



**Park City and Summit County Joint Transit Advisory Board
March 16, 2021**

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NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

On January 14, 2021, the Mayor issued a written determination that because of the public health emergency, conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may attend in person. For these reasons, this meeting will be an electronic meeting without an anchor location board members will connect electronically.

Public comments will be accepted virtually as described below.

To comment virtually, use eComment or raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record, but will not be read aloud.

For more information on participating virtually and to listen live, please go to www.parkcity.org.



MEETING AGENDA

Park City and Summit County Joint Transit Advisory Board

MEETING DATE: March 16, 2021
TIME: 9:00 am – 10:30 am
LOCATION: **ATTENTION:** This meeting will be an electronic meeting as permitted by Park City Open and Public Meeting Resolution 18-2020, adopted March 19, 2020. This meeting will not have an anchor location will connect remotely. If you are interested in listening and/or giving public comment remotely, please go to <https://us02web.zoom.us/j/81894366244>

1. Roll Call
2. Electronic Meetings Determination
3. Public Comment /Customer Feedback

Feedback on items not listed on the agenda. To allow time for others, please limit your comments to no more than two minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

4. Consent Items

None

5. Discussion Items

- a. Consideration to Approve the JTAB Meeting Minutes from February 10, 2021
- b. Transit Sales Tax-TST Update (Derrick Radke)
- c. Additional Mass Transit Sales Tax-AMT Update (Matt Leavitt)
- d. High Valley Transit District Update (Kim Carson)
- e. Operational Updates (Kim Fjeldsted)
- f. County Operational Updates (Caroline Rodriguez)
- g. PC-SLC Connect Update (Caroline Rodriguez)
- h. Spring Service Proposal (Scott Burningham)
- i. Agenda Items for upcoming meetings

6. Next Meeting

Tuesday, April 20, 2021

2021 Meeting Schedule

All meetings start at 9:00am and will be held via conference call until further notice (Dates, times, locations subject to change. Additional meetings may be added)

- Tuesday, April 20, 2021
- Tuesday, May 18, 2021
- Tuesday, June 15, 2021



For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Kim Fjeldsted at (435) 615-5351 or kim.fjeldsted@parkcity.org or Caroline Rodriguez at (435) 336-3113 or crodriguez@summitcounty.org

Utah Open Meeting Law Compliance

Notice of this meeting has been given no less than 24 hours public notice of this meeting.



**Joint Transit Advisory Board (JTAB)
February 10, 2021 Meeting Minutes**

The JTAB of Park City and Summit County, Utah, met in open meeting on February 9, 2021 at 9:00 AM.

ROLL CALL

Upon confirmation that quorum connected to the electronic meeting, the meeting was called to order by Mrs. Fjeldsted at 9:03 AM. All in attendance were recorded and announced by Cindy Stockley.

Attendee Name	Title	Status
Roger Armstrong	Council Member-Summit County	Present
Chris Robinson	Council Member-Summit County	Present
Tim Henney	Council Member-Park City	Present
Steve Joyce	Council Member-Park City	Present
Tom Fisher	Summit County Staff	Present
Caroline Rodriguez	Summit County Staff	Present
Jamie Dansie	Summit County Staff	Present
Matt Dias	Park City Staff	Present
Sarah Pearce	Park City Staff	Present
Kim Fjeldsted	Park City Staff	Present
Scott Burningham	Park City Staff	Present
Robbie Smoot	Park City Staff	Present
Andy Stevenson	Park City Staff	Present
Cindy Stockley	Park City Staff	Present

I. ELECTRONIC MEETING DOCUMENTATION

The meeting was a remote, electronic meeting due to the declared public health emergency.
Read by Kim Fjeldsted

II. PUBLIC COMMENTS:

No public comments

DISCUSSION ITEMS

A. Review/Acceptance and approval of the December 15, 2020 meeting minutes

RESULTS: APPROVED

AYES: Board members Steve Joyce, Tim Henney, Chris Robinson, Roger Armstrong,

B. Regional Planning/Transition Update (Caroline Rodriguez)

County has started the environmental NEPA analysis process on the Bus Rapid Transit (BRT) to move buses in both directions on SR-224. County has drafted agency letters. The letters come directly from the FTA and will be sending them out to all agencies that would be impacted by the bus rapid traffic lanes on SR-224. County's project is on schedule and anticipate the process to take one year.

Kimball area plan survey is being conducted for level two screening on alternatives by UDOT, county and Park City. Currently, county has received over 600 responses and the survey closes Feb 12th. County anticipates having a draft area plan ready to present for review and comment in March.

Steve Joyce and Tim Henney both reviewed alternatives report and submitted their responses on the survey. Steve Joyce has concerns with conservation easement, option 4, and adding another light. Steve Joyce focused on option 3, the only one that makes a substantive difference. Roger Armstrong stated most likely this project is a 5-10 year plan.

County is on schedule with the regional transit district. County had a series of 7 tasks to complete by April 1st to be ready for launch in July. County completed goals and objectives, market and route analysis, and currently working on alternatives analysis and will provide a detailed service plan. The alternative analysis and service plan going through 4 levels of review. First line, review with Park City Transit, regional transit staff, and JTAB members. The 2nd level of review is the regional transit board of trustees, making tweaks based on feedback then draft plan will go to advisory committee. Finally we will go to public for comment towards the end of February on draft service plan.

B. Park City Operational Update (Kim Fjeldsted)

New federal mask mandate for public transit

- While Summit County has mandated masks all along, now there is a federal mandate too. PC Transit will be updating signage and pushing on social media to help get the word out that masks are required while riding the bus.

New funding for public transit from the FTA

- Coronavirus Relief and Response Supplemental Act of 2021 (CRSSA) will be distributed after UDOT reviews how and when funding will be allotted.

COVID-19 Vaccinations for Operators

- Transit wants to say thank you to Summit County for their concern for the health and safety of our transit drivers and prioritizing all drivers who wished to receive the Covid-19 vaccinations.

American Public Transportation Association (APTA) Health and Safety Seal

- Transit is continuing to push the APTA Health and Safety Seal notifications out to public. Transit ran an ad in the Park Record over the weekend and through our social media platforms.

Roger Armstrong asked for a copy of the operations update from city, Kim Fjeldsted will send over material.

C. PC-SLC Connect Update (Jamie Dansie)

Continuation from December JTAB meeting. UTA operates 901 and 902 routes that connect the Wasatch front to the Wasatch back. Park City and Summit County are equally responsible to pay any operational deficits, defined as all of the costs to operate the service less fare and pass revenue, not to exceed a defined cap. If the Operational Deficit cap is reached, UTA covers additional expenses. Operating costs in the calculation include labor, mileage, supervision, marketing support, administrative support, vehicle replacement, and liability premium. Between 2011 and 2017, the Operational Deficit cap was \$470,000/annually between the City and the County (50/50 split). In 2017, all parties executed the First Addendum to the Service Agreement, raising the City/County Operation Deficit cap to \$708,000 a year, allowing the parties to add additional runs on the 901/902. Tim Henney suggested having discussions with Vail and Deer Valley to see if they would provide additional funding to offset the cost of this service.

Roger Armstrong noted that the cost of this route has steadily increased year over year, even after we shortened it from terminating within Park City to the Kimball Junction Transit Center. Caroline Rodriguez noted that UTA informed us before we made the change that there would be no cost savings.

Steve Joyce noted we added routes and frequency, yet we are not increasing riders proportionally. If we can go back to small number of select routes could we get more bang for the buck.

Board members are all in agreement that staff needs to complete a deeper review to determine if there can be any costs savings, by offering different routes or using other vehicles to complete the routes.

Kim Fjeldsted noted this service is valuable and advised that the City and UTA have an inter-local agreement to purchase electric buses for UTA to operate on the Connect. It will not be easy to back out of this partnership. Caroline Rodriguez agreed this is a valuable service and the cost per boarding is pretty competitive for the service it is.

Chris Robinson believes it is good to look at this service periodically. Tom Fisher agreed and questioned what our tolerance is for letting the system grow back, post pandemic.

Caroline suggested coming back next JTAB with more analysis. Caroline noted we need to revise the contract with UTA with the upcoming changes.

Steve Joyce advised that we need to decide how regional service is paid for. How are the quarter tax increments divided up? This all ties together. The JTAB members, with Matt or Sarah and Tom, sit down and start going through how we carve up tens of millions of dollars between transportation and capital. Chris Robinson agreed this is a good idea.

D. AMT Overview (Caroline Rodriguez)

Overview pushed to next JTAB meeting March 16, 2021.

E. County Ridership Update (Jamie Dansie)

County ridership is trending up, down obviously from year to year but heading in the right direction. We are working on training the operators to offer better service per receiving feedback from customers.

Circulator Routes

Trending back up.

Trailside Loop

County increased to 15-minute service in December.

Next Agenda items:

- County will give a Regional Planning/Transition update
- PC-SLC Connect
- AMT and Other Tax Revenue Overview

Meeting adjourned at 10:25 AM

Next meeting:

Tuesday, March 16, 2021 at 9:00 AM

Respectfully Submitted:

Cindy Stockley-Park City, Transit Department, JTAB Recorder

Public Works Director



Derrick A. Radke, P.E.

MEMORANDUM

February 19, 2021

To: JTAB
Thomas C. Fisher, County Manager

From: Derrick Radke, PE - Summit County Public Works Director
Matt Leavitt, Financial Officer

Re: Transportation Sales Tax – Capital Improvement Report

In June of 2015 Summit County and Park City [Collectively referred herein as the “Team”] started the education process of our public with the “RIDE-ON” campaign to educate our citizens about the availability of alternative modes of transportation and encouraged them to begin using them to ease congestion. The next phase was for the Team to identify the transportation challenges and plan a way forward. What became known as the Joint SC/PC Transportation Committee [Team] began meeting in July of 2015. The Team met with many community stakeholders, the Council of Governments, city governments, and community groups and associations, buy-in from which contributed greatly to the success of the campaign.

The result was the overwhelming success of the Sale Tax Initiatives for Transportation, known as the Transportation Sale Tax (TST), and Transit, 69% and 77% respectively. The enacted sales taxes were estimated to generate \$4.1M each for the Transit System, and for the Capital Road Improvements. This report only details the Capital Road Improvement projects. It should be noted that the actual TST generated has averaged \$5.0M through 2020.

The project assessment performed by Summit County and Park City Staff during the sales tax initiative identified that there were smaller projects and planning monies that needed to be funded every year, and larger projects which cost more than the available revenues resulting in a spending plan for 2017 to 2022. The total estimated costs for projects over the 5-year period were \$35.7M which consisted of “Pay-as-you-Go” (PAG) projects totaling approximately \$2M per year and Revenue Bond (Bond) projects.

The attached spreadsheet shows the programmed projects already approved by the Council of Governments (COG, the TST program authority recommending projects to the County Council) and the County Council (the TST Project Approval Authority). The PAG Projects approved for 2017 – 2022 have averaged \$1.82M plus the Small Cities Grant of \$250K for a total of \$2.07M, slightly over the spending plan.

The amount of bonds issued in 2018 was \$18.6M. Annual debt service payment is less than \$1.7M with a 15-year term. The bonds were issued at a premium which provided about \$19.4M. The total estimated funds available for projects during the 5-year period is \$38M.

As of calendar year-end 2020 \$26.6M has been spent on projects. There has been \$7.3M in contributions from other sources on County projects making the net spent from TST \$18.8M. It should also be noted that not all projects approved have been completed and monies spent.

The total PAG projects approved for the period of 2017 to 2022 is \$10.8M and the total Bond projects approved is \$25M. The total between the two categories is \$35.8M, a little over the original spending plan, but just under the total estimated revenue for the same period. Please note that these are the totals for all projects through 2022 and new applications could be made for projects before 2022 and are not included. The COG will need to decide if new projects should be approved before 2022.

The Team initially had requests for projects totaling over \$100M. Projects were prioritized and reduced according to need, availability of funds, and capability of finishing projects within the 5-year period. The remaining projects will be readdressed by the COG for priority and recommendation to the County Council. It is anticipated that the 5-year programming that was established previously will be followed again. The County will also issue a second series of bonds the amount to be determined by available funds according to County financial policies.

If you have any questions, please contact me.

Exhibits:

Exhibit A - COG Aps Summary

Exhibit B - TST Project Summary-Power Point Presentation

cc: file (C:\Users\DRadke\Desktop\eng-memo-2012.doc)

Transportation Sale Tax Initiative Projects
COG Recommended Application Evaluation and Priority List

Working Copy
Revised: 3/10/2021

TABLE 2

Entity	Project Title	Description	PAG/ BOND	Funding Year - Previously Approved Amounts						Expense Reporting			Funding Year - New Project Amounts					
				2017	2018	2019 Amend	2020	2021	2022	6 Yr. Total	Spent To Date	Funds Remaining	2023	2024	2025	2026	2025+	
Summit County	Basin Wayfinding Program	Create a multi-modal system enabling people to orient and navigate efficiently. Will reduce vehicle	PAG			\$ 200,000					\$ 200,000		\$ 200,000					
Summit County	Summit County E-Bike Share & TDM	Provide viable and affordable alternative transportation mode.	PAG	\$ 500,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,750,000	\$ 511,550	\$ 1,238,450	\$ 250,000	\$ 250,000				
Summit County	Cline Dahle Park and Ride/TOD	Site Planning/Phase I Construction of Park and Ride and/or Transit Oriented Development	PAG							\$ -	\$ -	\$ -	\$ 1,173,000					
Summit County	Eastern Summit County Infrastructure Study	Capacity Analysis for Eastern Summit County	PAG			\$ 350,000				\$ 350,000	\$ 289,524	\$ 60,476						
Summit County	Basin Area Connectivity	Interconnect existing trails and walkways throughout the Snyderville Basin	PAG			\$ 100,000	\$ 104,000	\$ 108,000	\$ 112,000	\$ 424,000	\$ -	\$ 424,000	\$ 116,000	\$ 121,000				
Summit County	Expanded Transit	Vehicle Acquisition for Expanded Service	PAG			\$ 380,000	\$ 380,000	\$ 380,000	\$ 380,000	\$ 1,520,000	\$ -	\$ 1,520,000	\$ 380,000	\$ 380,000				
Summit County	SR-224 VMS	Provide Critical Driver Information	PAG					\$ 125,000		\$ 125,000	\$ -	\$ 125,000						
Summit County	Kamas Park and Ride	Property Acquisition/Site Improvements	PAG			\$ 500,000				\$ 500,000	\$ 16,237	\$ 483,763						
Summit County	Silver Summit Roundabout Improvement	Design-Add Lanes to improve transit access and improve vehicle capacity. Includes Alternative Mode features.	PAG					\$ 120,000			\$ -	\$ -						
Park City	Transit Shelter Improvement Project	2 - Transit stops in Park City Transit System	PAG				\$ 350,000			\$ 350,000	\$ -	\$ 350,000						
Park City	Deer Valley Drive Complete Street Improvement	Class II bike lane, a shared road lane marking, reduction of travel lane widths, a sidewalk and additional crossings/connections.	PAG					\$ 300,000		\$ 300,000	\$ -	\$ 300,000						
Park City	Transportation Demand Management	E-Bike, vanpools, Incentives to reduce vehicle miles traveled and single occupancy vehicles	PAG	\$ 500,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,750,000	\$ 24,995	\$ 1,725,005	\$ 250,000	\$ 250,000				
Park City	Transit Shelter Improvements	Design and Construction	PAG		\$ 150,000					\$ 150,000	\$ -	\$ 150,000						
Park City	SR-248 Corridor and Safety Improvement Project	Widening to provide HOV/Bus and Bike Lanes, Intersection Improvements, Access Management and Pedestrian Tunnel at High School.	PAG	\$ 175,000						\$ 175,000	\$ -	\$ 175,000						
Park City	US40/SR-248 Park and Ride	Park and Ride Lot to intercept commuters from South Summit and Wasatch County	PAG		\$ 405,000					\$ 405,000	\$ -	\$ 405,000						
Park City	Bonanza Park Transit Center	Transit Hub and Traffic Circulation Improvements	PAG						\$ 750,000	\$ 750,000	\$ -	\$ 750,000						
SC/PC	SR-224 BRT/Fixed Guideway	Environmental/NEPA/Right-of-Way/Design	PAG			\$ 150,000	\$ 1,125,000	\$ 750,000		\$ 2,025,000	\$ 199,824	\$ 1,825,176						
PAG Project Amounts				\$ 1,175,000	\$ 1,055,000	\$ 2,180,000	\$ 2,459,000	\$ 2,283,000	\$ 1,742,000	\$ 10,774,000	\$ 1,042,130	\$ 9,731,870	\$ 2,169,000	\$ 1,001,000	\$ -	\$ -		
AVERAGE PAG 2017 - 2021				\$ 1,815,667	\$ 2,065,667												AVERAGE PAG 2023-2025	\$ 1,585,000

TABLE 3

Summit County	Jeremy Ranch Interchange/Intersection Improvement Project	Reduce congestion and provide expedited traffic movement of Transit to Park and Ride Facilities. Also improves pedestrian access through I-80 corridor. Includes pedestrian underpass at I-80 ramps.	BOND			\$ 7,955,000				\$ 7,955,000	\$ 10,384,461	\$ (2,429,461)						
Summit County	Ecker Park & Ride	Provide Transit alternative to driving through congestion on SR-224. Express Transit (10 min frequency) will connect to Kimball and Park City. Includes pedestrian underpass at Ecker Middle School.	BOND		\$ 1,150,000					\$ 1,150,000	\$ 2,159,674	\$ (59,674)						
Summit County	Kilby Road Widening, Ecker to Jeremy Ranch	Improve access to Ecker Park and Ride to allow for improved transit access and other alternative modes of transportation. FHWA would not grant access to Park and Ride from I-80.	BOND		\$ 950,000					\$ 950,000	Included in P&R Costs above							
Summit County	Kamas Park and Ride	Property Acquisition/Site Improvements	PAG		\$ 595,000					\$ 595,000	\$ 595,614	\$ (614)						
Summit County	Bitner to Silver Creek Road Connection	Establish an alternative transportation and emergency ingress/egress route. Includes Alternative Transportation connections.	BOND			\$ 1,515,000	\$ 1,500,000			\$ 3,015,000	\$ -	\$ 3,015,000						
Summit County	Landmark Drive, Widening	Add Lanes and Intersection Improvements to improve transit access and improve vehicle capacity. Includes Alternative Mode features.	BOND							\$ -	\$ -	\$ -	\$ 3,526,000	\$ 2,000,000				
Summit County	Democrat Alley Widening	Widen Road to minimum County Standard	BOND			\$ 500,000				\$ 500,000	\$ -	\$ 500,000						
Summit County	Silver Summit Roundabout Improvement	Add Lanes to improve transit access and improve vehicle capacity. Includes Alternative Mode features.	BOND								\$ -	\$ 3,000,000						
Summit County	Cline Dahle Park and Ride/TOD	Phase I Construction of Park and Ride and/or Transit Oriented Development	BOND							\$ -	\$ -	\$ -					\$ 2,447,000	
Park City	Prospector Ave	Reconstruct/Complete Street (COG Amend App)	PAG		\$ 500,000					\$ 500,000	\$ 500,000	\$ -						
Park City	SR-248 Corridor and Safety Improvement Project	Widening to provide HOV/Bus and Bike Lanes, Intersection Improvements, Access Management and Pedestrian Tunnel at High School.	BOND		\$ 2,265,000	\$ 4,000,000	\$ 2,500,000	\$ 800,000		\$ 9,565,000	\$ 4,098,016	\$ 5,466,984						
Park City	Bonanza Park Transit Center	Transit Hub and Traffic Circulation Improvements	BOND			\$ 750,000				\$ 750,000	\$ -	\$ 750,000						
SC/PC	SR-224 BRT/Fixed Guideway	Design and Construction	BOND (2nd)							\$ -	\$ -	\$ -					\$ \$\$\$\$\$	
Bond Projects Amounts				Average/year (2018-2022)	\$ 4,996,000	\$ -	\$ 5,460,000	\$ 12,705,000	\$ 4,515,000	\$ 2,300,000	\$ -	\$ 24,980,000	\$ 17,737,767	\$ 7,242,233	\$ 3,000,000	\$ 3,526,000	\$ -	\$ 2,000,000
Total Projects					\$ 1,175,000	\$ 6,515,000	\$ 14,885,000	\$ 6,974,000	\$ 4,583,000	\$ 1,742,000	\$ 35,754,000	\$ 18,779,897	\$ 16,974,103	\$ 5,169,000	\$ 4,527,000	\$ -	\$ 2,000,000	\$ 37,754,000
TOTAL SUMMIT COUNTY PROJECTS					\$ 500,000	\$ 2,945,000	\$ 9,735,000	\$ 2,749,000	\$ 2,483,000	\$ 742,000	\$ 19,034,000	\$ 13,957,061	\$ 5,076,939	\$ 4,919,000	\$ 4,277,000	\$ -	\$ 2,000,000	\$ 21,034,000
TOTAL PARK CITY PROJECTS					\$ 675,000	\$ 3,570,000	\$ 5,000,000	\$ 3,100,000	\$ 1,350,000	\$ 1,000,000	\$ 14,695,000	\$ 4,623,011	\$ 10,071,989	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ 14,695,000
TOTAL SC/PC PROJECTS					\$ -	\$ -	\$ 150,000	\$ 1,125,000	\$ 750,000	\$ -	\$ 2,025,000	\$ 199,824	\$ 1,825,176	\$ -	\$ -	\$ -	\$ -	\$ 2,025,000

Existing (Pre-2020) Approved Projects
New (2021) Approved Projects
Unspent/Unaccounted For

Total Spent from 4413 Account less Small Cities \$ 26,079,897
Total Spent with Small Cities Grants \$ 26,634,230

TABLE 1

Entity	Project Title	Description	Score	Funding Year - Previously Approved Amounts						Expense Reporting			Funding Year - New Project Amounts					
				2017	2018	2019	2020	2021	2022	6 Yr. Total	Spent To Date	Funds Remaining	2021	2022	2023	2024		
Coalville City	North and South Main Street Overlay, Phase 2	Environmental and Design Engineering for overlay/reconstruction of Coalville Main Street. Will qualify as match for Non-Urban Federal Grant.				\$ 50,000					\$ 150,000	\$ 145,232	\$ 4,768					
	100 East and 100 South	Patching, Crack Seal and Seal Coat to Preserve/Improve Pavement Life	42	\$ 18,278	\$ 81,722		\$ 37,550				\$ 37,550	\$ -	\$ 37,550					
Henefer City	Henefer Railroad Bridge- Structure #043035C	Repairs for preservation of the Henefer Railroad Bridge						\$ 43,175			\$ 43,175	\$ -	\$ 43,175					
Kamas City	Kamas 2017 Road Improvement	Reconstruct 200 North from Main to 100 West. Includes drainage work.		\$ 56,722							\$ 56,722	\$ 56,723	\$ (1)					
	Kamas 2018 Road Improvement	100 West, 200 North, 200 West, 100 South, Center Street			\$ 39,989						\$ 39,989	\$ 39,989	\$ -					
	Kamas 2019 Road Improvement	rebuild 530 South between Main Street and 90 East				\$ 78,731					\$ 78,731	\$ 78,731	\$ -					
	Kamas 2020 Road Improvement	Widen Gristmill Lane at Beaver Shingle Creek Culvert	62				\$ 85,000				\$ 85,000	\$ -	\$ 85,000					
Francis City	Francis 2017 Road Improvement	Pavement Preservation		\$ 50,000							\$ 50,000	\$ 50,000	\$ -					
	Francis 2017 Road Improvement	Pavement Preservation				\$ 55,369					\$ 55,369	\$ 55,369	\$ -					
	Francis 2018 Road Improvement	Oak Drive, Oak Circle, Parleys Way, Birch Way			\$ 39,989						\$ 39,989	\$ 39,989	\$ -					
	Francis 2020 Road Improvement	Road Improvements to Spring Hollow, Aspen Drive, Wild Willow Dr./Ash Court	60				\$ 80,000				\$ 80,000	\$ -	\$ 80,000					
Oakley City	Oakley City	Patching and Overlay to Preserve/Improve Pavement Life			\$ 88,300						\$ 88,300	\$ 88,300	\$ -					
	North Bench	Patching and Overlay to Preserve/Improve Pavement Life				\$ 65,900					\$ 65,900	\$ -	\$ 65,900					
	CityWide	Chip Seal to Preserve/Improve Pavement Life	48				\$ 47,450				\$ 47,450	\$ -	\$ 47,450					
Funding Year - Amount				\$ 125,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 43,175	\$ -	\$ 918,175	\$ 554,333	\$ 293,174						
Remaining for/From Funded Year				\$ -	\$ -	\$ -	\$ -	\$ 206,825	\$ 250,000	\$ 456,825								

\$ 918,175



STAFF REPORT

TO: JTAB
FROM: Matt Leavitt – Summit County Financial Officer
DATE: March 10, 2021
SUBJECT: Update on transit & transportation sales tax revenues

BACKGROUND:

Recognizing the need for additional resources to fund transit and transportation projects the Summit County Council placed two sales tax initiatives on the ballot for voter approval in November 2016. Voters approved both initiatives, the County Option for Transportation and the Additional Mass Transit sales taxes, which are each 0.25% on certain taxable goods sold within the County.

During the 2018 State Legislative Session the State allowed county legislative bodies the option of imposing two additional sales taxes – the County Option for Transportation Infrastructure (0.25%) and County Option for Public Transit (0.20%) without voter approval. Colloquially speaking the transit and transportation taxes became known as:

- Original Mass Transit sales tax – 1st Quarter (imposed only within a transit system; 0.30%)
- Additional Mass Transit sales tax – 2nd Quarter
- County Option for Transportation – 3rd Quarter
- County Option for Transportation Infrastructure – 4th Quarter
- County Option for Transit – 5th Quarter

In order to encourage counties to impose the County Option for Transportation the State Legislature allowed counties to retain all sales tax revenues received from the time the county legislative body imposed the tax until September 2019. After September 2019 the tax would be distributed between counties imposing the tax (40% of the tax); municipalities within counties imposing the tax and based on population distribution formula and point of sale (40% of the tax); and transit systems within counties imposing the tax (20% of the tax).

The County Option for Transportation (3rd Quarter) will be presented and discussed with JTAB during this same meeting. This staff report is to present information and update JTAB regarding the 2nd, 4th, and 5th Quarters.

ADDITIONAL MASS TRANSIT (2nd Quarter): Original estimates for each of the newly imposed sales taxes were based upon the County’s Recreation, Arts & Parks tax which is County-wide, taxed on similar items, albeit at a lesser rate (0.10%) and using a conservative annual rate of increase of 3.0%. For the 2nd Quarter the estimated annual revenue for the first full year (2018) was \$4.1 million. Actual revenues received for the past three years were as follows:

2018) \$4,777,135
 2019) \$5,208,617
 2020) \$5,103,317

Summit County and Park City Municipal entered into an interlocal agreement on the intended uses of these funds in order to provide increased services for both transit systems. Most recently the interpretation of the agreement is that the funds will be distributed based on point of sale *after* considering the costs of the Kimball Junction Circulator, 6 Lime, 10 White, 11 Black, and PC/SLC Connect midday service. Based on point of sale the distribution would be 58.2% to Summit County and 41.8% to Park City.

Since implementing the 2nd Quarter sales tax the County has received \$17.9 million of which approximately \$4.0M - \$4.5M has not been utilized by the transit systems. The County is waiting for a determination on the PC/SLC Connect invoices for 2017- 2020 to complete the accounting of the remaining balance.

COUNTY OPTION FOR TRANSPORTATION INFRASTRUCTURE (4TH Quarter): The County Council opted to impose this tax in 2018 at the invitation of the State Legislature. Between the time the sales tax was imposed until September 2019 the County retained all of the 4th Quarter sales tax revenues. Beginning September 2019 the tax was distributed based on counties imposing the tax, transit systems, and municipalities. The following table shows the distribution of the 4th Quarter.

	A1		A2							A3
	County Transit	Park City Transit	County Unincorp.	Coalville	Francis	Henefer	Kamas	Oakley	Park City	County
CY 2018	-	-	-	-	-	-	-	-	-	284,468
CY 2019	222,663	234,284	216,437	8,899	5,726	3,460	17,684	6,766	144,093	4,024,878
CY 2020	750,241	990,523	710,445	29,008	22,284	12,951	59,689	24,368	582,279	1,305,379

The State Tax Commission has allocated 4th Quarter funds according designated subsets “A1”, “A2”, and “A3”. The 4th Quarter sales taxes are allocated 40% transit (A1), 40% municipalities (A2), and 20% to counties (A3). These only apply to counties which have imposed the 4th Quarter tax (as of the February 2021 report 20 of the 29 counties have imposed this tax). The designations are as follows:

- **A1:** Transit systems within counties that have imposed the 4th Quarter;

- **A2:** Municipalities and unincorporated areas within counties that have imposed the 4th Quarter – *in addition* this portion is subject to a 50% situs/50% population factor;
- **A3:** Counties that have imposed the 4th Quarter.

The uses of this tax are confined to road projects, transportation facility, public transit, forms of conveyance used by the public, or corridor preservation. The County Council recognized the need for additional resources across the County that could support these programs which justified the implementation of the tax. Although imposed at the County level the uses of the tax is determined by the local governing body.

COUNTY OPTION FOR TRANSIT (5TH Quarter): In conjunction with the 4th Quarter the County Council imposed a County-wide sales tax known as the 5th Quarter. This is a 0.20% sales tax on certain goods sold within the County. The uses of this tax is limited to transit related programs and is determined by the County Council. After one full year of implementation the County received approximately \$4.0 million.



MEMORANDUM

Date: March 16, 2021
To: Joint Transit Advisory Board
From: Park City and Summit County Staff
Subject: Spring 2021 Transit Service Changes

Recommendation:

Staff is recommending minor adjustments in the Spring 2021 Service Plan. The service change will occur on Sunday, April 11.

Transit Spring Service

Park City Transit will begin spring service on April 11, 2021, to align with payroll scheduling dates. However, because both resorts are open through April 11, additional service will be provided on that day to ensure adequate service for skiers and transit-dependent workers. Spring service will have the customary shoulder season reduction in service. The adjustments below are similar to past spring schedules: (See Exhibit A for complete route information)

- 6 Lime frequency will reduce from 15 minutes during peak times to 30 minutes and will run from 5:45 am – 11:45 pm.
- The Early Morning/Late Night Citywide service will end.
- 4 Orange service will end.
- 9 Purple service will end.
- New this spring, based on anticipated demand, the Yellow route will stay in service to ensure 15-minute frequency in the Prospector Square area and maintain service in the Bonanza Drive area.
- The Red, Green, and Yellow will remain the same with minor adjustments to time points.
- Pink, White, and Black will remain the same.

Looking ahead, PC Transit's summer service will adjust based on the creation of Summit County's new transit district on July 1, 2021. Summer service adjustments will be announced in May.

Funding:

The cost for Spring Service is within FY21 Budget requirements.

Additional Information:

If you have any questions or comments regarding this item, please contact Scott Burningham, Transit Service Planner, at sburningham@parkcity.org.



MEMORANDUM

Date: March 16, 2021

To: Park City Transit Joint Transit Advisory Board (JTAB)

From: Park City Staff

Subject: Monthly Ridership Reports

Background:

Park City Transit reports monthly fixed route ridership and service effectiveness metrics.

Discussion:

Review of monthly ridership reports and service effectiveness from the last month.

Consistency with Adopted Plan:

Measuring performance is consistent with the Traffic and Transportation Master Plan and the Transportation Demand Management Plan.

Additional Information:

If you have any questions or comments regarding this item, please contact Park City Transit, transit_feedback@parkcity.org.

Exhibits:

Exhibit A – February Fixed-Route Ridership Report

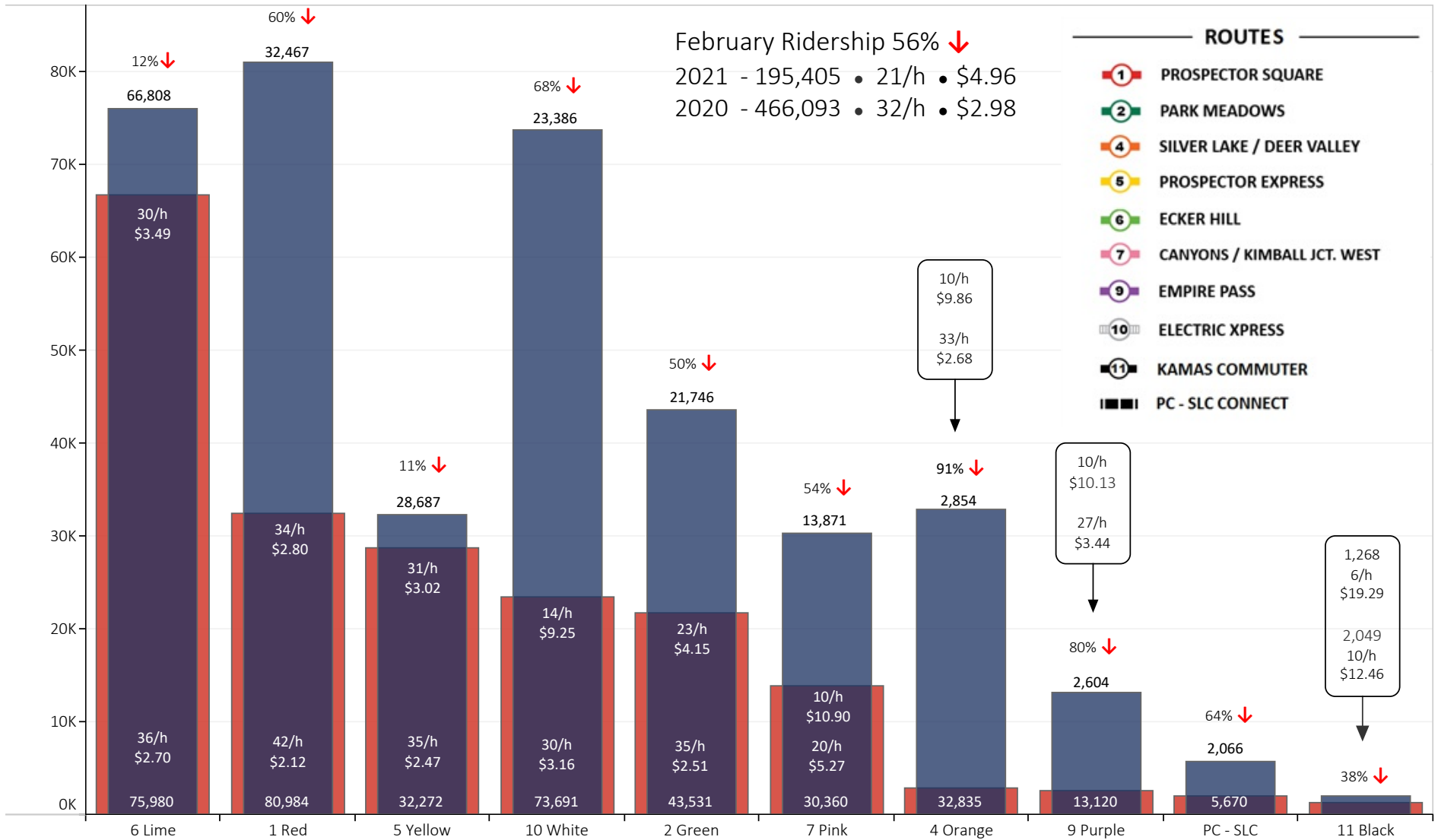
Exhibit B – February 12-Month Rolling Ridership Report

Exhibit C – Current Ridership Trend (December 24, 2020 – March 7, 2021)

Exhibit A

Park City Transit - February 2021 Fixed Route Ridership

2020 2021



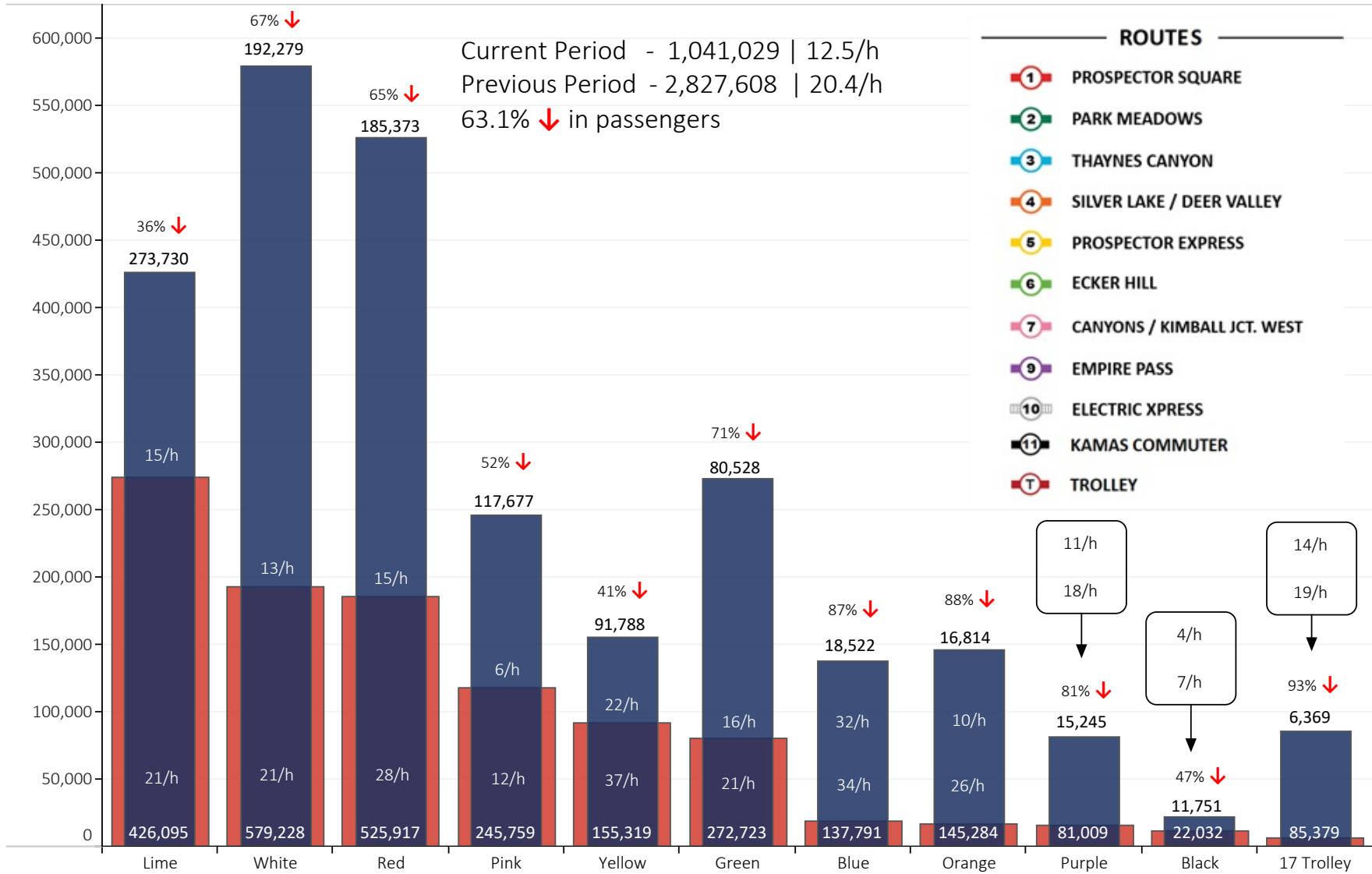
- ROUTES**
- 1 PROSPECTOR SQUARE
 - 2 PARK MEADOWS
 - 4 SILVER LAKE / DEER VALLEY
 - 5 PROSPECTOR EXPRESS
 - 6 ECKER HILL
 - 7 CANYONS / KIMBALL JCT. WEST
 - 9 EMPIRE PASS
 - 10 ELECTRIC XPRESS
 - 11 KAMAS COMMUTER
 - PC - SLC CONNECT

##/h = passengers per revenue hour, \$##.## = cost per passenger
 All percentages represent % change.
 CityWide route ridership is included in the total monthly ridership
 Monthly total ridership does not include the PC - SLC Connect.
 Passengers per service hour is rounded to the nearest whole number.
 Figures at the top of the bar represent 2021. Figures at the bottom of the bar represent 2020.



Park City Transit - Monthly Annual Fixed Route Report
(12 months - March - February)

Current 12 Months Previous 12 Months

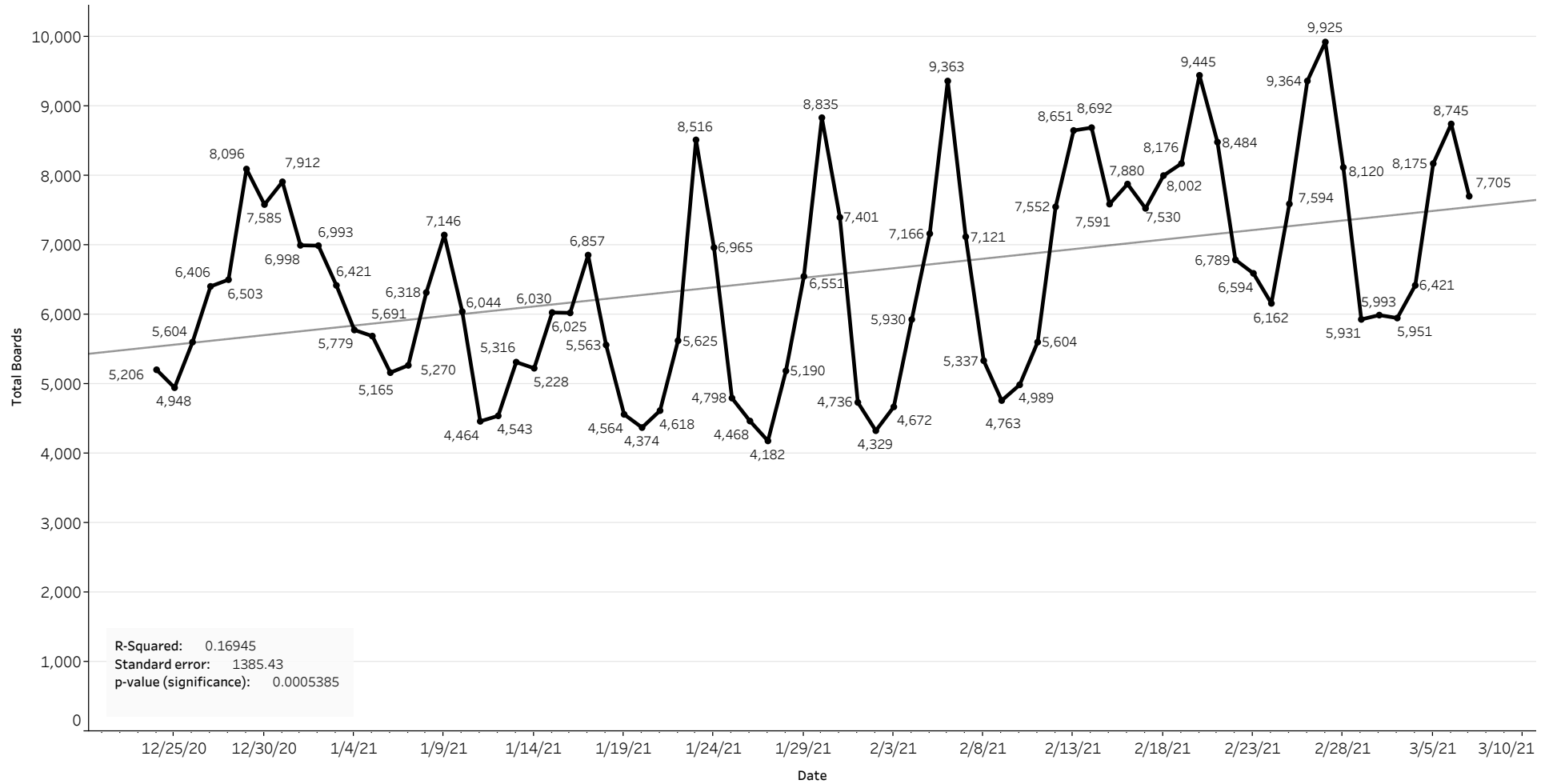


Notes:
##/h = passengers per hour
Some routes contributing to the total are not shown such as AM/PM City Wide and Special Services.



Exhibit C

Total Ridership by Day December 24, 2020 - March 7, 2021)





MEMORANDUM

Date: March 16, 2021
To: Park City Transit Joint Advisory Board (JTAB)
From: Summit County Staff
Subject: Monthly Ridership Reports

Background:

Summit County reports monthly fixed route ridership and service effectiveness metrics for the Trailside Loop, Kimball Junction Circulator and the CV Connect.

Discussion:

Review of monthly ridership reports and service effectiveness from December 2020 and February 2021 and historical comparisons

Trailside Loop

A small decrease in monthly ridership from 2,531 in January to 2,176 in February, although there was a large increase in deviation requests, 60 up from 40 during the previous month. This increase is concurrent in the increased number of transit app members. During the month of February, boardings during the 7-8 AM hour accounted for over 25 percent of total ridership and more than 60 percent of boardings and alightings occurred at two stops: the Kimball Junction Transit Center and Canyon Creek.

Overall ridership remains a fraction of what it was in February of previous years.

Deviation Requests

November: 71
December: 46
January: 40
February: 60

Enrolled app users (all time)

November: 137
December: 179
January: 212
February: 246

On-time performance

November: 93%
December: 90%

January: 94%
February: 93%

Customer Feedback:

“Dude (Jorge) is ALWAYS coming to pick me up when I need a ride. That makes him one of five dudes in this whole city making a difference for me. I hope he wins the lottery.”

- Three driver compliments
- Two missed/late trip complaints

Kimball Junction Circulator

Circulator ridership continues to move its way back up; a very slight increase into February with 1,751 boardings. In contrast, we saw over 9,000 boardings during February 2020.

Diverging from its normal pattern of weekday, afternoon ridership peaks, during February 2021, we saw our highest ridership on the weekends between 1-2PM. While, the Kimball Junction Transit Center remained the most frequent stop, the second highest ridership occurred in the Newpark area, rather than at the Outlets, as is generally the case.

CV Connect

This service is a fully on-demand ride request service operating within the entire Canyons Village Management area, along with the Red Pine and The Timbers neighborhoods. Transit service is available between 7AM-10PM, daily. This is a fare-free service jointly funded by Summit County and the CVMA.

During February 2021, the CV Connect surpassed 50,000 boardings. By February 28, the service had provided 50,880 demand responsive rides on over 21,000 shared trips.

The CV Connect service will be extended until April 11, 2021 to coordinate with the extension of Vail’s ski season.

Consistency with Adopted Plan:

Measuring performance is consistent with the Traffic and Transportation Master Plan and the Transportation Demand Management Plan.

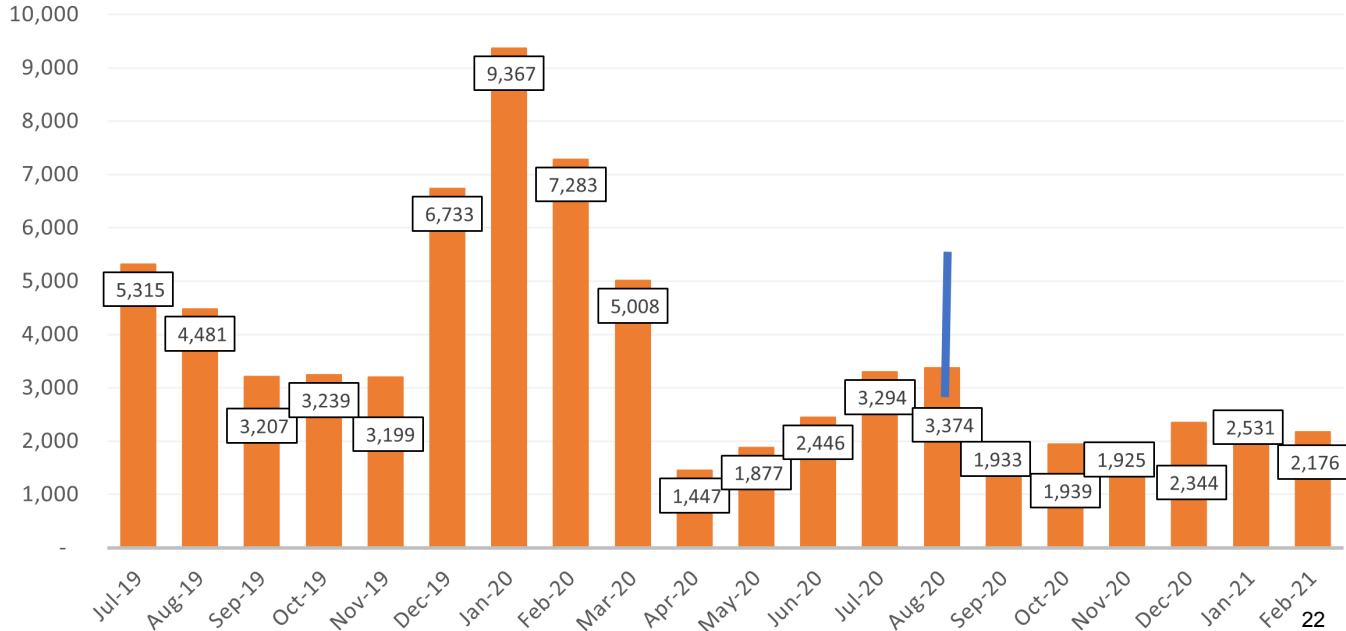
Additional Information:

If you have any questions or comments regarding this item, please contact Summit County, Caroline Rodriguez crodriguez@summitcounty.org or Jamie Dansie jdansie@summitcounty.org

Attachments:

- Exhibit A-8 Brown/Trailside Boardings by Month
- Exhibit B-Kimball Junction Circulator Boardings by Month

8 Brown/Trailside Loop Boardings by Month



Kimball Junction Circulator Boardings by Month

