Mountain Accord Transition to Central Wasatch Commission

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The Challenge

- The canyons along the Wasatch Front are our most valuable resource
- People care deeply about the canyons
- A long-range vision and comprehensive planning approach is needed to preserve and manage this resource

Photo Courtesy of Utah Office of Tourism

Evolution of the Accord

Photo Courtesy of Ski Utah

- Began with a mountain rail focus
- Has now evolved to focus on:
  - Land issues
  - Economic opportunities
  - Short-term ground transportation (buses)
- Goals:
  - Enhance regional transportation
  - Protect the environment and natural resources
  - Ensure high quality recreation experiences
  - Strengthen the regional economy

Mountain Accord Timeline

Need for a Single Planning Process for the Central Wasatch Mountains

- 20+ organizations (city governments, environmental groups, conservation groups, and ski resorts)
- 80+ studies
- Systems to be considered: transportation, environment, recreation, and economy

February 2014

- Mountain Accord established via program charter
- Collaborative initiative, giving everyone at the table an equal voice
- Mountain Accord was not a legal entity

February 2015

- Combined inputs from transportation, environment, recreation, and economy systems groups into a cohesive framework
- Distributed for public input and dialogue

August 2015

- Culminating in groundbreaking commitment of 20+ organizations and 100+ stakeholders
- Agreement to proceed with a suite of actions: watershed protection, land exchanges, transportation solutions, federal land designation bill, seek permanent funding, environmental dashboard, and recreation and connectivity improvements

Mountain Accord Work Plan

Phase 1

- Systems Groups created
- Vision, Goals, and Metrics
- Public Input
- “Accord” negotiated and signed

Phase 2

- Implement key commitments:
  - Canyon Transportation
  - Federal Designation
  - Land Exchanges
  - Environmental Dashboard

Mountain Accord Fund Management - Phase 1 ILA (2013-2014)

- Established a Mountain Accord holding account, managed by UTA
- Established 2-year funding commitment totaling $1,075,000
- Identified $2.6M of state funding (UDOT)
- Identified UTA as administrator of program facilitator and technical consultant contracts

Near the end of Phase 1, UTA signed grant agreement with GOED for $3M of state funding for Mountain Accord to be managed by UTA

Mountain Accord Fund Management - Phase 2 ILA (2015-2017)

- Continued UTA management of holding account
- Established 3-year funding commitment from project partners totaling $3,375,000
- Identified WFRC as administrator of program director contract
- Allowed for other project partners to administer technical consultant contracts

Mountain Accord Fund Management

- UTA continues to manage the holding account by recording revenue and expenditures
- UTA invoices project partners per their Phase 1/Phase 2 ILA commitments
- In Phase 2, UTA transferred funds to WFRC, Salt Lake County, and Summit County (per three-way agreement with GOED and UTA) to manage their Mountain Accord project contracts directly
- UTA manages the GOED fund balance and submits annual reports until GOED funds are depleted

Mountain Accord - Phase 1 Budget

Mountain Accord Phase I Budget

PHASE 1 REVENUE	2013	2014	2015
State of Utah	$2,600,000		$3,000,000
ILA Partners			
Cottonwood Heights	$25,000	$25,000	
MWDSLS	$50,000	$50,000	
Park City	$50,000	$50,000	
Sandy	$50,000	$50,000	
Salt Lake City	$100,000	$100,000	
Sal Lake County	$100,000	$100,000	
Summit County	$25,000	$25,000	
Town of Alta	$12,500	$12,500	
UTA	$100,000	$100,000	
Wasatch County	$25,000	$25,000	
Private Funding		$59,572	
Interest Income	$7,423	$9,534	
TOTAL	**$3,144,923**	**$606,606**	**$3,000,000**

PHASE 1 EXPENSES		
Program Management Contract (Dec 2013-Dec 2015)		$870,713
- LJ Consulting Expenses	*$511,738*	
- Gallis sub-contract (2013)	*$62,042*	
- Educational travel	*$15,866*	
- Barber sub-contract	*$30,239*	
- Grassroots Comunications sub-contract	*$240,872*	
- Other Misc/Reimbursable Expenses	*$9,956*	
Parametrix Consultant Team Contract		$3,524,404
- Gallis sub-contract (2014-2015)	*$94,400*	
WFRC Ridership Model Revisions		$299,708
Misc, Room Rentals, Peer Review		$56,249
Grit Mill Project		$20,000
TOTAL EXPENSES		**$4,771,074**

REMAINING FUNDS FOR PHASE II	**$1,980,455**

Mountain Accord - Phase 2 Budget

Mountain Accord Phase 2 Budget

	commitment by calendar year		
Phase 2 Revenue Commitments (per Phase 2 ILA)	**2015**	**2016**	**2017**
Cottonwood Heights	$50,000	$50,000	$50,000
Draper	$60,000	$60,000	$60,000
MWDSLS	$100,000	$100,000	$100,000
Park City	$100,000	$100,000	$100,000
Sandy	$100,000	$100,000	$100,000
Salt Lake City	$200,000	$200,000	$200,000
Sal Lake County	$200,000	$200,000	$200,000
Summit County	$50,000	$50,000	$50,000
Town of Alta	$15,000	$15,000	$15,000
UTA*	$200,000	$200,000	$200,000
UDOT	$50,000	$50,000	$50,000
Total	**$1,125,000**	**$1,125,000**	**$1,125,000**
Remaining Funds available from Phase 1	**$1,980,455**		
Interest to date	**$15,308**		
Cash Flow through first (2015) ILA payment	**$3,120,763**		

Phase 2 Expenses	**Committed**	**Expended to Date**
Program Management (12/15 through 10/16)	$1,000,000	$742,570
Cottonwoods Transportation / GIS	$1,000,000	$367,231
Parleys Corridor/Summit County AA	$399,820	$27,227
Environmental Dashboard (Salt Lake County)	$249,988	$42,491
Rec Nodes, Visitor Experience, Adapt Mgmt (NPS)	$0	
Value Proposition/ Economic Analysis (U of U)	$0	
UTA bus service*	$200,000	
Millcreek shuttle, trails, marketing	$0	
Ski Utah Transit/Carpool Project	$5,000	$5,000
Total Committed Expenses to date	**$2,854,808**	
Remaining in holding account as of 10/16	**$265,955**	

* UTA's 2015 contribution will be $200K of in-kind canyon transit service in 2016 ski-season

Mountain Accord - Phase 2 Budget

Program Director Contract:
LJ Consulting Contract Details

Contract Period: December 14, 2015 through October 31, 2016

Breakdown by Task	Budget	Spent through August
1. Strategic Plan	$5,000	$4,995
2. Public Engagement/Outreach	$361,000	$198,517
3. Public Information	$255,000	$96,028
4. Executive Board Communications	$45,000	$14,084
5. Project Administration	$43,680	$37,505
6. Federal Designation/Land Bill	$87,500	$129,153
7. Transportation	$30,000	$36,889
8. Governance	$90,000	$167,797
9. Land Exchanges	$7,000	$270
10. Environmental Dashboard	$2,000	$945
11. Trails, Recreation, and Cycling	$4,500	$4,831
12. Private Land Acquisition Program	$2,000	$0
13. Value Proposition/Economic	$2,000	$338
14. Funding/Financing	$45,000	$29,086
Direct Expenses	$20,000	$22,132
Total	**$999,680**	**$742,570**

Ongoing Mtn Accord Technical Work w/ UTA Involvement

New Commission

- The Central Wasatch Commission is being formed under the Interlocal Cooperation Act to implement the actions outlined in the Accord.

Federal Designation

- The Central Wasatch National Conservation and Recreation Area Act (H.R. 5718) was introduced on July 11, 2016 by Congressman Chaffetz.
- The House Natural Resources Committee will hold a hearing on H.R. 5718 on November 15, 2016 (w/ UTA General Counsel requested to testify).

Environmental Dashboard

- The Dashboard will be a tool for the public and decision makers to track the Central Wasatch's environmental health and evaluate impacts in future planning discussions.
- This has been initiated and a baseline will be complete in December 2017.

Transportation Studies

- Mountain Accord has initiated the effort to find long term and short term solutions in the Cottonwood Canyons.
- The I-80/Summit County Alternatives Analysis is underway to evaluate transportation solutions in Summit County.

Ongoing Mtn Accord Technical Work w/ UTA Involvement

Cottonwood Canyons Transportation Study

- Managed by Mountain Accord
- WFRC holds contract
- UTA, WFRC, UDOT on Project Steering Committee
- Consultant is PB/WSP
- Approximately 10 months of work
- $1M budget

Mtn Accord Transportation Study: Cottonwood Canyons

Task 1: Data Collection and Evaluation Framework
- Traffic and high level environmental data collection
- Establishes criteria for subsequent evaluation of alternatives

Task 2: Immediate Transportation Solutions
- ***Winter 2016/2017 solution development (UTA ski bus focus)***
- Summer 2017 solutions development

Task 3: Short Term Transportation Solutions
- 1-10 year implementation with no NEPA work
- Qualitative Tier 1 and Quantitative Tier 2 evaluations

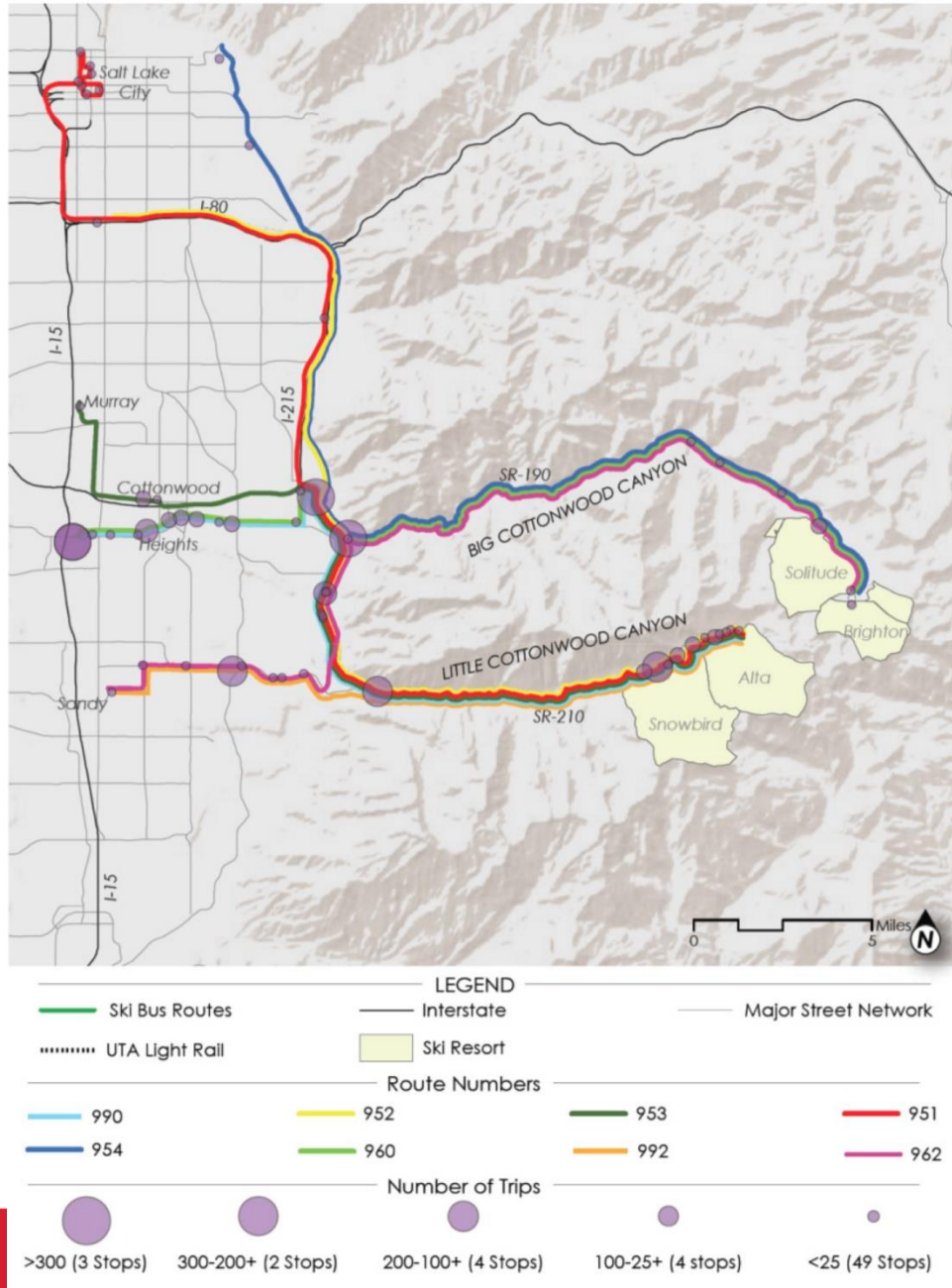
Task 4: Long Term Transportation Plan with BCC-LCC Connection
- Qualitative Tier 1 assessment to "screen out" outliers
  - High level GIS based evaluation and costing
- Quantitative Tier 2 evaluation of three alternatives
  - Engineering drawings with cut and fill slopes
  - Cost estimates, including life-cycle analysis of each alternative
  - Recommendation for project(s) for 2050 RTP

Task 5: Report Production
- Development of project reports, web pages, info graphics, PowerPoints, etc.

2016-2017 Proposed Ski Bus Revisions

Issues with Existing Ski Service

- Overcrowding during peaks
- No mid-day service
- Insufficient valley park-and-ride spaces
- Low utilization by downtown and U of U



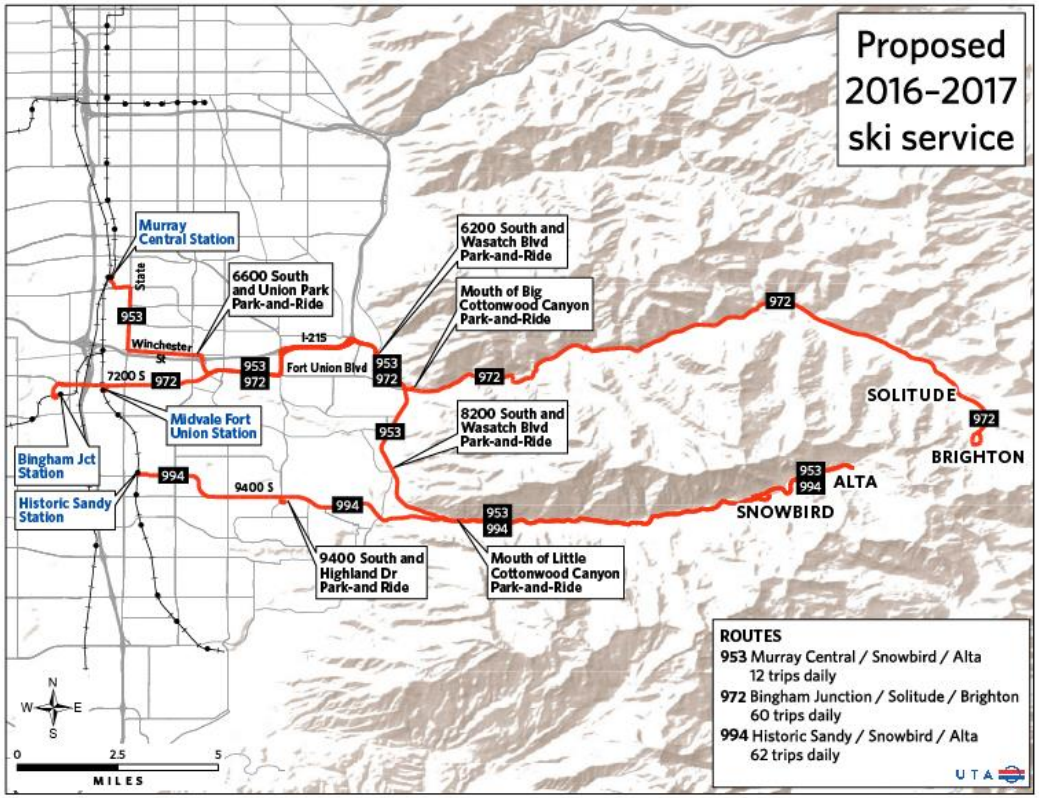
2016-2017 Proposed Ski Bus Revisions

Improvements with Proposed Ski Service

- 15 minute frequency during peak periods
- 30 minute frequency during mid-day
- Adds 300 valley park-and-ride spots with more rail connectivity
- *Adds 35% more transit trips up the Cottonwood Canyons*

Ski Service Costs

- $1.6M
- Includes $200K Mtn Accord UTA in-kind contribution



Central Wasatch Commission

Commission Members

- Salt Lake County
- Salt Lake City
- Sandy City
- Cottonwood Heights
- UDOT
- Wasatch Back (Park City)

The Central Wasatch Commission (CWC) is being formed as an interlocal agency and a political subdivision to the State of Utah. The objectives of the CWC are to implement the agreements of the Mountain Accord.

Central Wasatch Commission

Stakeholders Council Members

• 28-35 representatives for:
  • Elected Officials
  • Local Government
  • State Government
  • Federal Government
  • Businesses
  • Non-Profit Organizations
  • Residents

A Stakeholders Council will be formed as an advisory body to the CWC. Council Members will be appointed by the CWC to represent stakeholders to the Mountain Accord and the project area.

UTA is slated to have membership on the Stakeholders Council.

Forming the Central Wasatch Commission

Interlocal Agreement

- Creates a separate legal entity
- Defines objectives and powers
- Identifies commission members
- UTA not a party

Assignment Agreement

- Assigns Mountain Accord commitments to CWC
- Transfers holding account from UTA to CWC
- UTA is a party

GOED Consent Agreement

- Agrees to transfer funding to CWC
- Consents to ILA and Assignment Agreement
- UTA is a party

Interlocal Assignment, Assumption, & Consent Agreement

- Assigns remaining Phase 2 ILA commitments to new Central Wasatch Commission (CWC)
- Requests Phase 2 funding commitments to continue under CWC
- Transfers holding account from UTA to CWC
- Transfers program director contract/remaining funding from WFRC to CWC
- Transfers Cottonwood Canyons Transportation Study contract/remaining funding from WFRC to CWC
- Keeps environmental dashboard project under Salt Lake County
- Keeps I-80/Summit County transportation study under Summit County
- A separate agreement between CWC, GOED and UTA would transfer GOED grant commitments from UTA to CWC

UTA Resolution 2016-09-04

- Adopts and ratifies execution of the Interlocal Assignment
- Ratifies prior actions taken by the Authority, including those taken by the President/CEO, the Chief Planning Officer, the General Counsel, and their staffs that were necessary or appropriate to negotiate the Interlocal Assignment, Assumption & Consent Agreement
- Authorizes the President/CEO, the General Counsel, and their staffs to take actions necessary to implement the actions identified in the Interlocal Assignment, Assumption & Consent Agreement.

Discussion