

Public Works Director



Derrick A. Radke, P.E.

MEMORANDUM

November 17, 2021

To: Summit County Council
Thomas C. Fisher, County Manager

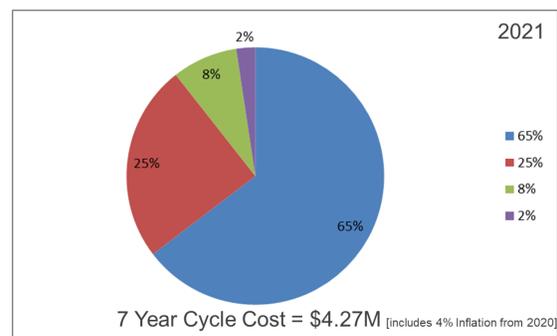
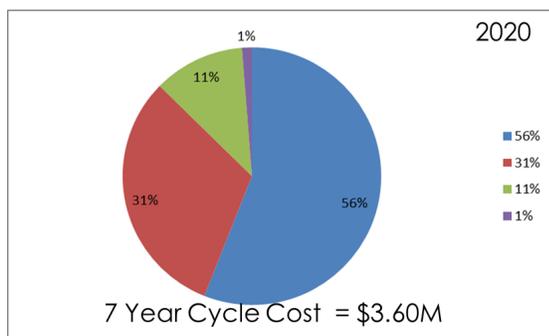
From: Derrick Radke, PE - Summit County Public Works Director

Re: 2022 Budget Request – Projects, Maintenance and Capital

The 2022 Budget requests include projects to continue preventative maintenance work to maintain our roads at the current high standard, to reconstruct roads, construct new roads, and to construct/remodel a couple of new facilities to improve the overall effectiveness of Public Works, the Sheriff's Department, and the County Attorney's Office.

For more than 15 years, the County Council has recognized the need to maintain our pavements at a high level of service in order to reduce ongoing future costs of maintenance. As discussed many times, it costs 6+ times as much to overlay a road than it does to do surface treatments to seal the pavement, and it costs 6+ times more to reconstruct a road than it does to overlay it. Which means it costs 36++ times as much to reconstruct as it does to seal it.

Our overall road system is in very good condition. Our ratio of roads requiring an overlay continues to fall. The graphs below provide a visual depiction for how they have performed over the last couple of years.



As you can see, our pavements needing only a seal coat has gone from 87% in 2020 to 90% in 2021. Our roads requiring an overlay have dropped from 11% to 8%. Each of these categories have dropped from the year before as well. The increase in the 7-year cycle cost is due to about a 4% inflation factor, and that we have added 1% of new road being reconstructed. The road added is Chalk Creek Road which really does not need to be reconstructed, but as part of the Eastern Summit County Transportation Master Plan, the Road is being widened to allow for a 5 to 6-foot shoulder on each side and possible drainage improvements.

County Council & Thomas C. Fisher, County Manager
 Road and Facility Budget Presentation
 November 17, 2021

A breakdown of the type of treatment by road miles is as follows:

Treatment	Road Miles	% by Mileage	% by \$\$\$\$
Seal	25	58%	17%
Overlay	17	39%	50%
ReConst	1.1	3%	33%
Totals	42	100%	100%

16% Of Total Road Mileage Treated

Treatment	Road Miles	\$\$\$\$
Seal Coat	25	\$ 748,000
Overlay	17	\$ 2,278,000
ReConst	1.1	\$ 1,498,000
Other	n/a	\$ 275,000
Totals	42	\$ 4,799,000

It should be noted Public Works Crews will self-perform 6 miles of overlay @ \$224K
 7 miles of chip seal @ \$171K saving the County Taxpayers roughly \$500K over contractor performed work.

In 2022, there is a total of \$4.339M in projects being recommended by the County Manager. Staff had recommended approximately \$6.5M in projects; however, the Manager's recommended amount maintains the previous levels of funding and is adequate to maintain our pavements in their current high level. A break down of the various projects by fund is as follows:

	Capital	Class B	SA6	SA8
Over/Under	\$ (839,000)	\$ 9,500	\$ 244,000	\$ 82,206
Target	\$ 3,500,000	\$ 1,215,500	\$ 500,000	\$ 580,000
Totals	\$ 4,339,000	\$ 1,206,000	\$ 256,000	\$ 497,794

As you might notice in the table above, there has been an annual target budget for Service Area 6 for road projects in the amount of \$500,000. That amount has never been achievable under the current property tax rate, but that amount is the minimum that should be spent to reduce the deficit SA6 creates against the other road funds available. The Council decided early in the 2022 budget process not to consider an increase in Service Area 6 property taxes in 2022; however, a rough analysis was performed just to give the Council an idea of what the deficit looks like today.

80	miles SA6
19	Treated in 2022
24%	being treated in 2022
39%	of \$\$\$\$ being spent 2022
\$ 4,600	Class B/Mile
\$ 53,000	SA6 Class B Total (7 yr cycle)
\$ 13,200	Muni/Mile
\$ 151,000	SA6 Muni Total
\$ 256,000	SA6 Prop Tax
\$ 460,000.00	Total Available Funding
\$ 1,760,000.00	Current Spending
\$ (1,300,000.00)	SA6 Deficit

A snapshot from the recommended budget is below.

PROPOSED 2022 BUDGET:

GENERAL IMPROVEMENTS:

<u>Roads:</u>		Estimated	Other Funding	County	
<u>Priority</u>	<u>Project</u>	<u>Project Cost</u>	<u>Sources</u>	<u>Portion</u>	
1	Silver Creek new connector roadway	1,500,000	-	1,500,000	100.00%
2	Jeremy Interchange landscaping	646,000	-	646,000	100.00%
3	County Street Lighting	100,000	-	100,000	100.00%
4	County Bridge Repairs	100,000	-	100,000	100.00%
5	Jeremy Backnine, Hidden Cove Overlay	301,000	-	301,000	100.00%
6	Blackhawk Station Overlay	239,000	-	239,000	100.00%
7	Hoytsville Rd Widening & Spring Creek Overlay	1,255,000	-	1,255,000	100.00%
8	Echo Town RR Crossing	198,000	-	198,000	100.00%
9	Silver Summit/Mtn Ranch Overlay, trailside, promontory & just	1,061,000	-	1,061,000	100.00%
10	Pinebrook Stagecoach Overlay	154,000	-	154,000	100.00%
11	Kimball Jct (Landmark, Ute, Newport)	424,000	-	424,000	100.00%
12	Old Ranch PIII R/W & Utility Relocate	500,000	-	500,000	100.00%
		6,478,000	-	6,478,000	100.00%

= \$4.339M

It should also be noted that there is \$1.5M included in the recommended amount for part of the

Bitner to Silver Creek Connector Road, part of which is being carried over from 2021 (not all properties will be acquired in 2021 and design work will carry onto 2022).

The budget request for 2022 also includes all TST projects approved by the County Council. Normally we try to estimate/guess which projects approved for other entities will get built. This has resulted in some budget amendments to account for inaccurate estimates. In the 2022 proposed budget, there are \$7.543M in County Projects, \$6.136M in Park City Projects, and the usual \$250,000 in Small Cities Grants. There has been some discussion these last few months on increasing this amount due to the increased revenues since the inception of the TST program. As of the date of this memorandum, that analysis has not been completed, but it should be completed in the next couple of weeks. Any adjustment would be covered by the increase in revenues. The project amounts are based on the original estimated revenues of \$4.1M per year.

TRANSPORTATION SALES TAX INITIATIVE PROJECTS:			
Priority	Project	Estimated Project Cost	Funding Sources
1	Small Cities Grant Program	\$ 250,000	PAG
2	Bitner Rd to Silver Creek	3,015,000	Bond
3	Intersection Ipv, Silver Creek /Pace	1,202,300	Bond
4	SR - 224 Trail Connector	1,331,000	Bond
5	Summit Park Oak & Ride	245,000	PAG
6	County TDM Connectivity (SR32 extension)	1,750,000	PAG
7	SER248 Park & Ride	1,967,500	Bond
8	DV & Park Ave	668,500	PAG
9	Transit Shelter Improvements	1,250,000	Bond
10	Bonanza Park	750,000	PAG
11	TDM	500,000	PAG
12	SR 248 Corridor	1,000,000	Bond
Total:		\$ 13,929,300	
		Pay as you go	\$ 4,163,500
		Debt service (current projects)	\$ 9,765,800

Some Discussion of raising this amount

= \$7.543M

= \$6.136M

In addition to our normal Road Project review, we are also in the process of designing and constructing some of the Facility Projects approved by the Council in the 2021 Budget. These projects were contemplated to be paid for by the bond approved by the Council in the amount of \$19.1M. This amount was based on a Facilities Master Plan prepared by an Architect a few years ago and inflated to try to reflect current construction costs. The initial cost estimates for the Public Works Facilities were fairly close and this facility should come in right on budget. The cost per square foot for the US 40 Facility projects seem to have been a little on the low side, and there has likely been a little scope creep from the initial Master Plan.

The Cost of the Public Works facility in Wanship will be \$4.64M. The fuel site cost \$311K and there is still the Landfill Scale House at \$251K, and the Shared Stormwater Decant Facility at \$565K for a total of \$5.737M.

An Architect was retained to prepare a "Facility Program" for the US 40/Sheriff Administration and County Attorney Facility (Campus Facility). The budget for this facility included in the Bond was \$13.2M, less \$2.5M programmed for a remodel of the Richins Building. The program has gone through a couple of iterations to determine the actual needs of the Departments. The basic Program requires approximately 33,100 sq ft, of which about 3,300 sq ft is for the County Attorney. There are several other areas which have been carved out of the original 66,000 sq ft program as additive/alternates.

The current cost estimate for the Campus Building is \$13M plus site work of \$2.2M. There is

another \$1.86M estimated for the remodel of the current Administration area of Evidence, Records, Inmate/Jail Administration, Dispatch and Parole and another \$630K towards remodeling of the current County Attorney space into an area for the Public Defender and other court related uses. Total Estimate is at \$17.7M. Below is a table showing a breakdown of the current programed space, cost, and the additive/alternates which must be decided upon.

Programed Space	Area (sq ft)	Cost Estimate
Campus (Sheriff/Attorney)	33,000	\$13,000,000
Campus Site Work	79,000	\$ 2,200,000
JC Remodel		\$ 2,490,000
Additive/Alternates	Area (sq ft)	Cost Estimate
DMV	1,400	\$ 522,000
Building Inspectors	1,350	\$ 490,000
Shared/Council Conference	6,300	\$ 2,900,000
Child Care Center (50 students)	6,400	\$ 2,600,000
Child Care Center (25 students)	3,300	\$ 1,400,000

\$17.7M

** Note the Child Care Center is proposed for County Employee children

Subdivision Spine Road Network Cost \$5.8M

The Road Network Cost should be recoverable from future land sales within the proposed subdivision, but an upfront construction funding source needs to be identified.

The shortfall from budget to basic facility is approximately \$7M (nic. Spine Road Cost).

There are several key decisions that need to be made before the Campus Facility "Programing" can be completed, and building design completed. The Sheriff and the County Attorney believe the current programing is absolutely needed and there is little room to further reduce the size of the basic facility. The alternate items could be delayed, and the proposed Campus Facility designed for a future addition; however, there are current real needs for the spaces proposed.

Given the uncertainty of the Richins Building, it is possible to move the programed \$2.5M to the Campus building, but that still leaves a shortfall of \$4.5M for the basic facility. Additional funding sources should be considered.

We look forward to our discussion. If you have any questions before then, please contact me.

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