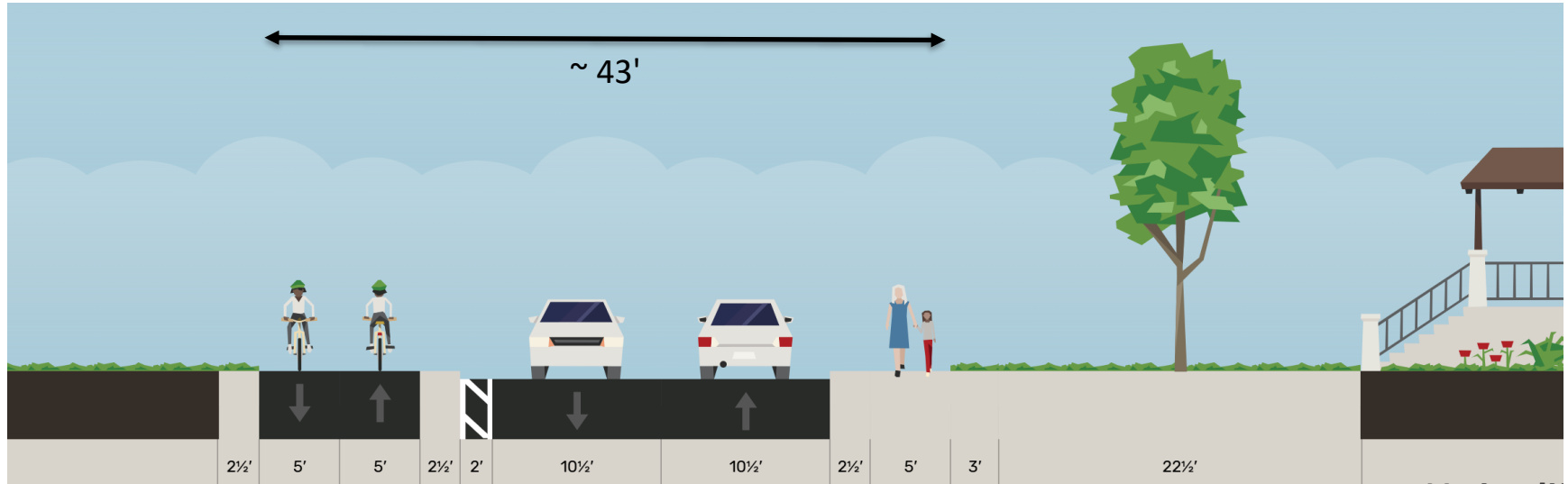
Benefits

- Separation of bicyclists and pedestrians
- Improved separation from traffic (compared to existing)
- Similar to existing footprint

Drawbacks

- No roadway narrowing/traffic calming
- Vertical buffers increase maintenance and reduce pavement lifespan
- Limited winter bike facilities due to buffer removal and snow storage needs
- Increased hardscape
- Environmental Documentation likely required (time and cost)
- Full roadway reconstruction, more impact to adjacent property owners

CONCEPT 2



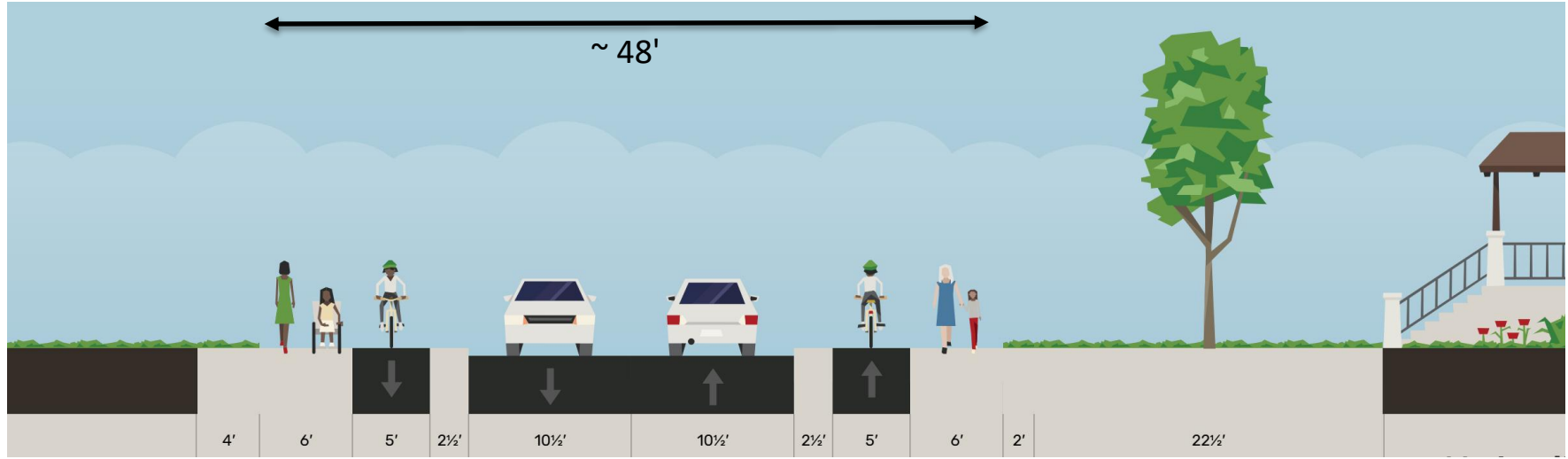
Benefits

- Full separation of all user groups
- Roadway narrowing/traffic calming
- Hardscape *may* stay within existing curb-to-curb
- Potentially no Environmental Documentation required

Drawbacks

- Sidewalk and bike lanes narrow in winter for snow storage
- Anticipated pedestrian use in bike lanes on the south side
- Atypical design compared to what is used throughout Park City
- May require full roadway reconstruction, increasing impact to adjacent property owners

CONCEPT 3



Benefits

- Full separation of all user groups
- Bicycles travel in direction of vehicle traffic
- Bike and pedestrian facilities on both sides of the street
- Roadway narrowing/traffic calming

Drawbacks

- Increased hardscape
- Environmental Documentation required (time and cost)
- Limited bike facilities in winter, used for snow storage
- Full roadway reconstruction, increasing impact to adjacent property owners

EASEMENTS

RDA Properties

- Two existing bus stops are within RDA property; however, prior easements or agreements cannot be found that formalize use.
- Funding requires the establishment of permanent property rights.
- *Seeking easement approval **later today**.*

Parcel	Location	Parcel Size	PE Size	TCE Size
SA-369-X	Park Ave & Sullivan Road Intersection	5,663 sf	0 sf	606 sf
SA-370-X	1250 / Library East	14,810 sf	103 sf	0 sf
SA-371-X	1250 / Library East	5,663 sf	145 sf	915 sf
SA-372-X	1250 / Library East	12,197 sf	229 sf	1,242 sf
SCCS-9-9B-1-X	10080 / Police Station	237,838 sf	161 sf	278 sf
Total Size of Easements			638 sf	3,041 sf

NEXT STEPS

We recommend that the City Council move forward with the project and award a \$10,000,000 construction agreement to Acme Construction.

Additional Approvals:

1. Accept the PAAB recommendation and approve the deaccessioning of “Art Kids”
2. Authorize amendment to the existing DPSA to further evaluate Little Kate corridor alternatives.
3. Waive City permitting fees for the project.

Why?

1. Demonstrate a continued commitment to a modal hierarchy that puts people and buses first.
2. Leverage significant, aging grant funding to advance meaningful projects.



EXHIBIT A – PARK AVE & SULLIVAN ROAD SA-369-X - 606 (TCE) SF

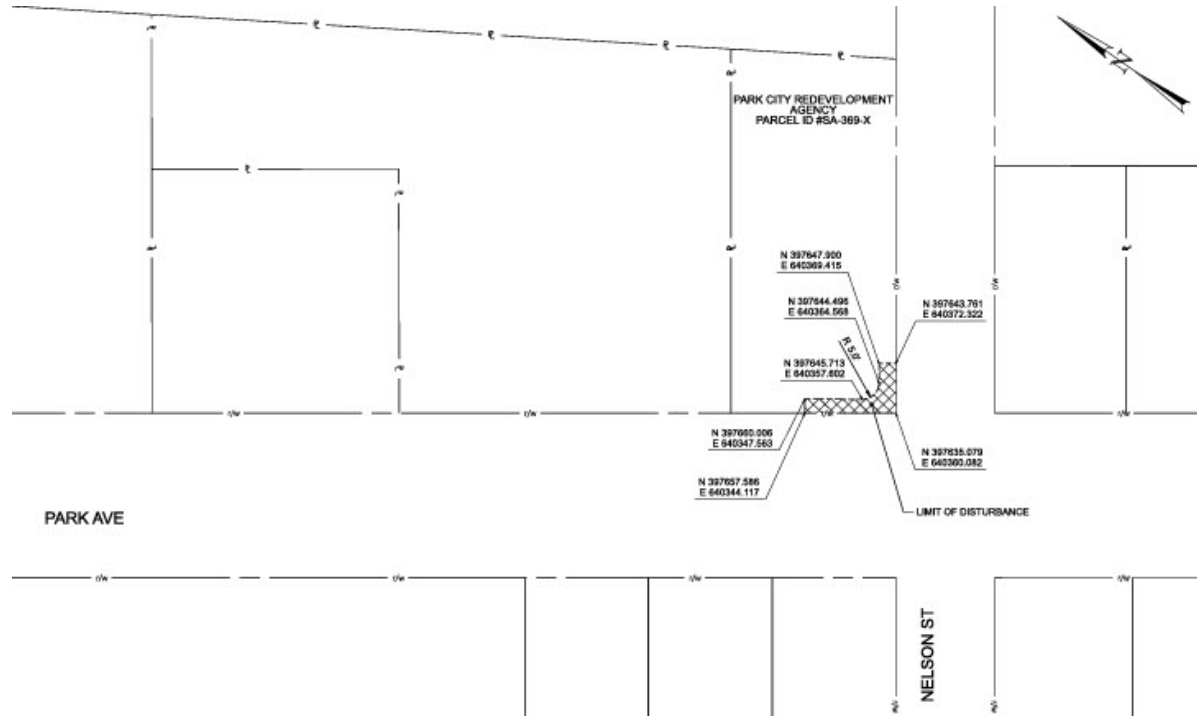


EXHIBIT B – LIBRARY EAST

SA-370-X – 103 (PE) SF

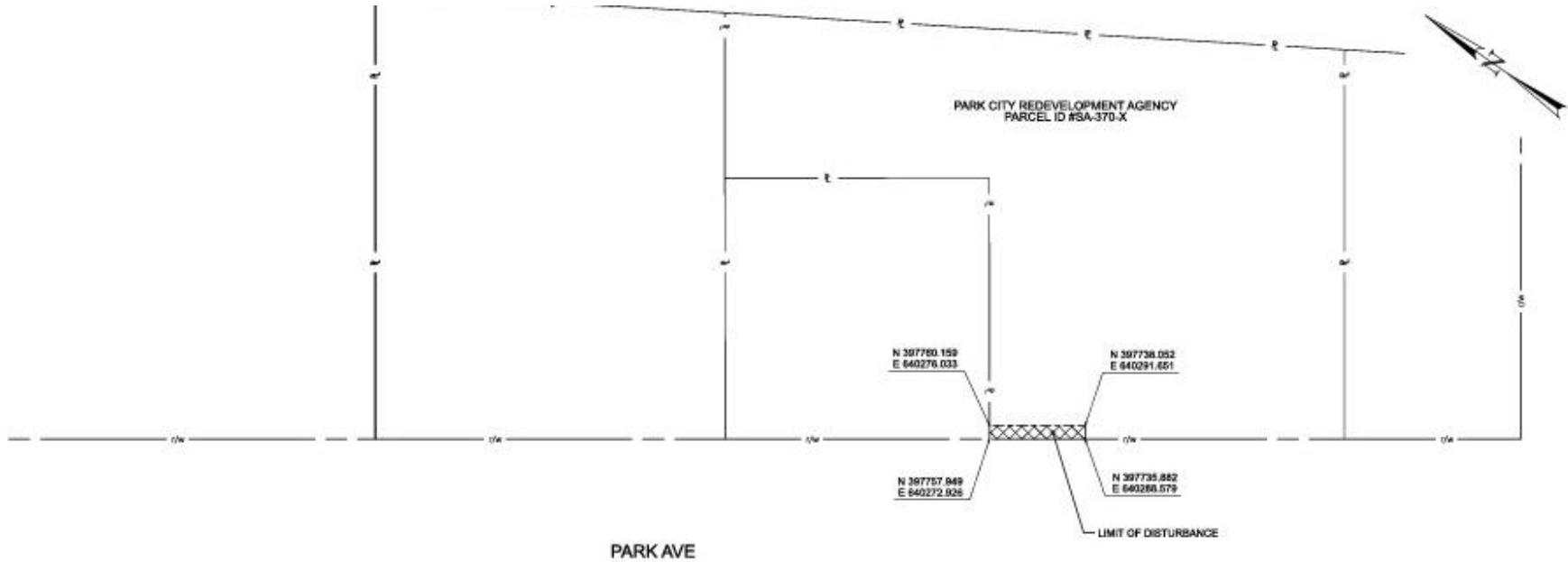


EXHIBIT B – LIBRARY EAST

SA-371-X – 145 (PE) + 915 (TCE) SF

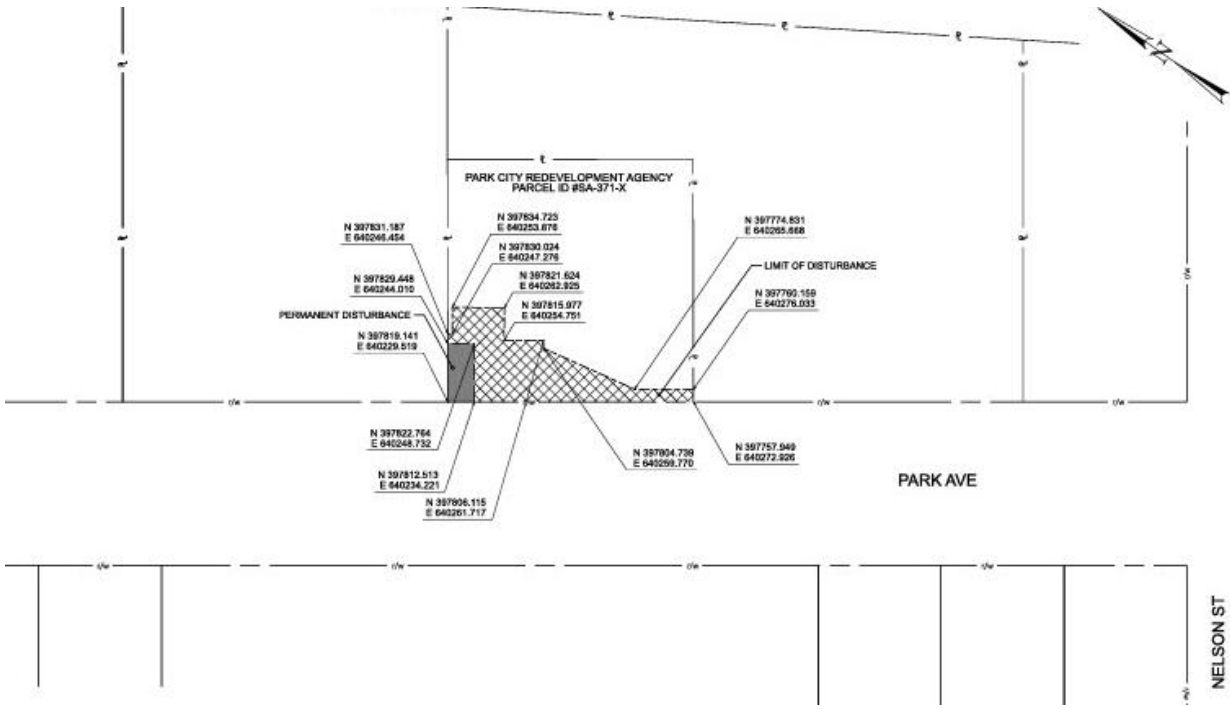


EXHIBIT B – LIBRARY EAST

SA-372-X – 229 (PE) + 1,242 (TCE) SF

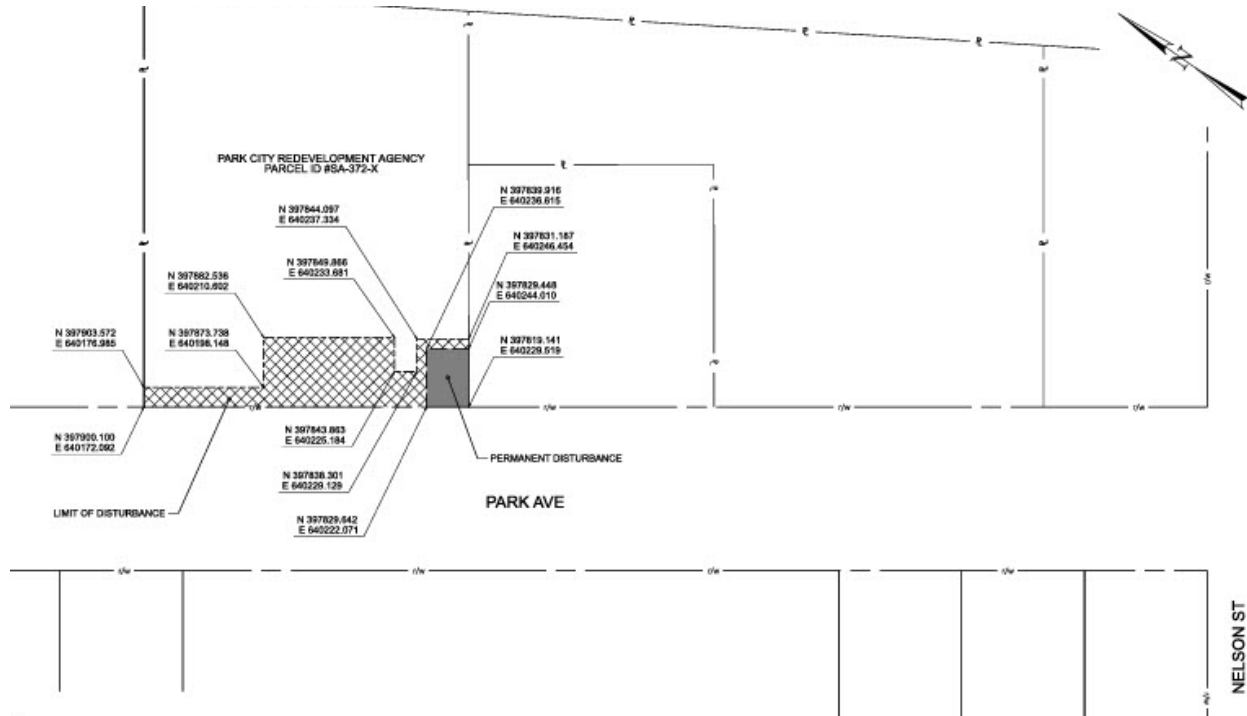
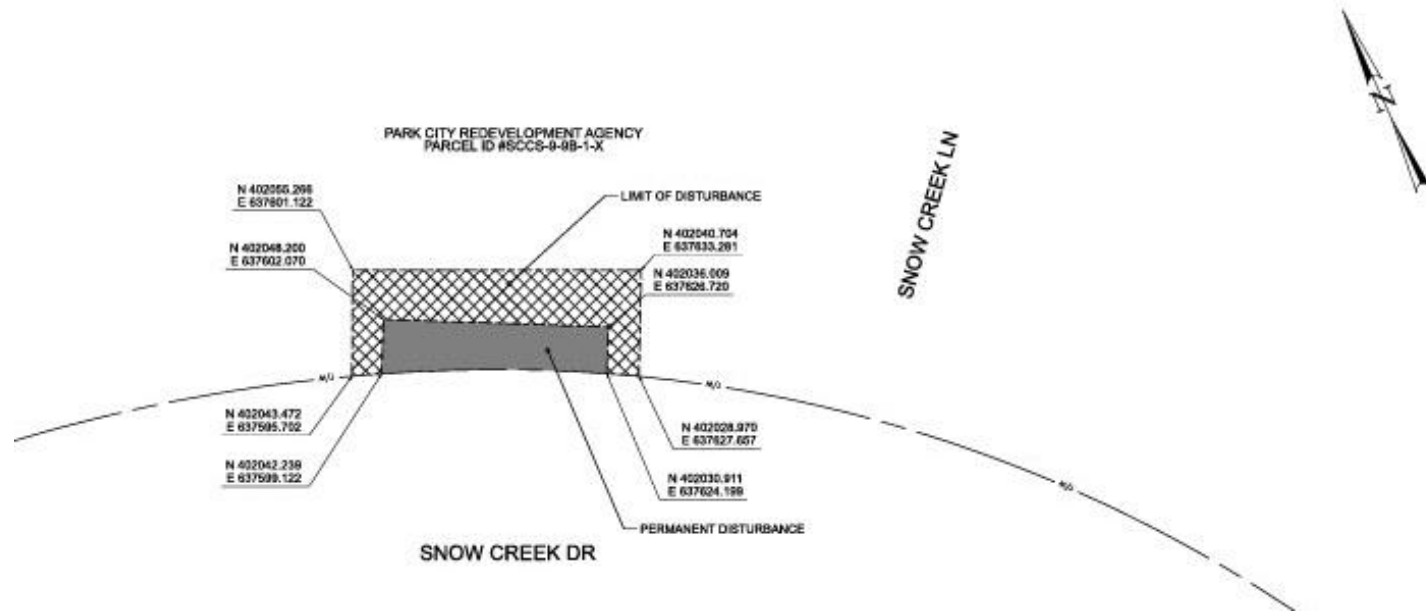
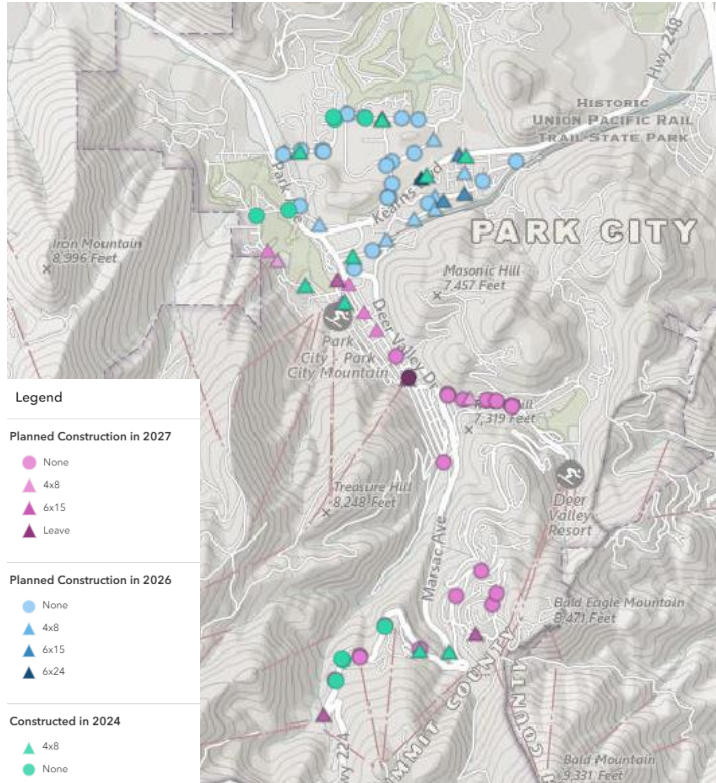


EXHIBIT C – POLICE STATION

SCCS-9-9B-1-X – 161 (PE) + 278 (TCE) SF



BUS STOPS BY NEIGHBORHOOD



Neighborhood	Count of Stops Planned for Improvements
Bonanza Park	6
Lower Deer Valley	2
Old Town	15
Park Meadows	25
Prospector	11
Resort Center	6
Thaynes	1
Upper Deer Valley	17
Total Stops	83

COMMUNITY ENGAGEMENT

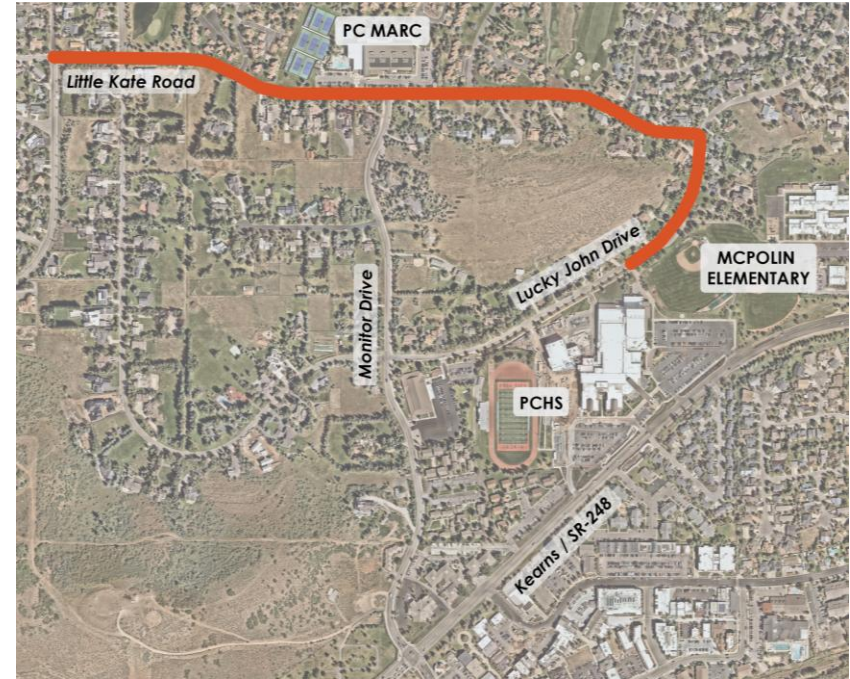
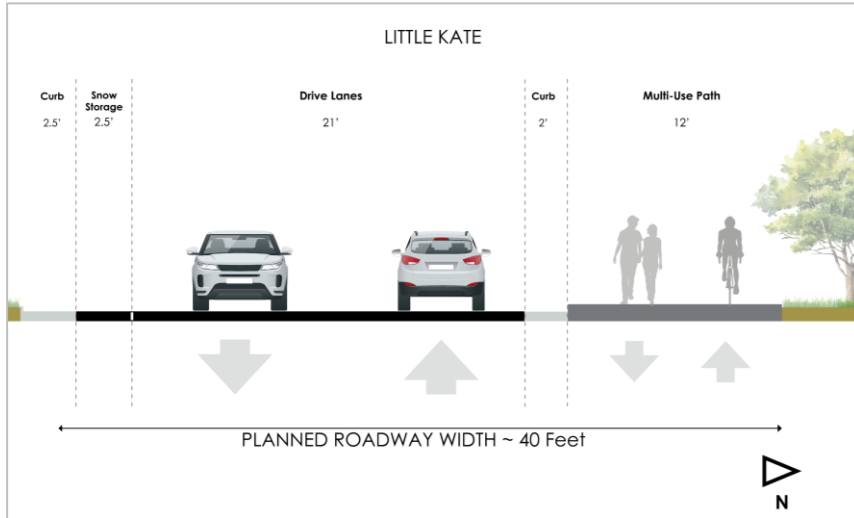
Type of Communication	Timeline	Audience
Engage Park City Website	2022 – Present	2.4K Site Visitors
Online Survey	2022-2023	147 Responses
Neighborhood Liaisons	2022 – Present	10 Members
BusStopComments Email	2023 – Present	30+ Emails Received
Fall Project Open House	September 2024	30+ Community Members
Spring Project Open House	May 2025	100+ Community Members
Transportation Open House	October 2025	45 Community Members
Certified Mail	December 2025	22 Properties
Community Walkthroughs	December 2025 - Present	7+ Community Members
Property Owner Engagement	November 2025 – Present	50+ Properties
Park Meadows Open House	February 2026	100+ Community Members



BUS STOPS SCOPE

Stop Prioritization	<ul style="list-style-type: none">• 2018 Bus Stop Inventory and Accessibility Study.• Scoring considered amenities, sidewalk coverage, ridership, accessibility, and grading.• Assessed project readiness, feasibility, and future development potential at each location.
What's Being Built?	<ul style="list-style-type: none">• ADA-compliant concrete landing pads.• Shelters, benches, signage, bike and ski racks, trash receptacles.• Sidewalk repairs, crosswalks, and other safety upgrades.

LITTLE KATE PATHWAY



Re·create 248

East to Old Town

NEPA + Design Contract

City Council authorization request

Transportation Planning | May 7, 2026

Council action requested

Authorize a design professional services agreement to move Re-Create 248 from study into environmental clearance and design.

\$2.1M

initial authorization

**Design Professional Services
Agreement with Horrocks
Engineers LLC**

Authorize City Manager to execute a DPSA, in a form approved by the City Attorney.

To accelerate timelines, this will be a 3-year contract covering both environmental and final design.

Begin environmental clearance, project definition, preliminary engineering, and design support.

Use task authorizations so work proceeds only as directed by the City.

Return to Council for future funding authority or amendments as later phases are ready.

Recommended action

Approve initial contract amount not to exceed \$2,100,000.

Major workstreams

The consultant team will be retained under a design professional contract with written work authorizations.

Manage

Schedule, budget, risks, decisions

Clear

NEPA strategy + documentation

Refine

Action limits, segments, alternatives

Engage

Public, businesses, property owners

Design

ROW, preliminary engineering, final PS&E

Deliver

Permits, grants, implementation support

Authorized tasks may be combined, modified, added, or omitted based on agency feedback and City direction.

Key uncertainties the contract manages

Several project variables remain intentionally open until early agency coordination and scoping are complete.

NEPA class of action



CatEx, EA, or EIS will depend on scope, funding, impacts, and FTA Region 8 coordination.

Action limits



Project elements such as Richardson Flat Road and park-and-ride components need segmentation/independent evaluation.

Phasing and packaging

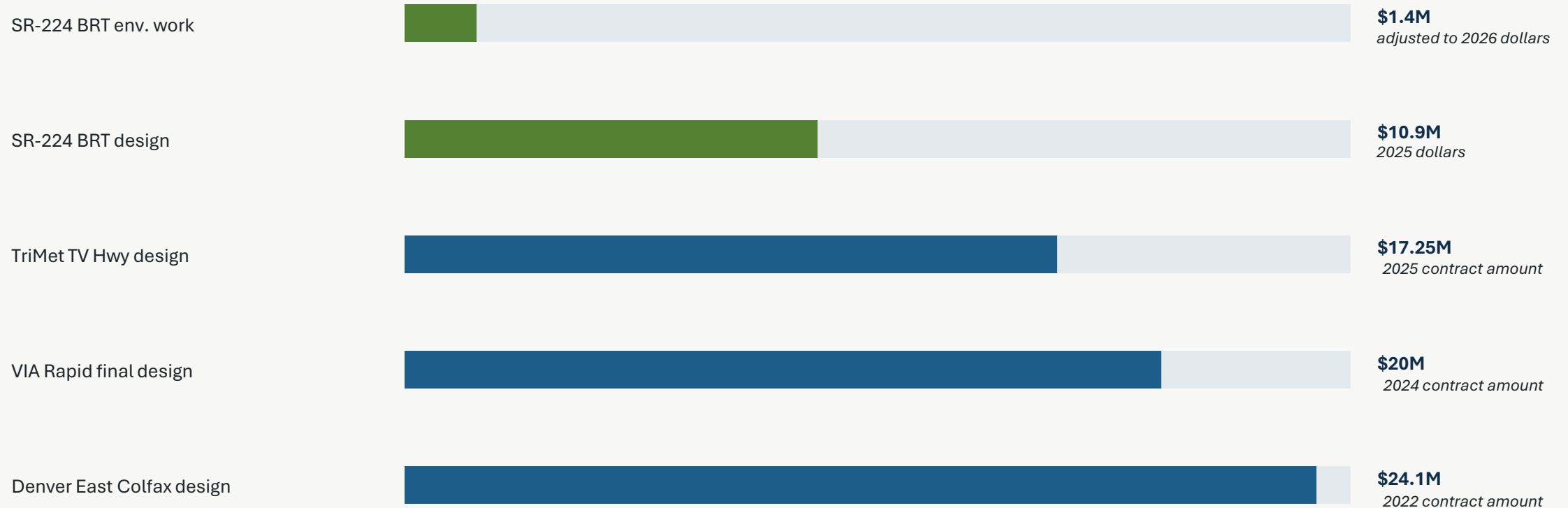


Final design may be phased to align with funding, ROW, utility coordination, and construction delivery.

Task authorizations provide flexibility without committing the City to the full future program cost today.

Comparable corridor design costs

Peer projects show why a transit-priority corridor can exceed a typical planning-study level of consultant effort.



Staff is not requesting authorization for full potential program cost; the current request is limited to available project budget.

Funding and near-term path

Initial funding begins priority work while staff pursues additional resources.



Summit County Third Quarter Transportation Sales Tax and a small amount from the Deer Valley Agreement

- May**
Execute PSA and initiate task authorizations
- Early phase**
NEPA strategy, class-of-action coordination, action-limit scoping
- Next return**
Additional funding request or amendment as early as July
- Ongoing**
Pursue county, state, federal, and THUD opportunities

Recommended motion

Approve the initial authorization and allow staff to return with future funding requests as the work advances.

Authorize the City Manager to execute a Design Professional Services Agreement with Horrocks Engineers LLC, in a form approved by the City Attorney, in an initial amount not to exceed \$2,100,000.

Purpose: environmental clearance, preliminary engineering, and final design support to advance the Re-Create 248 Transit Priority Project.

MARSAC ROUNDABOUT QUIT CLAIM DEEDS PARK CITY MUNICIPAL



OVERVIEW

Today's Discussion:

1. Background
2. Property Requested from PCMC
3. Property Requested from RDA
4. Next Steps



BACKGROUND

UDOT submitted an unsolicited request to acquire approximately 0.5 acres of property surrounding the Marsac Roundabout.

Parcel ID	Owner	Current Size	Requested Portion
PC-476-F-X / PC-476-H-X / PC-476-B-1-A-X	PCMC	0.52 ac	0.16 ac
PC-476-B-X	PC RDA	0.47 ac	0.31 ac

NEXT STEPS

We recommend that the City Council convey the requested property to UDOT.

Why?

1. Reduce staff burden to permit UDOT routine maintenance.
2. Align ownership with operational control.
3. Reduce potential liability exposure.

MARSAC ROUNDABOUT QUIT CLAIM DEEDS

PARK CITY RDA



NEXT STEPS

We recommend that the governing body of the Park City Redevelopment Agency convey the requested property to UDOT.

Why?

1. Reduce staff burden to permit UDOT routine maintenance.
2. Align ownership with operational control.
3. Reduce potential liability exposure.

