MINUTES

SUMMIT COUNTY

BOARD OF COUNTY COUNCIL
WEDNESDAY, AUGUST 24, 2016
SHELDON RICHINS BUILDING
PARK CITY, UTAH

PRESENT:

Roger Armstrong, *Council Chair*
Chris Robinson, *Council Vice Chair*
Kim Carson, *Council Member*
Claudia McMullin, *Council Member*
Tal Adair, *Council Member*

Tom Fisher, *Manager*
Anita Lewis, *Assistant Manager*
Robert Hilder, *Attorney*
Kent Jones, *Clerk*
Brandy Harris, *Secretary*

CLOSED SESSION

Council Member Carson made a motion to convene in closed session to discuss litigation. The motion was seconded by Vice Chair Robinson and passed unanimously, 5 to 0.

The Summit County Council met in closed session for the purpose of discussing litigation from 2:15 p.m. to 2:36 p.m. Those in attendance were:

Roger Armstrong, *Council Chair*
Chris Robinson, *Council Vice Chair*
Kim Carson, *Council Member*
Claudia McMullin, *Council Member*
Talbot Adair, *Council Member*

Tom Fisher, *Manager*
Anita Lewis, *Assistant Manager*
Robert Hilder, *Attorney*
David Thomas, *Deputy Attorney*
Kent Jones, *Clerk*

Vice Chair Robinson made a motion to convene in closed session to discuss property aquisition. The motion was seconded by Council Member Adair and passed unanimously, 5 to 0.

The Summit County Council met in closed session for the purpose of discussing property acquisition from 2:36 p.m. to 3:15 p.m. Those in attendance were:

Roger Armstrong, *Council Chair*
Chris Robinson, *Council Vice Chair*
Kim Carson, *Council Member*
Claudia McMullin, *Council Member*
Talbot Adair, *Council Member*

Tom Fisher, *Manager*
Anita Lewis, *Assistant Manager*
Robert Hilder, *Attorney*
David Thomas, *Deputy Attorney*

Council Member Carson made a motion to dismiss from closed session and to convene in work session. The motion was seconded by Council Member Adair and passed unanimously, 5 to 0.

WORK SESSION

Chair Armstrong called the work session to order at 3:15 p.m.

- **Interview applicants for vacancies on the Summit County Restaurant Tax Advisory Committee**

Jodie Rogers, Lorrie Hoggan, Alex Natt, and Donnie Novell were interviewed for the Summit County Restaurant Tax Advisory Committee.

- **Discussion regarding Department of Energy Workplace Charging Challenge and Sustainability Awareness Updates; Erin Bragg, Sustainability**

Sustainability Administrative Assistant Erin Bragg stated the county is going to sign up to become a partner for electric vehicle charging and will commit to placing those around county workplaces which have started at the Coalville courthouse location. Three electric vehicles have been proposed to be purchased under the 2017 budget. There will also be four electric vehicle chargers available at the Richins Public Services building, the new Kamas Library/Services building, Public Health at Quinns Junction, and the Courthouse in Coalville. The county will be able to put a profile on the DOE (Department of Energy) website, which will provide the county with information and will promote the county through their networks which will be great recognition in moving towards county goals.

STAFF REPORT

TO: County Council
FROM: Erin Bragg
DATE: August 24, 1016
SUBJECT: Workplace Charging Challenge and Sustainability Branding

In keeping with County's sustainability and environmental stewardship goals, staff is informing Council we will be participating in The Department of Energy (DOE) Workplace Charging Challenge Pledge. The Workplace Charging Challenge aims to have 500 U.S. employers join the initiative as partners by 2018 and provide plug in electric vehicle (EV) charging at the workplace.

Becoming a partner in the Charging Challenge reinforces and publicly elevates, on the national level, Council's goals and some of the objectives outlined in the 2014-2016 Summit County Sustainability Plan and the Climate Action Plan (CAP). More specifically, this partnership confirms the commitment to decreasing emissions from the County fleet. Participation that increases awareness of workplace EV charging stations has the potential to encourage other employers throughout the community to provide EV charging stations for their employees as well.

Summit County has taken the first step in expanding EV infrastructure by installing a public/private access EV charging station at the Courthouse in Coalville to charge two (2) EVs in the County fleet (the County Manager's car and one (1) motor pool vehicle). Three (3) electric or hybrid vehicles have been proposed to be purchased under the 2017 budget as well as four (4) more EV chargers to be placed at the Richins Public Services building, the new Kamas Library/Services building, Public Health at Quinns Junction, and the Courthouse in Coalville. Staff is actively working with Rocky Mountain Power to expand public access to EV chargers throughout the county and to obtain funding from the Sustainable Transportation and Energy Plan (STEP)[1] to assist with these purchases.

The DOE says, "Employees of Challenge partners are 6 times more likely to drive a plug-in electric vehicle (PEV) than the average worker." Based on those who responded to the 2016 Commuting and Carpool survey of County employees, zero are using electric vehicles and 3 are using hybrid vehicles for commuting to and from work. According to DOE, this partnership could help increase the number of EVs throughout the County and contribute to countywide CO2e emissions reduction goal by increasing the availability of charging stations for EVs that reduce tailpipe emissions.

Sustainability branding

[1] STEP was passed by state legislators March 2016, (SB 115) and sets policy that allows Rocky Mountain Power to explore new technologies and innovative programs, like EV infrastructure.

To highlight the County's Sustainability efforts, the County Manager's new electric vehicle will feature the new Sustainability logo (Attachment A). In addition, a Sustainability Timeline, featuring the new Sustainability logo, has been produced to highlight Council's leadership in sustainability accomplishments (Attachment B).

Conclusion

Summit County's participation in the Department of Energy (DOE) Workplace Charging Challenge Pledge will publically reinforce Council's goals for CO2e reduction at both the County and Countywide levels. The new Sustainability logo will raise awareness of County's Sustainability endeavors that balance environmental, economic and social needs.

Attachment A: Sustainability Logo

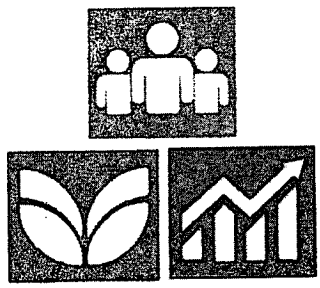
Attachment B: County Sustainability Timeline

Attachment A: Sustainability Logo

Introducing the Summit County Sustainability Logo

Sustainability on a basic level is defined as, "the ability to be sustained, supported or upheld." A contemporary definition suggests that sustainability is balanced consideration of three elements: environment, economy and community. Based on these definitions and County's sustainability goals a Sustainability logo was created to increase awareness of the work that contributes to maintaining the quality of life so enjoyed in Summit County.

The sustainability logo is consistent with the County's five colors branding theme that was developed in 2015 that best represents the landscape in which residents live.



SUMMIT COUNTY
SUSTAINABILITY

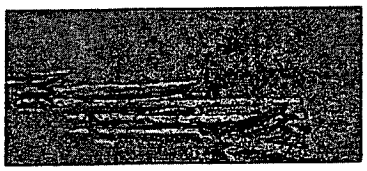
The logo places the people graphic at the top because people are the most important element of the three components. Both County employees and community members have the responsibility to make sure collective actions uphold the principles of sustainability. Next in the logo, the environment and the economy are represented with a plant graphic and bar graph graphic. The environment provides resources that are inextricably linked to the County's farming and ranching heritage and the growing tourist economy. The goal of sustainability is to maintain a healthy and long term balance between these three aspects within a changing world as the population of the County continues to grow, the environmental resources are consumed, and the economy diversifies. The task of maintaining sustainability is not easy –it requires collaboration on all levels to achieve. This new logo visualizes that need and challenge.

Attachment B: County Sustainability Timeline

SUMMIT COUNTY SUSTAINABILITY

SUMMIT COUNTY SUSTAINABILITY LEADS THE WAY

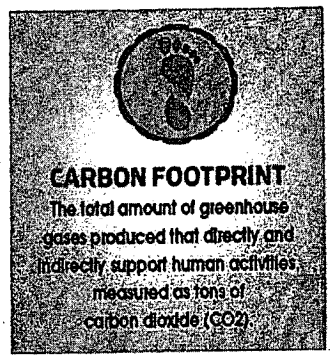
1974 • The County Adopted an Energy Conservation Resolution



2003 • Basin Open Space Advisory Committee (BOSAC) was formed by the County Commissioners to recommend public open space acquisitions in the Snyderville Basin

2004 • Voters in the Snyderville Basin passed a $10 Million bond to purchase open space

2005 • Eastern Summit County Agricultural Preservation and Open Space Advisory Committee (ESAP) were formed as a requirement to use preservation funds provided by the Promontory Development



2010 • Voters in the Snyderville Basin passed a $17 million bond to purchase open space

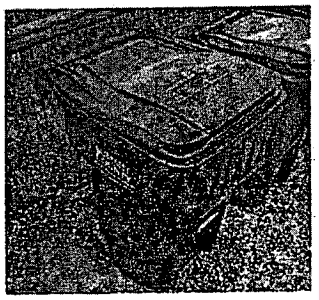
• The County created the fulltime Sustainability Coordinator Position

• Solar panels installed on USU extension in Coalville, funded by Rocky Mountain Power Blue Sky Customers

2011 • The County adopted a Resolution confirming the commitment to sustainability

• The County council adopted new Strategic Plan where Sustainability was ranked #2

• The 1st comprehensive Sustainability Plan was completed with the Goal: Reduce County Facilities Carbon Footprint of Carbon Dioxide Equivalent (CO2e) emissions 13% below business as usual (BAU) by the end of 2013



2012 • Curbside recycling was implemented removing excess fill from entering the Landfill

MOUNTAIN TOWN
community solar

2013 • Funded by Rocky Mountain Power Blue Sky customers solar panels were installed on the County Public Health building producing 30-35% of electricity consumed

•60 homes install solar through the 1st countywide Summit Community Solar Program

• Compressed Natural Gas (CNG) refueling station was installed at the intersection of Hwy 40 and I-80

2014 • The Goal of reduction in CO2e emission 13% below BAU is achieved

• The 2nd Sustainability Plan is adopted with the Goal: Reduce the net energy consumption of County Facilities by 10% and achieve a greenhouse gas emissions reduction of 25% below 2013 levels by 2016

• 3 CNG vehicles are added to the County fleet to reduce tailpipe emissions by 30%

• Voters in the Snyderville Basin pass a $25 million bond to purchase open space and improve recreational facilities

• Park City Municipal and Summit County co-founded Summit Community Power Works (SCPW) and entered the Georgetown University Energy Prize Competition to win $5 million for future community energy reduction programs

SUMMIT COUNTY SUSTAINABILITY

INTO THE FUTURE

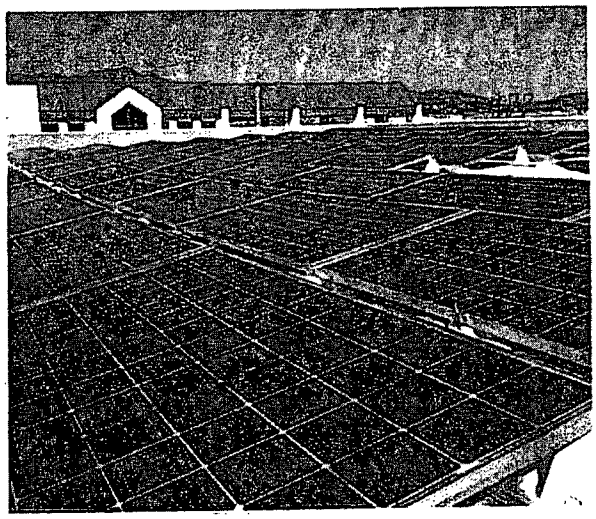
SUMMIT COMMUNITY SCPW POWER WORKS

2015

- The County adopted the Climate Action Plan (CAP) with a Goal: Reduce countywide greenhouse gas emissions 15% below 2015 levels by 2030
- Solar panels were installed on the Justice Center which produce 22-28% of electricity
- 3 more CNG vehicles are added to the County fleet, totalling 6 & displacing 4,400 gallons of gasoline annually

As of Summer 2016

- ESAP: Protected over 8,210 acres of working farm and ranch lands in Summit County
- BOSAC: Led and partnered to protect 2,937 acres of open space in the Snyderville Basin
- County fleet includes 9 CNG vehicles and 1 electric vehicle
- 325 residential and commercial solar installations generate over 2,400 kw of clean, renewable energy
- Diverting 23,605 tons of recycling from ending up in the landfill
- County building solar systems have prevented approximately 434 metric tons of CO_2e from being emitted into the atmosphere annually
- SCPW sits 4th in Georgetown University Energy prize competition poised to win the $5M prize



Climate Acton is a Community Effort

What You Can Do

- Take public transit, carpool, bike or walk
- Install LED light bulbs in your home
- Wash your clothes in cold water and hang them up to dry
- Buy local! It reduces your carbon footprint and supports the local economy

SUMMIT COUNTY — UTAH —

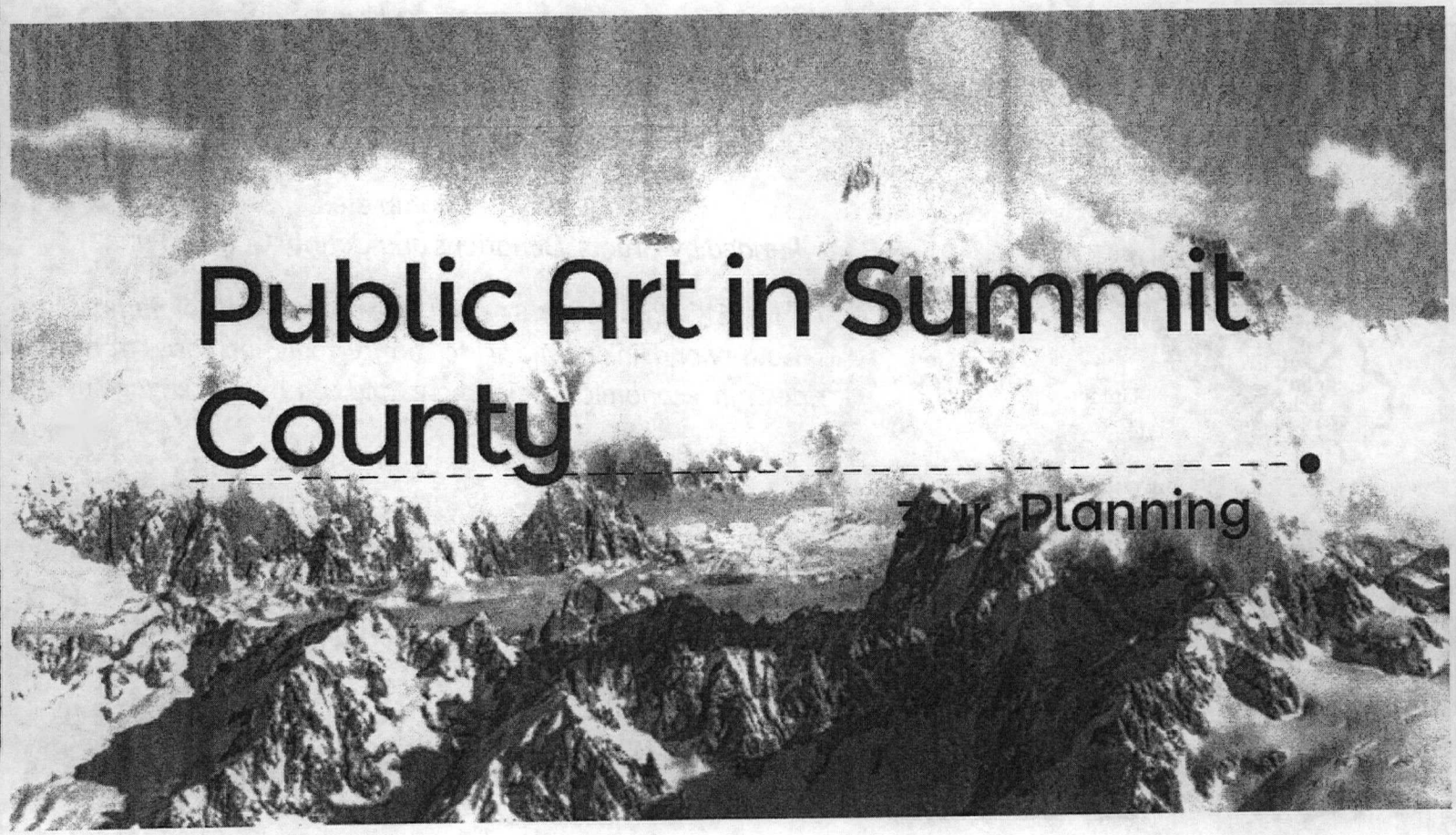
Chair Armstrong asked if there is still a substantial premium on alternative energy vehicles and Manager Tom Fisher replied he didn't believe so. He stated they had originally budgeted to replace a vehicle in administration at around the $30,000 level this year and they chose to purchase the Volt to replace that vehicle and it was in the same range and met the budget. Mr. Fisher stated the Leaf is only electric and doesn't have a gas generator in it and it gets around a hundred miles on a charge and the volt gets about 52-53 miles on a full charge, but it has a gas generator in it as well so it can get over 400 miles on the tank and a charge.

Ms. Bragg stated they also have some new sustainability awareness subjects. They have a new "Summit County Sustainability" logo on their materials at the sustainability office. They have stickers near light switches that say: "Please turn off the lights when you leave the room," and it's got their logo on it. They have also created a timeline of everything the county has done in the realm of sustainability starting in 1974 that represents the balance of people, going "green", and the economy.

- **Presentation of Transit Center art selection and discussion regarding possible future funding for Public Art; Kristen Mitchell and Hadley Dynak**

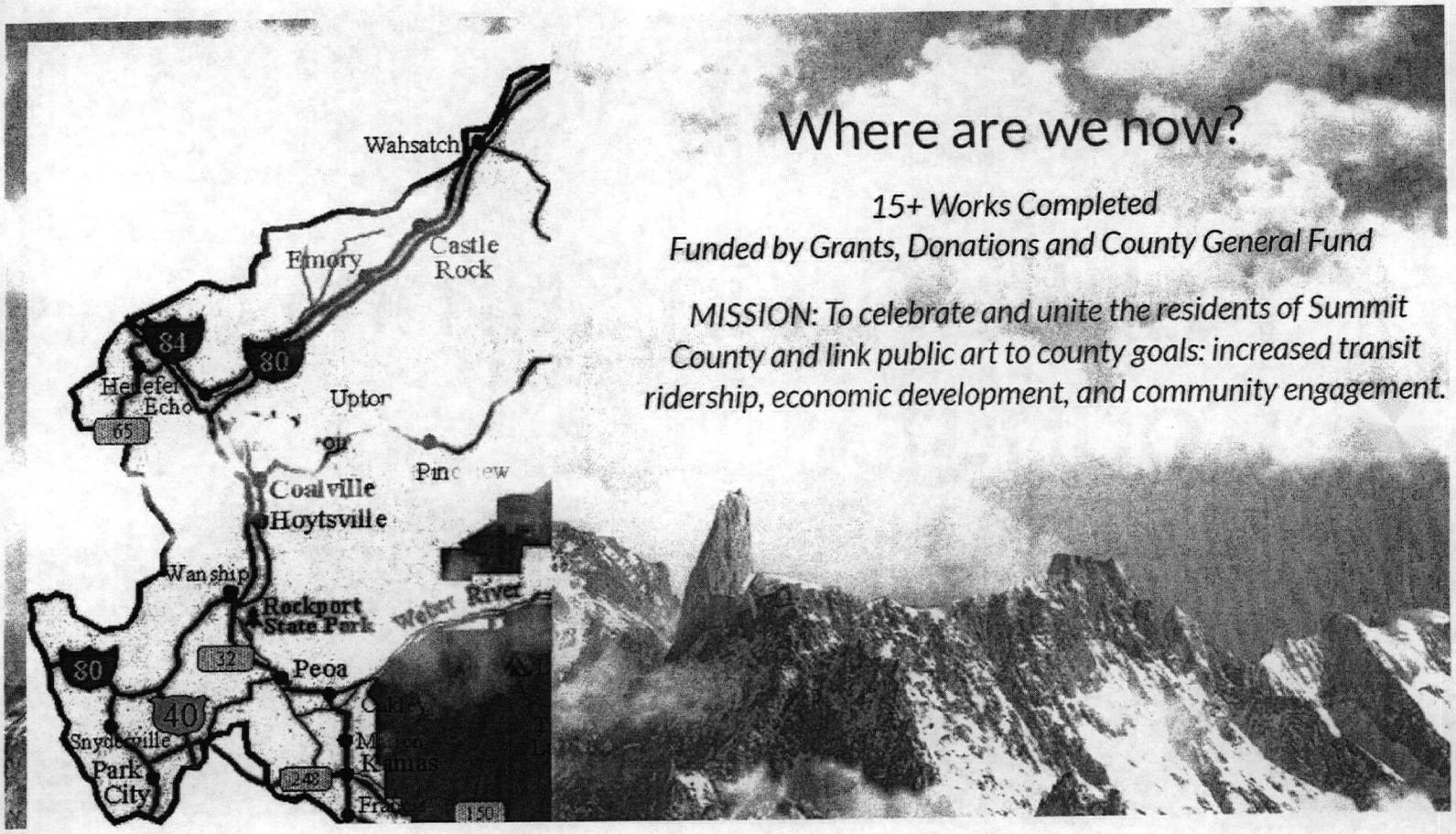
Kristen Mitchell, Chair of the Summit County Public Art Advisory Board, stated currently there are 15 works of public art completed countywide. Those 15 projects have been funded by grants, donations, partnerships, and by the county general fund anywhere from 5,000 to $72,000 a year. Ms. Mitchell stated the art advisory's goal is to celebrate and unite the residents of Summit County and link public art to county goals which include increased transit ridership, economic development, and community engagement. They are currently working with three local artists who are putting together a project plan that includes the capturing of motion and turning it into a projection on a display in the transit center, which should be completed sometime in November. Ms. Mitchell explained their proposal was the most interesting, most innovative, and the most connected with Summit County's community goals.

Ms. Mitchell stated the main questions for the county to consider are: What other projects like this can, should, and will the county pursue and how do they fund those? She gave a brief history and stated the Public Art Board Ordinance was created in 2008. In 2011 they received a grant to do the bookmobile wrap, fair mural, and art pianos. In 2014 they got major grants from UDAM and RAP and a general contribution fund of $72,000. That was the most significant moment where the county said they really wanted to fund something. In 2016 the Dark Storefronts project was launched and the transit center project is underway. She stated in looking forward to 2018, one example they are looking at as it relates to art is at the Kamas Services Center/Library as it is relates to sustainability. Another large project recommended for 2018 would be working on the wayfinding in particular to the alternative public pathways in Kimball Junction and how people get around there. She stated they don't know where the money will come from for these future projects but they do know that they want to continue the vision that was set up a few years ago uniting Summit County residents through art and tie art to county goals. Ms. Mitchell stated the RAP grant committee has been supportive of the Art Board this year and has indicated that going forward they can do more, so the board is planning to increase that application for grant dollars for projects.

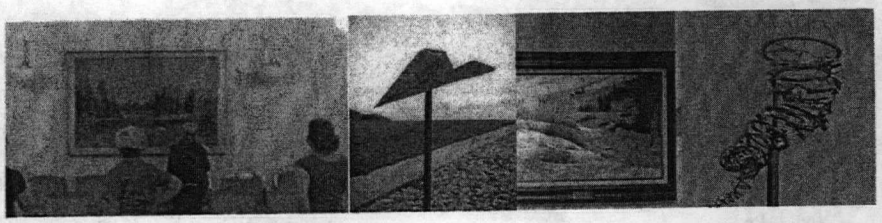


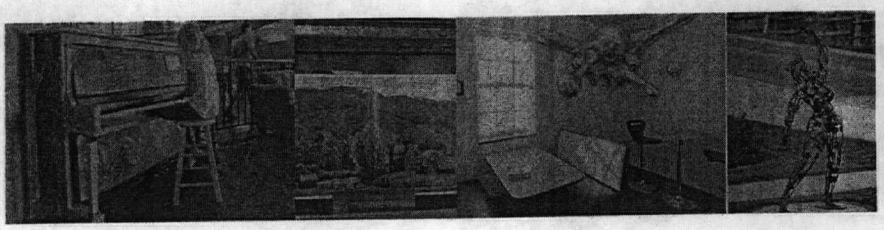
Public Art in Summit County

Tour Planning

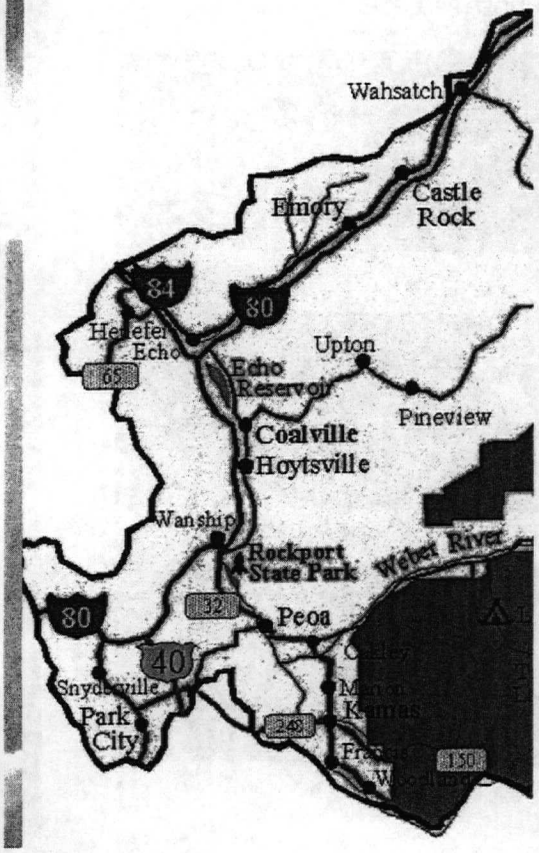

Wahsatch
Emory
Castle Rock
84
80
Uptor
65
Coalville
Hoytsville
Wanship
Rockport State Park
Weber River
32
Peoa
80
40
Snyderville
Park City
248
150
Where are we now?
15+ Works Completed
Funded by Grants, Donations and County General Fund
MISSION: To celebrate and unite the residents of Summit County and link public art to county goals: increased transit ridership, economic development, and community engagement.

GRANT AND DONATION FUNDED PROJECTS

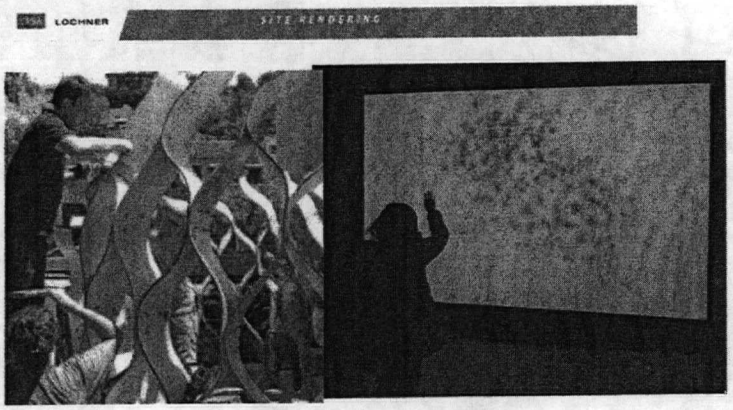




COUNTY GENERAL FUND - TRANSIT CENTER



Kimball Jct Transit Center

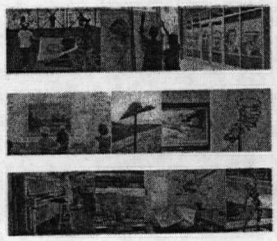


$103,000

2016 project costs

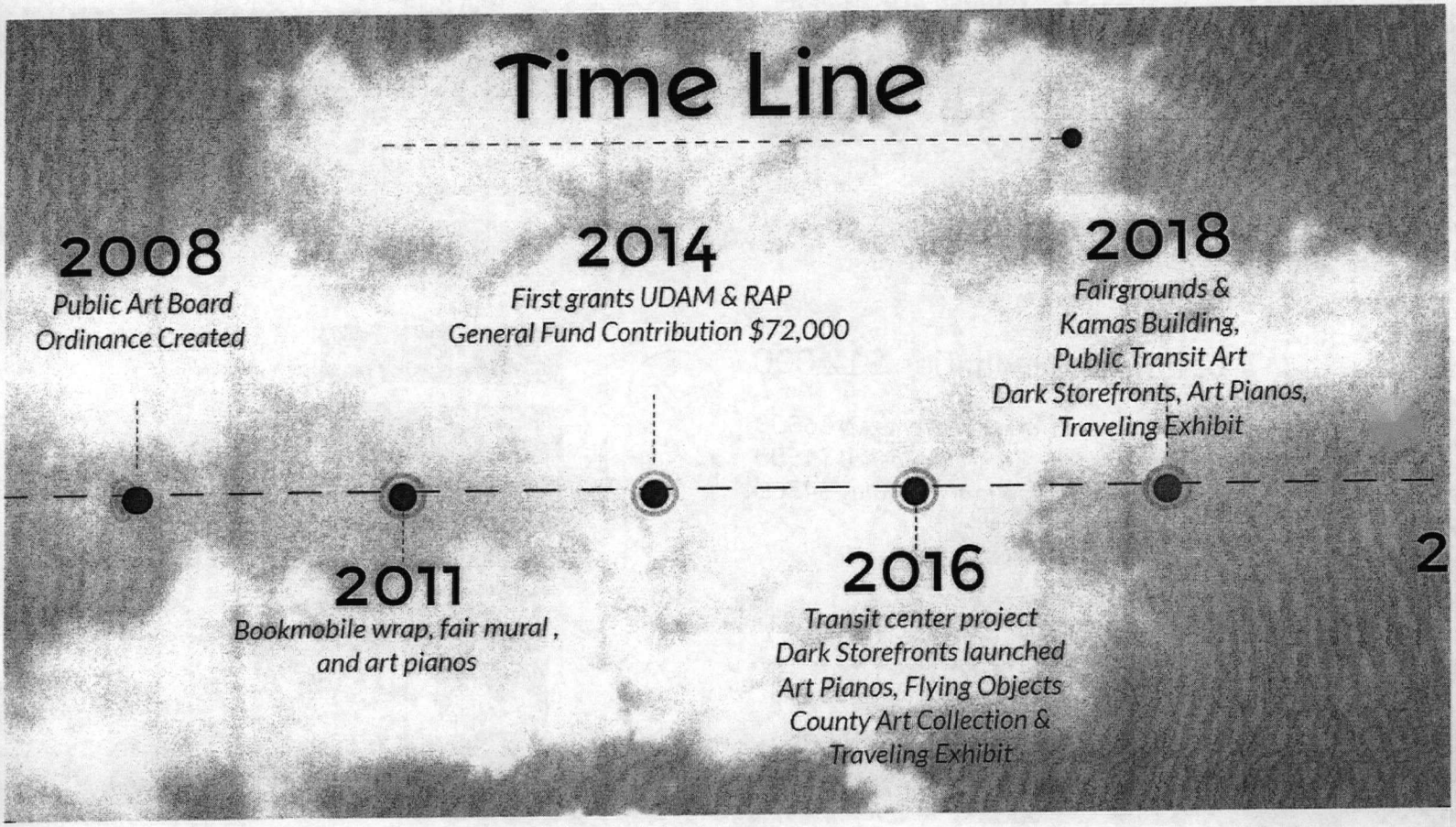
Grants and Donation $12,000

Dark Storefronts (2) $6000
Art Pianos (5) $1500
County Art Fine Art Exhibits and Catalog $4500



County Fund $91,000

Kimball Jct Transit Center
Interior Art and 5 Bus Shelters


Time Line
2008
Public Art Board
Ordinance Created
2011
Bookmobile wrap, fair mural ,
and art pianos
2014
First grants UDAM & RAP
General Fund Contribution $72,000
2016
Transit center project
Dark Storefronts launched
Art Pianos, Flying Objects
County Art Collection &
Traveling Exhibit
2018
Fairgrounds &
Kamas Building,
Public Transit Art
Dark Storefronts, Art Pianos,
Traveling Exhibit
2

Vision

Our public art tells a powerful story connecting residents and visitors to this unique place.

Government agencies, businesses and private citizens all participate in the development of public art in Summit County.

Our public art supports county goals of diversifying transportation methods, economic development supports of sustainable environmental practices.

2017 Lightweight Projects (Grants)

2017 GRANT AND DONATION FUNDED PROJECTS

Dark Storefronts Exhibit #2 & #3

E-Book of County Art COllection

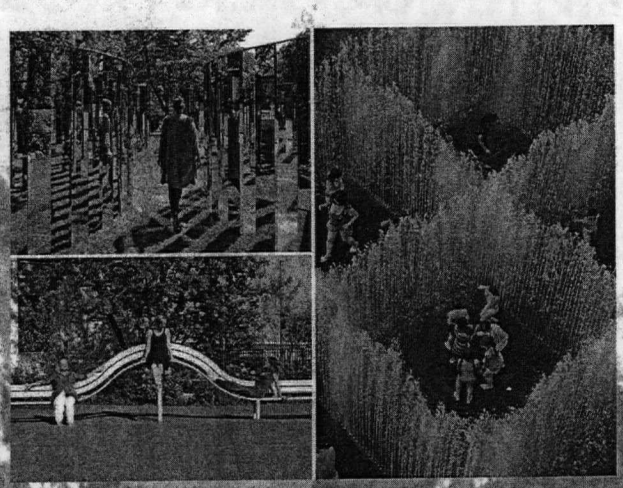
Art Pianos For All
- 2 new piano locations
- public programing

Recommended 2017 Large Project

2017
Kamas Library & Senior Center
Focus on sustainability
$72,000

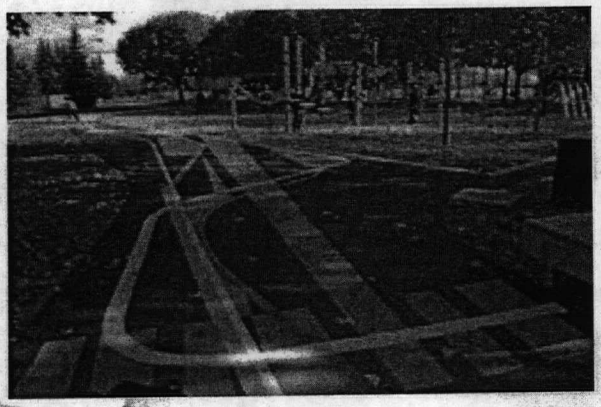
Recommended 2018 Large Project

2018
Multi Use Rec Area (Fairgrounds)
Focus on Sustainability
$100,000



Recommended 2018 Large Project

2018
Wayfinding
Focus on Public Transportation
$50,000

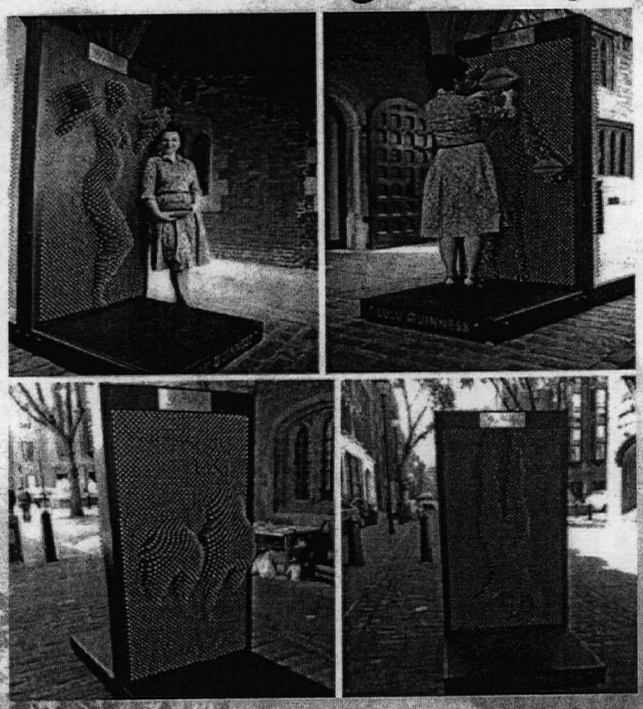


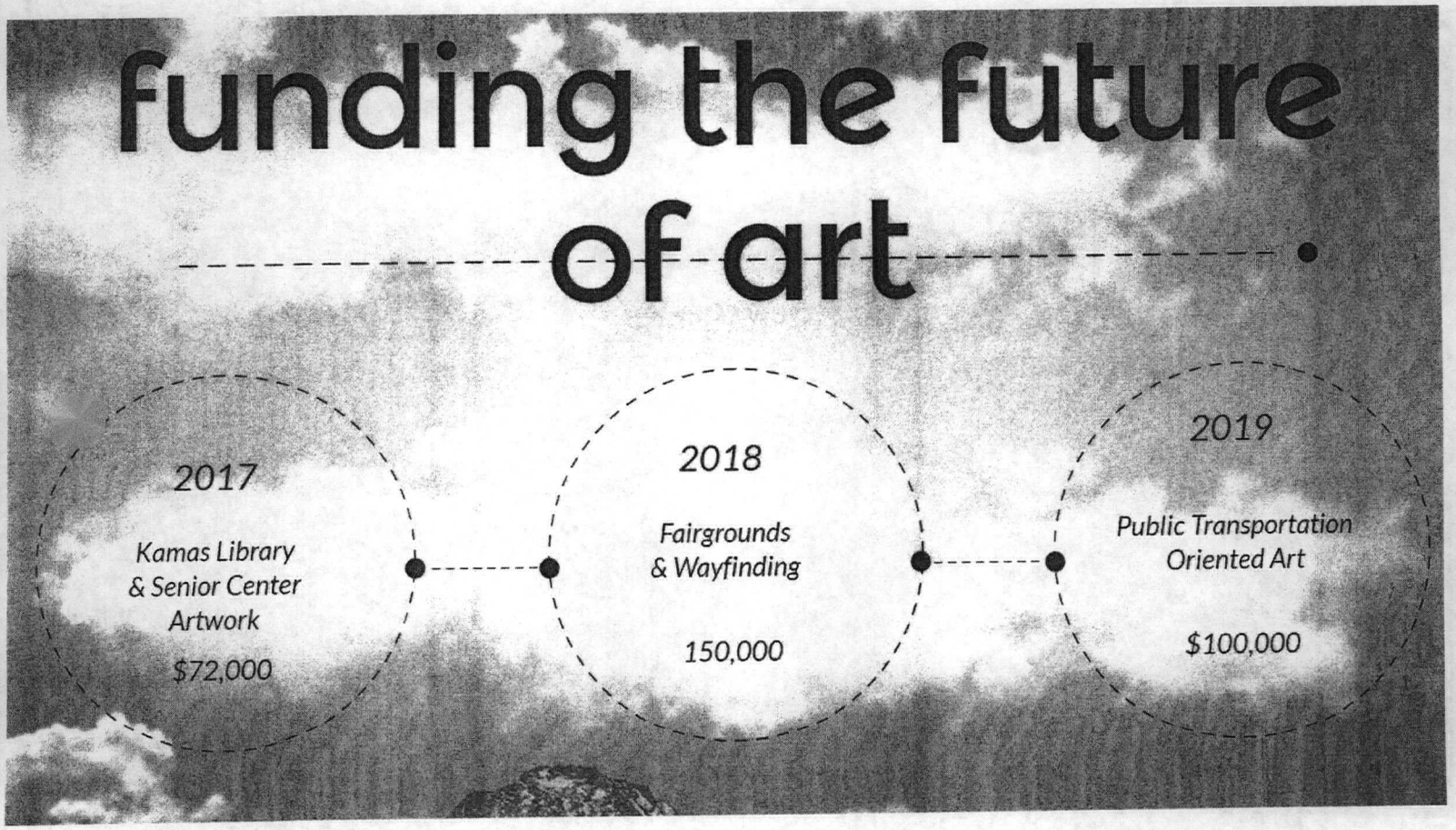
Recommended 2019 Large Project

2019

Focus on Public Transportation

$100,000

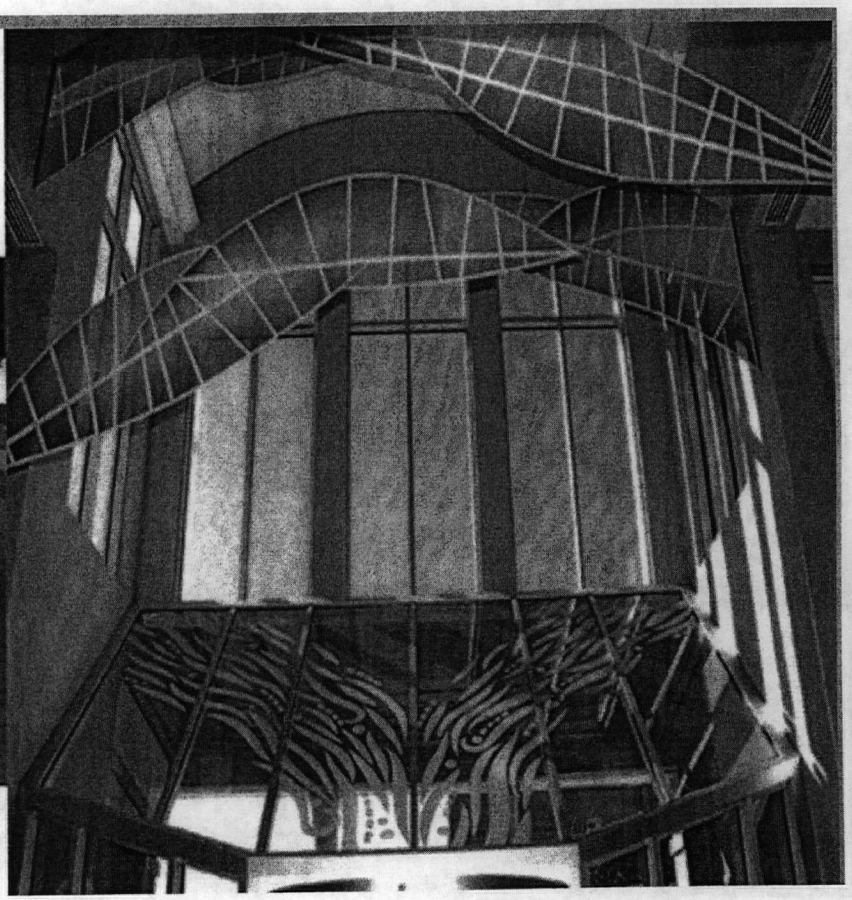



Funding the Future of art
2017
Kamas Library & Senior Center Artwork
$72,000
2018
Fairgrounds & Wayfinding
150,000
2019
Public Transportation Oriented Art
$100,000

WAYS
to get this done

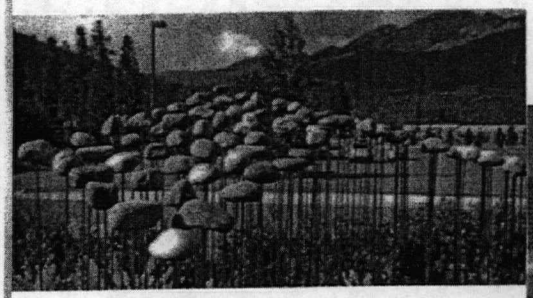
Grand Junction

1% of capital projects

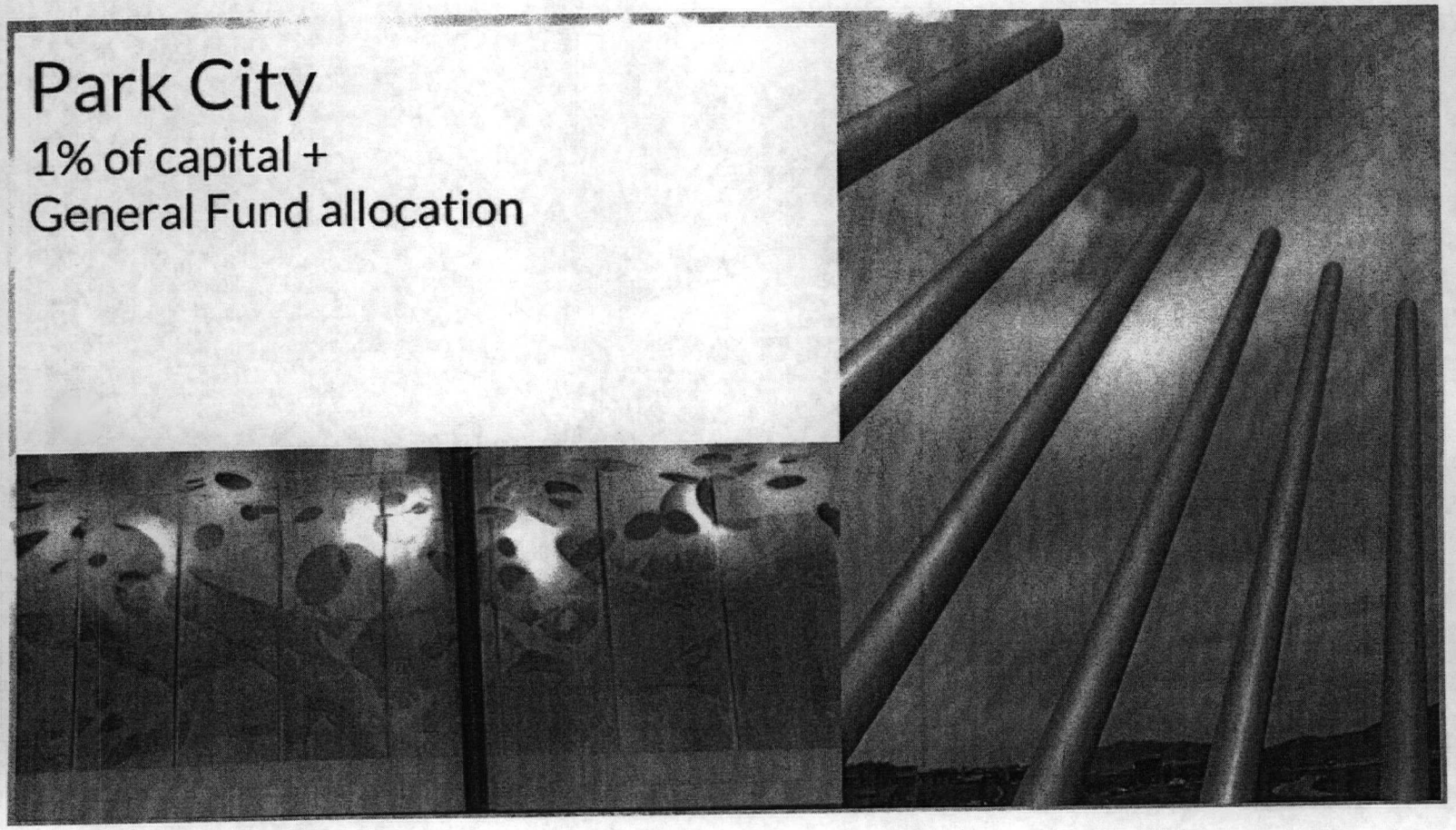


Park City
Summit County
Arts Council

Summit County, CO

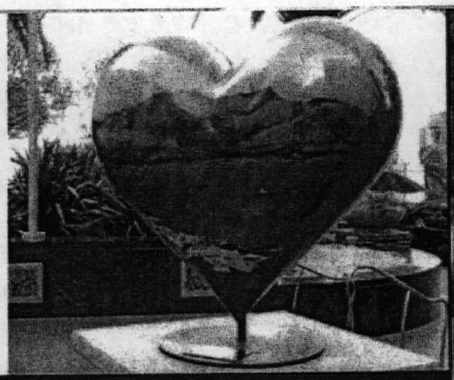


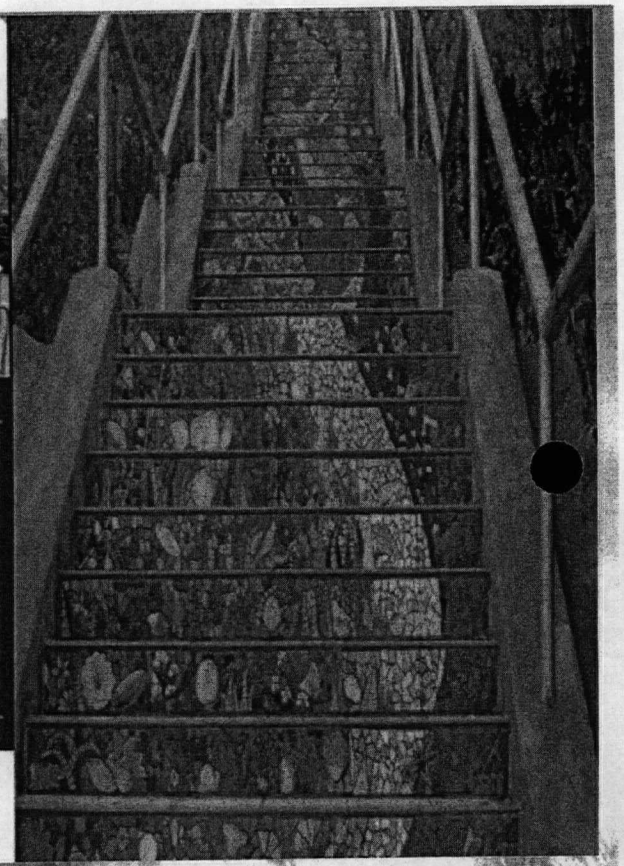
Park City
Summit County
Arts Council


Park City
1% of capital +
General Fund allocation

San Francisco

Public Art model





Park City
Summit County
Arts Council

Vice Chair of the Summit County Public Art Advisory Board, Hadley Dynak, gave examples of other cities around the U.S. with impactful art communities and stated as they are looking at the future the idea of a community being bold and how it approaches arts and culture is very significant. She stated to be bold and what that looks like and understanding the key to a successful public art program comes from consistent and predictable sources of funding so the board can plan for projects accordingly. Ms. Dynak stated she would urge the Council as they're having these discussions about the future to consider other public art financing mechanisms that have been used in other places and reflect on the value that art is bringing to the community to help Summit County creatively express its story as a place to visit and to live.

Ms. Mitchell and Ms. Dynak asked the Council how they should follow up in terms of possible county art funding. Manager Tom Fisher stated he would follow up with them to discuss options in further detail and schedule further Council work sessions as needed.

- **Discussion regarding Transportation Initiative; Derrick Radke and Caroline Ferris**

Public Works Director Derrick Radke reviewed over the last 6-12 months Summit County, Park City, and Eastern Summit County cities have been talking about transportation and how they deal with the problems they have today and the problems they know they're going to have in the future. He stated they've discussed the need for a comprehensive and imaginative approach to new investment in transportation. Mr. Radke stated the problem is the population growth within Summit County. Summit County is projected to grow within its own borders by over 84% by the year 2040. Summit County neighbors to the south are going to grow by 123% and a lot of residents go to the county or through the county for work or recreation, also translates to huge growth problems.

There are over 35,000 trips per day moving in and about Summit County just for work. There are approximately 14,000 people that live outside Summit County that come to work within the county. There are approximately 9,300 residents inside Summit County that actually work inside Summit County and another 11,500 that live in Summit County but commute out. He explained that 35,000 trips do not include parents taking their children to school or extracurricular activities or to the grocery store, and it doesn't include county visitors, whether it is winter or summer visitors. There are peak periods in the morning and in the afternoon, all trying to use the main corridors of 248 and 224, both of which are at or near capacity just on the average peak day and not necessarily when there are large events happening within the city.

Mr. Radke stated they are proposing three different ways to approach this issue, mostly in service enhancements in the transit system. They want to expand transit and improve service. They want to increase bus frequencies and establish an express route along SR-224 and 248 to get those travel times down. They believe if they make service quick and convenient that they will get more ridership. Mr. Radke stated they're going to use transportation demand management and active transportation. Active transportation being trails, bike share programs, and things like that. Transportation demand management is the means to be smarter about how people move around the county such as combining trips, parking management, and high tech things for people to be able to plan their trips.

Regional Transportation Planning

Memo

Date: **August 11, 2016**

To: **Summit County Council**

From: **Tom Fisher - Summit County Manager**
Caroline Ferris - Regional Transportation Planning Director
Derrick Radke, PE – Public Works Director

Re: **Transportation Funding Initiative - Request to place Initiatives on the November Ballot**

Summit County and its partners have been working to identify potential funding mechanisms that will allow us to address current and future transportation funding shortfalls and mitigate adverse traffic impacts in an effective and cost efficient manner. Today we ask and recommend the County Council consider placing two (2) resolutions on the November 2016 ballot for voter consideration. Specifically, 1) a County Option Sales and Use Tax for Transportation (UCA 59-12-2217), and 2) an Additional Mass Transit Sales and Use Tax (UCA 59-12-2214). Both attached for review and consideration.

We offer the following written background and explanation of the problems the County is seeking to address through transportation and transit projects. This memo also offers what voters could ultimately expect to get if the initiatives are offered on the ballot and if they are successful.

Background

During the past year, staff has been speaking to Council(s) and our community about traffic congestion along key corridors throughout our area. Our strong economy and desirable location has led to astronomical growth in both jobs and visitors. Over the last decade, the number of jobs available in Summit County have increased greatly, by at least 40 percent. For comparison, the number of jobs statewide (recognizing Utah as the fastest growing job market in the nation) has increased by 15 percent. Because we lack available housing stock to meet the needs of our workers, more and more people are commuting to Summit County from points outside. We know from both anecdotal evidence and Census data that significantly more people work in Summit County, but live outside the County and vice versa, than both live *and* work in Summit County. The same is true for Park City, but by a more significant split.

In addition to the job growth, the number of daily and overnight visitors to our region continues to increase. During the previous winter season, these visitors more than doubled the population of Park City at any given time. Even during the "shoulder season," (April -

June and September – December), visitors account for more than 40 percent of the total population.

Between 2010 and 2015, daily vehicles trips on SR-224 and SR-248 increased by an average of 10.5 percent, or nine percent and 12 percent respectively. On I-80 between Parley's Summit and Jeremy Ranch, the primary interstate connecting to SR-224 at Kimball Junction, UDOT estimates that traffic during those same years has increased by 15 percent. And finally, at SR-248 between Kamas and Quinn's Junction, traffic has increased by 12 percent.

Projections indicate these trends will continue on an even stronger upward path. Failure to address our congestion now, whether through lack of appropriate investment, deferred maintenance, or apathy, will lead to compounded problems in the future. Growing problems such as 15 to 20 minute travel times along SR-248 that should take five to seven minutes; travel times from Kimball Junction to Park City that take over 40 minutes when it should be an easy 15 to 20 minutes. This congestion occurs because the every day peak hourly volumes of nearly 1,200 (SR-248) and 1,800 (SR-224) vehicles per hour on roads exceeds the maximum carrying capacity of 1,400 and 2,200, respectively.

In direct response to the growing congestion along SR-248 between the Kamas Valley and the Basin, the City of Kamas and Summit County have expressed interest in a direct, public transit link that would offer affordable and efficient travel options to those commuting along this corridor. In addition to serving the South Summit area, residents of north Wasatch County, in the communities along SR-248, would also benefit from this service.

Countywide, another area of concern is the lack of available funds for municipalities to address road maintenance, which directly affects the efficiency of our transportation network.

Our Councils and citizenry have expressed a clear desire to seek solutions that do not involve "adding more pavement" to our network and that allow us to take matters into our local governments hands to solve the problems the way we want them solved.

In that regard, staff offers the following strategy.

Proven Planning Approach

Our combined "transportation team" has been working hard to implement a regional approach to transportation planning; one that centers on the County and its municipalities molding our own future through programs that are appropriate for our rural community with urban demands. This comprehensive, regional approach involves presenting a combination of programs, projects, and infrastructure that work in unison to build a more effective transportation network.

Identifying Solutions

Summit County, Park City, and the local Council of Governments (COG) are committed to on-going collaboration and finding effective solutions to current and future traffic congestion.

At the direction of the Council, staff has identified a mix of potential funding sources that included various taxing options, as well a possible parking management scenarios, inclusive of paid parking. From the list of eight latent funding mechanisms available to Park City, Summit County, or both, a Council sub-committee ultimately determined that two separate taxes, each limited to specific uses, employed together, would be most effective in meeting our transportation funding needs. Both the Additional Mass Transit Tax and the County Option for Transportation require an affirmative ballot initiative.

The ***Additional Mass Transit Tax*** **(UCA 59-12-2214)** is a countywide sales and use tax available to be used for transit operations, only. The 0.25% sales tax, or equivalent to one cent for every four dollars spent, does not apply to food items or gas and is estimated to generate approximately $4.1 million annually. Based on the Council subcommittees' list of priority projects, the Additional Mass Transit Tax could remove approximately 1,500 individual vehicles from our primary corridors, per day, or 570,000 vehicles annually.

ADDITIONAL MASS TRANSIT SALES TAX PROJECT LIST 2017 to 2022

Project Description	Project Cost	"Cars Off the Road" (per year)*
Increased Bus Frequency/Service		
SR-224 Express (to Jeremy 2018)	$ 2,010,000	166075
SLC/PC/SC Connect	$ -	36500
Park City (Internal)	$ 760,000	18250**
Kimball Junction Circulator	$ 600,000	33215
Kamas to PC	$ 280,000	13870
SR-248 Express	$ 450,000	292000
Neighborhood Transit Connections	$ -	7300**
	$ 4,100,000	**570,000**

*Per Draft Park City and Summit County Short Range Transit Development Plan perpared by KFH Group
**Estimated

Use of funds generated through the Additional Mass Transit Tax is proposed to be governed by a Memorandum of Understand (MOU) between Park City and Summit County that staff is currently refining, outlining regionally significant projects and how funds from this source would be applied to future transit projects after the listed projects are in place through 2019.

Regional Transportation Planning

The ***County Option for Transportation*** **(UCA 59-12-2217)** is a countywide sales and use tax that can be used to fund transportation infrastructure improvements, only. The 0.25% sales tax, or equivalent to one cent for every four dollars spent, does not apply to food items or gas and is similarly estimated to generate approximately $4.1 million annually. Projects under this funding program must be included on a COG-approved transportation plan.

TRANSPORTATION SALES TAX PROJECT LIST 2017 to 2022

Project Description	Project Cost	"Cars Off the Road" (per year)*
Transit Priority Infrastructure & Remote Parking		
Jeremy/Ecker Remote Parking #1 (250 sp)	$ 1,830,000	91250
Jeremy Interchange/Intersection Imp	$ 3,350,000	
Kilby Road Widening (Ecker to Jeremy Interchange)	$ 4,210,000	
Transportation Demand Management (Bike Share, Parking Management, Wayfinding, Incentives)	$ 500,000	18250
SR-248 HOV & Safety Project	$ 12,000,000	292000
US 40 Park and Ride	$ 2,730,000	
Jeremy/Ecker Remote Parking #2 (250 sp)	$ 5,600,000	91250
Jeremy/Ecker Remote Parking #3 (300 sp)	$ 2,350,000	109500
Small Cities Grant Program	$ 250,000	
	$ 32,820,000	600,000 **

*Based on maximum availiable remote parking spaces developed
**Amount to be Bonded for over 10 to 15 years

Based on the Council subcommittees' list of projects, the County Option for Transportation could allow us to move forward with a host of priority projects, removing approximately 1,650 individual vehicles from our roads, per day, or nearly an additional 600,000 annually.

In addition to the infrastructure improvements funded under this option, and in an effort to address the lack of available maintenance funds in smaller areas, staff is developing the Summit County Small Municipality Transportation Improvement Fund Grant Program (TIFGP), which would provide up to $250,000 (could be up to 80 percent of project cost) annually to the County's small municipalities for transportation construction projects. The TIFGP would be administered by the COG and based on a criteria-based project selection process. The final program cost share will also be determined by the COG.

As previously indicated, neither the Additional Mass Transit tax nor the County Option for Transportation applies to food purchased for home preparation or gasoline. Further, historical sales tax data reveal that visitors to Summit County pay 51 percent of all sales tax receipts. Within Park City, the visitor share of sales tax is 90 percent.

Community Outreach and Feedback

Engaging community stakeholders in decision-making is critical for any public entity to successfully meet its goals and provide the best project and/or services to the public. Summit County and Park City have been engaging with the community for nearly six months - meeting with community groups and organizations about a regional transportation approach.

In mid-May, the County hired Wilkinson Ferrari & Co. to assist in a formal public engagement program to seek input and share information about the future of transportation for the County. The firm teamed up with Y2 Analytics and Strategies 360 to develop and implement an outreach program for Summit County's Comprehensive Transportation Initiative.

The three-pronged approach includes:

- Interviews with business and community leaders
- Countywide public opinion research
- Web-based questionnaire

The goal has been to educate about a regional and comprehensive approach; to understand current attitudes and opinions about transportation issues and their impact on quality of life; to determine attitudes towards specific elements of the plan; and to measure the public's willingness to invest in road improvements and transit enhancements.

Stakeholder interviews

The team has interviewed more than a dozen community leaders including members of the press, business leaders, resort representatives, members of the community-at-large, and the Mayors and City Councils across the County. Key findings from stakeholders were as follows:

- Transportation is a top-of-mind issue for every stakeholder interviewed
- Stakeholders are looking to the County and Park City for cooperation and solutions. They have above-average trust that the two entities can and should work together to address the growing issue of traffic and transportation. Demonstration of future coordination is critical.
- Stakeholders generally believe that the transportation problem is not a "visitor" problem, but rather a result of growth and more commuters traveling both in and out of the County each day.
- While most stakeholders were quick to cite SR-224 and SR-248 as major problems, they are more holistic in their description of possible solutions. Solutions offered most frequently include:
    - More remote parking for transit
    - Congestion "fixes" at key points (such as Kimball Junction interchange)
    - Expanded and more frequent transit
    - Coordination with resorts and other large employers

Opinion Survey

On request from Summit County, Y2 Analytics conducted a public opinion survey about regional transportation issues and potential solutions. This survey included 500 likely voters from the County list of registered voters and was fielded June 1-4, 2014 by live interviewers over the phone. The poll carries a margin of error of plus or minus 4.3 percentage points. Here are the basic findings according to Y2 Analytics:

1. Voters are generally pleased with the overall direction of Summit County. We asked respondents, "Do you feel things in Summit County are going in the right direction or the wrong direction?" A strong majority of voters chose right direction (56%) despite a common sentiment of pessimism about government effectiveness nationally. Residents of Park City and the Snyderville Basin were even more complimentary with 66% saying the County was on the right track.
2. Voters see growth and traffic problems as primary challenges for the future. When asked to name the most important issues facing the County, survey respondents overwhelmingly cited growth and traffic issues as their top priorities. 43% of likely voters mentioned growth, development, and planning issues while another 23% pointed to traffic and transportation issues. All in all, over 60% of primary concerns from voters were related to growth or traffic. One respondent said, "Traffic - it's a resort, so in the winter time there's no way to move cars." Another feared, "I don't think we can actually deal with the rapid influx of people."
3. County voters signaled willingness to invest in solutions to these issues. Our interviewers presented two potential solutions for traffic issues to respondents, both in the form of ballot propositions: one for road improvements and another for transit improvements. Both measures received majority support. 67% of likely voters supported roads investment and 58% of likely voters supported transit investment.

Web-based Questionnaire

The consultant has created an online questionnaire to give the broader community a chance to weigh in on transportation issues. The site asks four simple questions:

- How important is it that we improve our transportation system in Summit County?
- How important is the role that bus service plays in our transportation plan?
- Do you prefer expanding our roads or making better use of the roads we have?
- In your opinion, what is the single greatest transportation need in Summit County?

The consultant team will continue to collect and compile community input to assist our transportation planning efforts. If the County Council decides to place a transportation measure on the ballot, the team will go back out to the public to ensure that our residents have the information they need to make a decision.

Next Steps

To move forward with the current initiative, the following actions are required:

- **Now: County Council members consider the adoption of the attached resolutions to place the two funding resolutions on the upcoming ballot**
- Ongoing: Staff level planning meetings; Council discussions
- Ongoing: Public information and education campaign to ensure effective decision making and transparency
- August 11: Park City Council resolves to support initiatives
- August 16: COG meeting with in-depth discussion of the initiatives
- August 17: First consideration of County Council to add ballot initiative(s)
- August 24: County Council continues its consideration to add ballot initiative(s)
- August 31: Last meeting available for County Council to consider adding ballot initiatives
- September/October: Public information meetings and voter information mailings
- September 2: County Council resolution received by State of Utah
- September 6: Last day that those wanting to provide pro- and anti- statements or rebuttals in the voter information mailings can file to do so with the County Clerk
- September 9: Ballot language received by County Clerk
- November 8: Election

LET'S GO

SUMMIT COUNTY REGIONAL TRANSPORTATION INITIATIVE

August 17, 2016
Presentation to Summit County Council

INTRODUCTION

Summit County's need for a comprehensive transportation approach and new investment.

GOALS FOR TODAY

- Restate the problem
- Review the approach
- Review the proposed projects
- Review funding mechanism
- Review community feedback to date
- Review required next steps
- Adopt Resolutions to place the Tax Initiatives on the November Ballot

A RESTATEMENT OF THE PROBLEM

ADDRESSING GROWTH IN SUMMIT COUNTY

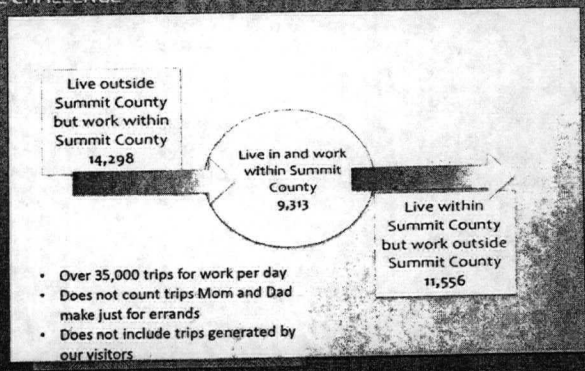
Recent Growth in Population

Location	2000	2013	% Increase
Park City	7,400	7,950	8%
Salt Lake County	898,400	1,079,700	20%
Summit County	29,750	38,500	29%
Wasatch County	15,200	26,450	74%

Projected Growth in Population

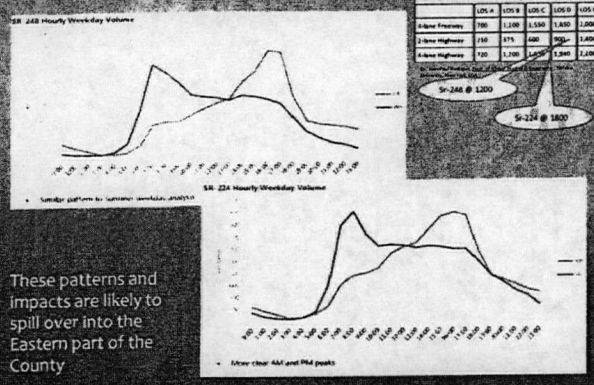
Location	2015	2040	% Increase
Park City	7,900	10,000	26%
Salt Lake County	1.08M	1.51M	40%
Summit County	38,000	71,000	84%
Wasatch County	26,000	59,000	123%

THE CHALLENGE



- Over 35,000 trips for work per day
- Does not count trips Mom and Dad make just for errands
- Does not include trips generated by our visitors

THE CHALLENGE



These patterns and impacts are likely to spill over into the Eastern part of the County

LET'S GO

6 [illegible] APPROACH

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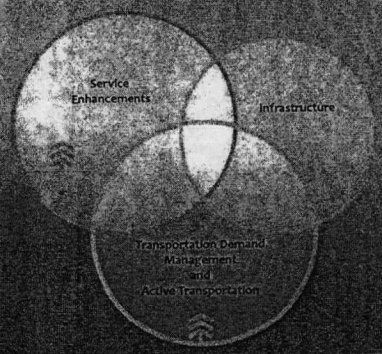
A COMPREHENSIVE TRANSPORTATION APPROACH



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CONSIDERED REGIONAL SOLUTIONS

Summit County Regional Plans

- Snyderville Basin [illegible] Plan
- Eastern Summit County [illegible] Master Plan

Park City Priority Transportation Projects

Project Description	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]		$300,000			
[illegible]	$60,000	[illegible]	[illegible]	[illegible]	

LET'S GO

NEAR TERM REGIONAL SOLUTIONS - TRANSIT

- Increased Local Transit Frequency
- Regional Transit Connections – Neighborhood Connections
- PC-SLC Connect Service Expansion
- Transit Passenger Improvements

ADDITIONAL MASS TRANSIT SALES TAX PROJECT LIST 2017 to 2022

Project Description	*Project Cost	(Cars Off the Road (per year)*
Increased Bus Frequency/Service		
SR-224 Express (to Jeremy 2018)	$ 2,010,000	166075
SLC/PC/SC Connect	$ -	36500
Park City (Internal)	$ 760,000	18250**
Kimball Junction Circulator	$ 600,000	33215
Kamas to PC	$ 280,000	13870
SR-248 Express	$ 450,000	292000
Neighborhood Transit Connections	$ -	7300**
	$ 4,100,000	570,000

*Per Draft Park City and Summit County Short Range Transit Development Plan prepared by KFH Group
**Estimated

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NEAR TERM REGIONAL SOLUTIONS - TRANSPORTATION

- Satellite and [illegible]
- Road [illegible] Alternative Modes like HOV & [illegible]
- Regional Transportation Demand Programs
- E-Bike Share
- Small Municipality Transportation Improvement Fund Grant Program
- Long Range Regional Transportation Projects – Chalk Creek Rd., Democrat Alley, Halum Rd., etc.

LET'S GO

NEAR TERM REGIONAL SOLUTIONS - TRANSPORTATION

TRANSPORTATION SALES TAX PROJECT LIST 2017 to 2022

Project Description	Project Cost	*Cars Off the Road (per year)*
Transit Priority Infrastructure & Remote Parking		
Jeremy/Ecker Remote Parking #1 (250 sp)	$ 1,830,000	91250
Jeremy Interchange/Intersection Imp	$ 3,350,000	
Kilby Road Widening (Ecker to Jeremy Interchange)	$ 4,210,000	
Transportation Demand Management (Bike Share, Parking Management, Wayfinding, Incentives)	$ 500,000	18250
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Jeremy/Ecker Remote Parking #3 (300 sp)	$ 2,350,000	109500
Small Cities Grant Program	$ 250,000	
	$ 32,820,000	600,000

*Based on maximum available remote parking spaces developed.
**Amount to be Bonded for over 10 to 15 years.

LET'S GO

Small Municipality Transportation Improvement Fund Grant Program (TIFGP)

Program Purpose

- Provides construction funding for eligible roadway and transportation improvements within City jurisdictions
- The Council of Governments (COG) as program manager:
  - Develops projects, funding criteria, program priorities
  - Recommends projects to County Council for final selection

Program Funding

- $250,000 annually from sales tax proceeds
- Recommending 80/20 – County/City split
  - Match eligibility determined by COG
  - Environmental, design, legal
  - Possibly ROW (Corridor Preservation & UCA 59-12-2217)
- Up to five year accumulation period

City	Year	Total Funds
COALVILLE	2014	$ 80,133
COALVILLE	2015	$ 42,382
	Average	$61,000
FRANCIS	2014	$ 58,514
FRANCIS	2015	$ 51,573
	Average	$55,000
HENEFER	2014	$ 29,800
HENEFER	2015	$ 41,620
	Average	$35,000
KAMAS	2014	$ 57,585
KAMAS	2015	$ 71,035
	Average	$64,000
OAKLEY	2014	$ 38,130
OAKLEY	2015	$ 41,800
	Average	$40,000

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FUNDING NEEDS AND MECHANISMS

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POTENTIAL FUNDING MECHANISMS

Potential Funding Reference Table

Funding Option	Type	Base	Rate	Estimated $
County Options				
Additional Mass Transit	Sales Tax	County Wide or SCTD	0.25%	$4.1 M
County Option Transportation	Sales Tax	County Wide	0.25%	$4.1 M
County option sales and use tax for highways and public transit	Sales Tax	County Wide	0.25%	$2.35 M
Summit County Transit District property tax levy option	Property Tax	SCTD	0.0004	$2.2 M
City Options				
Additional Mass Transit	Sales Tax	Park City	0.25%	$2.2 M
Transient Room Tax (TRT) Rate: 1% on overnight lodging	Transient Room Tax	Park City Overnight Lodging	1%	$1.8 to $2.2 M
General Obligation Bonds (for transportation infrastructure)	Property Tax	Park City Taxable Assessed Value	TBD*	TBD
Paid Parking	Parking Fee	China Bridge & Historic Parking	TBD	TBD

LET'S GO

ADDITIONAL MASS TRANSIT TAX

- Countywide sales and use tax
- 0.25% sales tax – $0.01 every $4 spent
- Does not apply to unprepared food items or gas
- Estimated to generate $4.1 million annually
- Transit operations, only
- 570,000 vehicles of the road annually

LET'S GO

COUNTY OPTION FOR TRANSPORTATION

- Countywide sales and use tax
- 0.25% sales tax – $0.01 every $4 spent
- Does not apply to unprepared food items or gas
- Estimated to generate $4.1 million annually
- Transportation infrastructure projects, only
- Creates the Small Municipalities Grant Program
  - Up to $250,000 per year for east side infrastructure improvements
  - Administered through COG

LET'S GO

BENEFITS OF P[illegible] FUNDING

- [illegible]
- Majority of funds [illegible]
- Sales tax not applicable to groceries or gas
- Revenue will grow with economy
- Helps us achieve goals more quickly
- Allows us to take control of our future
- Provides up to $250,000 annually to smaller municipalities

LET'S GO

COMMUNITY FEEDBACK

- Community presentations given by County [illegible]
- Stakeholder meetings
- Opinion survey

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COMMUNITY PRESENTATIONS

[illegible]
[illegible] Association
Newark Concert Series
- Park City Board of Realtors
- Park City Chamber Board Retreat
- Park City Film Series
- Park City Rotary
- Park City School District
- Park City Sunrise Rotary
- Respective Planning Commission
- Mirror Lake Diner event
- Summit County Fair
- Park City Arts Festival
- Park Silly Market

LET'S GO

STAKEHOLDER INTERVIEWS

- Transportation is the critical issue
- Looking to County and Park City for solutions
- See the problem as a commute/special event problem
- Favor a comprehensive approach
- Funding solution should not hurt our poor

"Transportation is the issue that will define our community in the coming years." – Chris Eggleton, Chair Park City Chamber (Park Record, July 10, 2016)

LET'S GO

OPINION SURVEY

- 500 likely voters from the registered voter list from the County
- Live interviews over landlines & cells
- Fielded June 1-4, 2016
- Margin of error +- 4.3 percentage points

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ISSUE PRIORITIES

In just a word or two, what would you say is the most important issue facing Summit County today.

LET'S GO

POTENTIAL SOLUTIONS

DEFINITELY FOR	LIKELY FOR	DK/RF	LIKELY AGAINST	DEFINITELY AGAINST
31%	36	4	12	17

67% TOTAL FOR

LET'S GO

POTENTIAL SOLUTIONS

DEFINITELY FOR	LIKELY FOR	DK/RF	LIKELY AGAINST	DEFINITELY AGAINST
33%	25	4	17	23

58% TOTAL FOR

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PROGRAM ELEMENTS THAT RANKED HIGHEST

- Majority of sales tax is paid by visitors and tourists
- Allows us to take matters into our own hands
- More transit reduces our carbon footprint
- Our transit system is our own

LET'S GO

REQUIRED ACTIONS

- August 17: First consideration of County Council of resolutions to add ballot initiatives
- August 31: Last meeting for County Council to consider adding ballot initiative
- September/October: Public information meetings and voter information mailings
- September 2: County Council resolution received by State of Utah
- September 6: Last day to provide pro- and anti-statements or rebuttals in the voter information mailings
- September 9: Ballot language received by County Clerk
- **November 8: Election Day**

LET'S GO

RESOLUTIONS

SUMMIT COUNTY PROPOSITION 2 – ROADS IMPROVEMENTS

Shall Summit County, Utah, be authorized to impose a quarter (0.25) of one percent – or the equivalent of 1 penny for every four dollars spent – sales and use tax (groceries and gas not applicable) for the specific purpose of transportation improvements such as roads, maintenance, and traffic and safety features for the county and cities?

To vote in favor of the sales and use tax, select the box immediately adjacent to the words "FOR the Summit County Roads Improvements tax" To vote against the sales and use tax, select the box immediately adjacent to the words "AGAINST the Summit County Roads Improvements Tax."

- ☐ FOR the roads improvements tax
- ☐ AGAINST the roads improvements tax

LET'S GO

RESOLUTIONS

SUMMIT COUNTY PROPOSITION 3 – TRANSIT ENHANCEMENTS

Shall Summit County, Utah, be authorized to impose a quarter (0.25) of one percent – or the equivalent of 1 penny for every four dollars spent – sales and use tax (groceries and gas not applicable) for the specific purpose of transit improvements such as express transit service, more frequent transit, and additional transit routes into neighborhoods?

To vote in favor of the sales and use tax, select the box immediately adjacent to the words "FOR the Summit County Transit Enhancements Tax" To vote against the sales and use tax; select the box immediately adjacent to the words "AGAINST the summit county transit enhancements tax."

- ☐ FOR the transit enhancements tax
- ☐ AGAINST the transit enhancements tax

LET'S GO

Mr. Radke explained the county also needs to do a series of infrastructure improvement, but these will consume less of the county's resources than the others. The infrastructure improvements that need to be made are those that improve transit service or the remote parking services. Other than that, the philosophy moving forward is not to widen major highways for the sake of adding more single-vehicle capacity. Any pavement that they add, they want it to be HOV or rapid bus or BRT type pavement.

Mr. Radke explained given those goals, Council formed a subcommittee and Park City formed a subcommittee and they all came together and started with a huge list of projects. When those projects are totaled, it far exceeds any possible funding source the county has. They took projects from the Snyderville Basin master plan, the Eastern Summit County master plan, and from Park City's master plans and shrunk them down to the next few projects. They discussed increased local transit frequency, regional connections, neighborhood connections, expanding the Salt Lake connection service, and transit passenger improvements (concentrating on the first five years or so).

For the transportation side they are looking at satellite and intercept parking lots, HOV improvements, trail improvements, and bike share. They're also looking at a small municipality transportation improvement fund grant program where if the tax initiative happens the county would share some of those proceeds with its eastern neighbors.

Mr. Radke explained possible funding options for the Council to consider for these transportation improvements. Two of these options include an additional mass transit sales tax which is countywide, and also the county option for transportation which is also countywide. Both are quarter cent sales taxes and are estimated to raise about $4.1 million per year. They do not apply to unprepared food items such as groceries or gasoline which has its own tax structure. The transit tax can only be used on transit-related projects, and it is estimated that those improvement will take 570,000 vehicles off the road.

Mr. Radke stated the last day that the Council can consider these taxes for going on the ballot is August 31st. They will be doing two public information hearings on this in September and October, one on the east and one on the west, to provide more data for the public. There's some dates that county has to submit this information to the state by. November 8th is Election Day in which they hope to hear from county citizens to see if what they're proposing is something they agree with.

CONVENE AS THE BOARD OF EQUALIZATION

Council Member Adair made a motion to convene as the Summit County Board of Equalization. The motion was seconded by Council Member McMullin and passed unanimously, 5 to 0.

The meeting of the Summit County Board of Equalization was called to order at 5:09 p.m.

DISCUSSION AND POSSIBLE APPROVAL OF 2016 STIPULATION; Kathryn Rockhill and Travis Lewis

A motion was made by Board Member Robinson to approve the 2016 stipulations as presented. The motion was seconded by Board Member Carson and passed unanimously, 5 to 0.

2016 BOE Adjustments

Account #	Serial #	New Market Value	Old Market Value	MV Difference	New Taxable Value	Old Taxable Value	Taxable Difference	Old Tax Estimate	% Difference	Explanation for adjustment
0266068	BEC-14	$ 587,939.00	$ 587,939.00	$ -	$ 550,898.00	$ 323,366.00	$ 227,532.00	$ 2,597.92	70.36%	Only a portion of the property is used as a primary residence Per Ashley
0175160	RV-25	$ 1,960,195.00	$ 1,960,195.00	$ -	$ 1,076,107.00	$ 1,078,107.00	$ -	$ 9,661.51	0.00%	No Change
0065084	SU-H-24	$ 378,728.00	$ 378,728.00	$ -	$ 208,300.00	$ 378,729.00	$ (170,429.00)	$ 3,129.05	-45.00%	Change to Primary Residence per Ashley.
0050827	TH-18	$ 636,769.00	$ 636,769.00	$ -	$ 350,222.00	$ 636,769.00	$ (286,547.00)	$ 5,115.80	-45.00%	Change to Primary Residence per Ashley.
0478642	VLL-4	$ 397,479.00	$ 397,479.00	$ -	$ 219,895.00	$ 397,479.00	$ (177,584.00)	$ 3,983.14	-44.88%	Change to Primary Residence per Ashley.
0448265	1160-PA-1	$ 1,864,847.00	$ 1,864,847.00	$ -	$ 1,864,847.00	$ 1,864,847.00	$ -	$ 14,982.18	0.00%	No Change
0195542	SLS-85	$ 891,423.00	$ 992,955.00	$ (101,532.00)	$ 490,282.00	$ 507,625.00	$ (17,343.00)	$ 4,194.00	-3.42%	Corrected Appraisal Information
0408009	LOR-3	$ 205,000.00	$ 275,000.00	$ (70,000.00)	$ 205,000.00	$ 275,000.00	$ (70,000.00)	$ 2,703.80	-25.45%	Adjust Value to Contract Sale Price
0414361	PRESRV-2-37	$ 575,625.00	$ 575,625.00	$ -	$ 575,825.00	$ 575,825.00	$ -	$ 4,483.37	0.00%	No Change
0395784	TCT-B	$ 346,384.00	$ 346,384.00	$ -	$ 346,384.00	$ 190,511.00	$ 155,873.00	$ 1,483.32	81.82%	Change to Non Primary Residence per Ashley.
0016471	CR-28-B-2AM	$ 552,300.00	$ 680,000.00	$ (127,700.00)	$ 552,300.00	$ 680,000.00	$ (127,700.00)	$ 5,463.12	-18.78%	Adjust Value to Comparable sales.
0420053	ESCLAL-338-AM	$ 1,050,000.00	$ 1,260,000.00	$ (210,000.00)	$ 1,050,000.00	$ 1,260,000.00	$ (210,000.00)	$ 9,810.36	-16.67%	Adjust Value to Contract Sale Price
0346316	BHVS-6	$ 605,000.00	$ 605,000.00	$ -	$ 332,750.00	$ 605,000.00	$ (272,250.00)	$ 4,710.53	-45.00%	Change to Primary Residence per Ashley.
0455777	ECSC-13-AM	$ 1,900,000.00	$ 1,900,000.00	$ -	$ 1,900,000.00	$ 1,900,000.00	$ -	$ 14,793.40	0.00%	No Change
0049936	RC-2-166	$ 440,000.00	$ 485,000.00	$ (45,000.00)	$ 440,000.00	$ 485,000.00	$ (45,000.00)	$ 3,896.49	-9.28%	Adjust Value to Comperable sales.
0382535	CCRK-P-13	$ 160,000.00	$ 180,000.00	$ -	$ 880,000.00	$ 160,000.00	$ 720,000.00	$ 1,245.76	450.00%	Change to Primary Residence per Ashley.
0482850	NPTERR-7-AM	$ 405,000.00	$ 405,000.00	$ -	$ 222,750.00	$ 405,000.00	$ (182,250.00)	$ 3,153.33	-45.00%	Change to Primary Residence per Ashley.
0418958	SRNYK-1	$ 1,205,708.00	$ 1,205,708.00	$ -	$ 663,139.00	$ 1,205,708.00	$ (542,569.00)	$ 9,686.66	-45.00%	Change to Primary Residence per Ashley.
0393771	DC-64	$ 2,210,617.00	$ 3,996,664.00	$ (1,785,847.00)	$ 2,210,817.00	$ 3,996,664.00	$ (1,785,847.00)	$ 38,216.10	-44.68%	Adjust Value to Comparable sales.
0339881	UVC-23	$ 110,000.00	$ 110,000.00	$ -	$ 60,500.00	$ 110,000.00	$ (49,500.00)	$ 1,059.85	-45.00%	Change to Primary Residence per Ashley.
0420194	ESCLAL-251-AM	$ 975,000.00	$ 1,260,000.00	$ (285,000.00)	$ 975,000.00	$ 1,260,000.00	$ (285,000.00)	$ 9,810.36	-22.62%	Adjust Value to Contract Sale Price
0486285	CCTS-1-2	$ 90,000.00	$ 90,000.00	$ -	$ 90,000.00	$ 90,000.00	$ -	$ 867.15	0.00%	No Change
0364012	SDLC-B309	$ 530,000.00	$ 530,000.00	$ -	$ 530,000.00	$ 53,000.00	$ 477,000.00	$ 4,126.58	900.00%	No Change
0187173	JR-2-285	$ 762,230.00	$ 762,230.00	$ -	$ 419,226.00	$ 762,230.00	$ (343,004.00)	$ 6,297.54	-45.00%	Change to Primary Residence per Ashley.
0319644	WDCS-E-17	$ 635,499.00	$ 635,499.00	$ -	$ 349,524.00	$ 635,499.00	$ (285,975.00)	$ 5,250.49	-45.00%	Change to Primary Residence per Ashley.
0198725	PP-87-C-4	$ 1,430,660.00	$ 1,931,746.00	$ (501,086.00)	$ 810,758.00	$ 1,114,255.00	$ (303,497.00)	$ 8,675.59	-27.24%	Adjust Value to Comperable sales.
0437123	SGR-1-13	$ 1,115,359.00	$ 1,115,359.00	$ -	$ 613,447.00	$ 1,115,359.00	$ (501,912.00)	$ 10,966.21	-45.00%	Change to Primary Residence per Ashley.
0393805	DC-67	$ 2,222,549.00	$ 2,487,553.00	$ (265,004.00)	$ 1,222,464.00	$ 1,368,217.00	$ (145,753.00)	$ 13,082.89	-10.65%	Adjust Value to Comperable sales.
0485673	2383-LVC-A	$ 826,690.00	$ 826,690.00	$ -	$ 826,690.00	$ 826,690.00	$ -	$ 8,641.63	0.00%	No Change
0190144	RP-3-Y-7	$ 300,000.00	$ 300,000.00	$ -	$ 165,000.00	$ 300,000.00	$ (135,000.00)	$ 2,478.60	-45.00%	Change to Primary Residence per Ashley.
0485224	NEVINSNP-16	$ 420,000.00	$ 420,000.00	$ -	$ 231,000.00	$ 420,000.00	$ (189,000.00)	$ 3,270.12	-45.00%	Change to Primary Residence per Ashley.
0255855	PI-F-69	$ 52,000.00	$ 52,000.00	$ -	$ 52,000.00	$ 52,000.00	$ -	$ 427.28	0.00%	No Change
0146427	SS-146-B	$ 712,443.00	$ 712,443.00	$ -	$ 712,443.00	$ 494,598.00	$ 217,845.00	$ 4,064.11	44.04%	Change to Non Primary Residence per Ashley.
	Totals for 08/24/2016	$ 26,555,844.00	$ 29,947,013.00	$ (3,391,169.00)	$ 21,199,568.00	$ 25,527,478.00	$ (4,327,910.00)			
	Totals for 08/17/2016	$ 197,544,145.00	$ 207,330,644.00	$ (9,786,499.00)	$ 142,624,040.00	$ 177,532,277.00	$ (34,908,237.00)			
	Totals for 08/10/2016	$ 93,633,062.00	$ 94,576,441.00	$ (943,379.00)	$ 64,510,456.00	$ 81,600,494.00	$ (17,090,038.00)			
	Running Total	$ 317,733,051.00	$ 331,854,098.00	$ (14,121,047.00)	$ 228,334,064.00	$ 284,660,249.00	$ (56,326,185.00)			

The Market value decrease for 2016 is ($ 14,121;047) As of 08/24/2016

The Taxable Value decrease for 2016 is ($56,326,185) As of 08/24/2016

CONSIDERATION AND APPOINTMENT OF TWO HEARING OFFICERS FOR BOARD OF EQUALIZATION AND PRIMARY RESIDENCY HEARINGS FOR 2016: Kathryn Rockhill

Chair Armstrong asked if appointing these two gentlemen will be beneficial in helping the appraisal process go quicker. Ms. Rockhill replied they have to have officers for those who want to go on to the informal hearing, so its part of the process. Council Member Carson asked if they have any other applicants that are local. Ms. Rockhill stated they had a Mr. Stoger, but he was a little too busy this year to help out. She stated they also had a gentleman from Heber who used to help out and he's too busy as well.

A motion was made by Board Member Carson to approve the appointment of William Randy Kelly and James Ivie for the Board of Equalization and Primary Residency Hearings for 2016. The motion was seconded by Board Member Adair and passed unanimously, 5 to 0.

DISMISS AS THE BOARD OF EQUALIZATION AND RECONVENE AS THE SUMMIT COUNTY COUNCIL

Board Member Carson made a motion to dismiss as the Summit County Board of Equalization and to reconvene as the Summit County Council. The motion was seconded by Vice Chair Robinson and passed unanimously, 5 to 0.

The meeting of the Summit County Board of Equalization adjourned at 5:15 p.m.

CONSIDERATION OF APPROVAL

- **Pledge of Allegiance**

DISCUSSION AND POSSIBLE APPROVAL OF A JOINT INTERLOCAL AGREEMENT FOR ADDITIONAL TRANSIT FUNDING PROVIDED BY THE ADDITIONAL MASS TRANSIT TAX (A.K.A. COUNTY, CITY, OR TOWN OPTION SALES AND USE TAX) BETWEEN PARK CITY MUNICIPAL CORPORATION AND SUMMIT COUNTY; DAVE THOMAS

Vice Chair Robinson stated he would like Exhibit-A to be labeled as "Prioritized Transportation Projects" so it gets attached properly. Deputy Attorney Dave Thomas stated there were a lot of stylistic changes that don't change the substance of what was discussed previously, and went through and clarified some of the changes that were made within the Agreement.

JOINT INTERLOCAL AGREEMENT FOR ADDITIONAL TRANSIT FUNDING PROVIDED BY THE ADDITIONAL MASS TRANSIT TAX [A.K.A. COUNTY, CITY, OR TOWN OPTION SALES AND USE TAX] BETWEEN PARK CITY MUNICIPAL CORPORATION AND SUMMIT COUNTY

THIS AGREEMENT, is made and entered into this 24 day of August, 2016, (the "Effective Date") by and between **PARK CITY MUNICIPAL CORPORATION**, a municipal corporation of the State of Utah, whose address is 445 Marsac Avenue, P. O. Box 1480, Park City, Utah ("Park City") and **SUMMIT COUNTY**, a political subdivision of the State of Utah, whose address is 60 N. Main Street, P.O. Box 128, Coalville, Utah 84017, ("Summit County"). Each is individually referred to as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, in 1994 the Parties established an historical precedent for mutual cooperation pursuant to that certain Resolution 17-94, which adopted an Interlocal Agreement between the Parties concerning land use wherein Summit County provided official notice to Park City and an opportunity to comment with respect to developments occurring within the Park City Annexation Policy Declaration Area; and,

WHEREAS, the Parties continued this historical precedent by entering into that certain Memorandum of Understanding Regarding the Permitting of Olympic Events at the Park City Mountain Resort, dated July 12, 2001, wherein Summit County authorized Park City to regulate the Park City Mountain Resort ("PCMR") Olympic Venue on areas located within the unincorporated county; and,

WHEREAS, this historical precedent is further demonstrated in that certain Transportation Agreement between the Parties, dated April 4, 2002, wherein a framework for the provision of public transportation services throughout the Snyderville Basin and Park City was set forth and funded by special assessments and tax revenues; and,

WHEREAS, the Parties have continued to collaborate on transportation and transit issues through participation in the Joint Transit Advisory Board ("JTAB"), consistent with the Park City and Summit County Interlocal Agreement dated February 1, 2006, and amended December 15, 2009 and the joint Entry Corridor Transit-Transportation Letter of Intent dated January 25, 2006; and,

WHEREAS, the Parties agreed that a regional, collaborative approach and partnership is essential to proactively address our transportation issues that have resulted from economic and population growth; and,

WHEREAS, local and regional economic and population growth are projected to increase thereby resulting in continued growth in traffic volumes on our local and state transportation network, absent additional investment in our transit system; and,

WHEREAS, the Parties agree that increasing volumes of traffic and congestion, particularly during peak periods and due to single occupancy vehicle trips within the Snyderville Basin and Park City, and longer and more frequent commutes on our constrained roadways, constitute: (1) substantial degradation of the exceptional quality of life for City and County residents; (2) degradation of the overall experience of visitors who support and sustain our local economy; and (3) adverse impacts to our air quality and our community's carbon footprint; and,

WHEREAS, the Parties have jointly developed a list of prioritized transit projects to be implemented within Summit County (the "Prioritized Transportation Projects") that are consistent with adopted transportation planning documents to help address and expedite implementation of existing and future traffic congestion mitigation measures by improving and expanding the existing mass transit system. The list of Prioritized Transportation Projects is attached hereto as Exhibit A; and,

WHEREAS, Park City and Summit County are committed to funding the Prioritized Transportation Projects through various existing and future sources of funds, including, but not limited to, sales taxes imposed in accordance with UCA Title 59, Chapter 12, Part 22; and,

WHEREAS, Park City, through its Resolution No. 18-2016, agreed to support Summit County's ballot initiative to levy the Additional Mass Transit Tax (defined below) as opposed to seeking voter approval for Park City's own optional sales and use tax to fund a system for public transit, (UCA §59-12-2214), provided the funds from the Summit County tax are allocated under a mutually agreeable process for transit projects, programs, and services that directly and/or indirectly benefit Park City residents, visitors, and businesses; and,

WHEREAS, to that end, it is the intention of Summit County to propose one or more sales and use taxes to be included as ballot propositions at the November 8, 2016 General Election, including, among others, the Additional Mass Transit Sales Tax, which can also be levied by Park City, but not by both entities at the same time, or in the future; and,

WHEREAS, it is the intention of the Parties that, should the voters of Summit County approve the County imposed Additional Mass Transit Sales Tax, it will be used on a first priority basis to improve our existing system of public transit by implementing the Prioritized Transportation Projects, and other projects or service enhancements as mutually agreed upon during an annual JTAB meeting;

NOW THEREFORE, BE IT RESOLVED, that Summit County and Park City enter into this Agreement under the provisions of the *Utah Interlocal Cooperation Act*, §11-13-101, et. seq. of the Utah Code to foster the legitimate interests of Summit County and Park City actively

working together regarding taxation, regional transportation planning, traffic mitigation, and transit operations. The Parties recognize that traffic and congestion problems within Summit County transcend political jurisdictional boundaries and intergovernmental coordination is essential for protecting lives, property and environment, and for facilitating the efficient use of available assets, both public and private. The Parties therefore agree as follows:

1. PURPOSE. Recognizing both the significant impacts, importance and mutual benefits of working cooperatively to effectively mitigate the existing and future traffic and congestion problems in Summit County, the Parties are entering into this Agreement in order to mitigate and reduce such problems. This Agreement does not authorize the creation of a regional transit authority.

2. AUTHORIZED OFFICIAL. For Summit County, the Authorized Official shall be the County Manager or his/her designee. For Park City, the Authorized Official shall be the City Manager or his/her designee.

3. PROGRAM DESCRIPTION AND PRIORITY PROCESS.

A. Summit County shall place on the November 2016 General Election Ballot the following sales tax ballot proposition: County option sales and use tax to fund a system for public transit pursuant to UCA §59-12-2214 (referred to in this Agreement and by the Utah State Tax Commission as the "Additional Mass Transit Tax").

B. The Parties have jointly developed the Prioritized Transportation Projects. The Parties shall collaborate with each other to make all reasonable efforts to implement all Prioritized Transportation Projects using funding, if approved by voters, from the Additional Mass Transit Sales Tax. The Parties recognize that the Additional Mass Transit Sales Tax has specific statutory purposes and limitations. As such, the implementation of the Prioritized Transportation Projects shall conform to these statutory purposes and limitations. The proceeds from the Additional Mass Transit Sales Tax ("AMT Proceeds") shall be prioritized towards funding the Prioritized Transportation Projects, in order to support and fund a system of public transit services and improvements in the most efficient and effective manner, using methods consistent with best practices and industry standards in public transit. To that end, any AMT Proceeds that have been theretofore allocated by JTAB to transit projects shall remain so allocated until such time that they are no longer required for such purpose.

C. Any AMT Proceeds that have not been allocated to specific projects and any AMT Proceeds that cease to be used as theretofore allocated (collectively "Unallocated Revenues") shall be subject to an annual funding determination by Park City and Summit County, through JTAB, of transit projects or services consistent with adopted transportation plans. That determination will be made upon no later than one hundred eighty (180) days after the start of each calendar year.

In the event that JTAB does not agree on the use of Unallocated Revenues generated from the

AMT Proceeds, JTAB shall:

i. Utilize a mutually agreeable third party (such as industry consultants and/or technical experts, another transit organization, etc.) to help mediate the disagreement and/or provide a technical, peer review of any/all pertinent information and provide a recommendation to JTAB; and

ii. If, one hundred eighty (180) days after the start of the calendar year, JTAB remains at an impasse regarding Unallocated Revenues generated from the AMT Proceeds, such Unallocated Revenues shall be distributed to Park City by Summit County in proportion to the amount of AMT Proceeds that have been collected within Park City's municipal boundaries as computed by the Utah State Tax Commission, with the remainder of the Unallocated Revenues going to Summit County.

D. Park City agrees to forego the imposition of the Additional Mass Transit Sales Tax under the same taxing authority, UCA §59-12-2214 and its associated revenues, so long as Summit County imposes the Additional Mass Transit Sales Tax in accordance with this Agreement;

E. Unless otherwise agreed by both parties, JTAB will continue to have equal representation from Park City and Summit County.

4. HOLD HARMLESS AND INDEMNITY. Each Party agrees to indemnify, defend, and hold harmless each other Party from and against any claims, lawsuits, liability, damages, loss, costs or expense, including attorney's fees incurred as a result of bodily injury, death, personal injury or damage to property caused by or arising out of the intentional, wrongful, or negligent acts or omissions of the responsible Party. Notwithstanding the foregoing sentence, no Party waives any defenses or immunity available under the Utah Governmental Immunity Act (Chapter 63G-7, Utah Code Annotated), nor does any Party waive any limits of liability currently provided by the Act.

5. NO WAIVER OF GOVERNMENTAL IMMUNITY: INSURANCE. Nothing herein shall be deemed a waiver by any Party of any immunity provided by law to such Party or an extension of any limits of liability applicable to such Party nor shall this Agreement be construed as an agreement to indemnify, hold harmless, or in any way to assume liability for personal injury, death or property damage caused by the negligence of the other Party. Each Party agrees to make provision for insurance coverage, through independent contact or self-insurance, to meet such liability as may be imposed upon it through statutory waiver of immunity or as otherwise provided by law.

6. WITHDRAWAL. Any Party to this Agreement may withdraw from this Agreement by providing written notice of its intent to withdraw to the applicable Authorized Official.

A. In the event that Park City initiates withdrawal, the withdrawal shall take effect on the following December 31st after the Authorized Official receives notice.

B. In the event that Summit County initiates withdrawal, the withdrawal shall take effect on the following June 30th after the Authorized Official receives notice.

C. Upon the effective date of the withdrawal, each Party shall thereafter receive its proportional share of the Unallocated Revenues collected within its jurisdictional boundaries, as computed annually by the Utah State Tax Commission.

7. TERM. The term of this Agreement shall commence on the Effective Date and shall have an initial term of fifty (50) years, which shall automatically renew for successive fifty (50) year terms unless or until a Party withdraws or the Agreement is terminated as provided herein.

8. NONDISCRIMINATION. The Parties will not discriminate against any recipient of any services or benefits provided for in this Agreement on the grounds of race, creed, color, national origin, sex, marital status, gender identification, sexual orientation, age or the presence of any sensory, mental or physical handicap.

9. NO SEPARATE ENTITY. This Agreement does not create a separate legal or administrative entity and no third party rights are created by the enactment of this Agreement. As allowed in §11-13-201 of the Utah Code, both Parties are cooperating jointly together to exercise their individual powers and privileges.

10. NO THIRD PARTY BENEFICIARIES. There are no intended third party beneficiaries to this Agreement. It is expressly understood that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the Parties, and nothing contained in this Agreement shall give or allow any claim or right of action by any third person under this Agreement. It is the express intention of the Parties that any person, other than the Party who receives benefits under this Agreement, shall be deemed an incidental beneficiary only.

11. RESERVATION OF LEGISLATIVE AND EXECUTIVE POWERS. The Parties recognize and agree that this Agreement does not obligate either Party to limit their legislative or executive powers with respect to any of the subject matter of this Agreement including, without limitation, land use decisions, taxation, open space, transportation, traffic mitigation, transit, and economic development

12. INTERLOCAL COOPERATION ACT REQUIREMENTS.

In satisfaction of the requirements of the *Utah Interlocal Cooperation Act*, the Parties agree as follows:

A. This Agreement shall be conditioned upon the approval and execution of this

Agreement by the Parties pursuant to and in accordance with the provisions of the *Utah Interlocal Cooperation Act*, as set forth in UCA Title 11, Chapter 13, including the adoption of resolutions of approval, but only if such resolutions of the legislative bodies of the Parties are required by the *Utah Interlocal Cooperation Act*.

B. In accordance with the provisions of UCA §11-13-202.5(3), this Agreement shall be submitted to the attorney authorized to represent each Party for review as to proper form and compliance with applicable law before this Agreement may take effect.

C. A duly executed copy of this Agreement shall be filed with the keeper of records of each Party, pursuant to §11-13-209 of the *Utah Interlocal Cooperation Act*.

D. No real or personal property shall be acquired jointly by the Parties as a result of this Agreement unless this Agreement has been amended to authorize such acquisition. To the extent that a Party acquires, holds, or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this Agreement, such Party shall do so in the same manner that it deals with other property of such Party.

13. **ENTIRE AGREEMENT; AMENDMENTS.**

This Agreement contains the entire agreement between the Parties with respect to the subject matter hereof, and no statements, promises, or inducements made by any Party or agents of any Party that are not contained in this Agreement shall be binding or valid.

A. Alterations, extensions, supplements or modifications to the terms of this Agreement shall be agreed to in writing by the Parties, incorporated as amendments to this Agreement, and made a part hereof. To the extent of any conflict between the provisions of this Agreement and the provisions of any later agreements, the later agreements shall be controlling.

B. The Parties may add to, delete from or change one or more of the Prioritized Transportation Projects from time to time by a majority vote of JTAB.

14. **SEVERABILITY.**

If any provision of this Agreement is construed or held by a court of competent jurisdiction to be invalid, the remaining provisions of this Agreement shall remain in full force and effect.

15. **AUTHORIZATION.**

The individuals executing this Agreement on behalf of the Parties confirm that they are duly authorized representatives of the Parties and are lawfully enabled to execute this Agreement on behalf of the Parties.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF the Parties hereto have caused this Agreement to be executed the day and year first hereinabove written.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, Mayor

Attest:

City Recorder

Approved as to Form:

Mark D. Harrington, City Attorney

SUMMIT COUNTY

Roger Armstrong
County Council Chair

Attest:

Kent Jones
County Clerk

Approved as to Form:

David L. Thomas
Chief Civil Deputy

EXHIBIT A

ADDITIONAL MASS TRANSIT SALES TAX PROJECT LIST 2017 to 2022

Project Description	Estimated Project Cost
Increased Bus Frequency/Service	
SR-224 Express (to Jeremy 2018)	$ 2,010,000
SLC/PC/SC Connect	$ -
Park City (Internal)	$ 760,000
Kimball Junction Circulator	$ 600,000
Kamas to PC	$ 280,000
SR-248 Express	$ 450,000
Neighborhood Transit Connections	$ -
TOTAL ESTIMATED PROJECT COST	$ 4,100,000

**Project costs shown are estimates only. Actual budgeting and programming of projects by JTAB will determine actual amounts.

Vice Chair Robinson made a motion to approve the Joint Interlocal Agreement for Additional Transit Funding Provided by the Additional Mass Transit Tax (A.K.A. County, City, or Town Option Sales and Use Tax) Between Park City Municipal Corporation and Summit County, with the title amendment change to Exhibit-A. The motion was seconded by Council Member Carson and passed unanimously, 5 to 0.

CONTINUED DISCUSSION AND POSSIBLE APPROVAL OF RESOLUTION 2016-11, A RESOLUTION PURSUANT TO UCA 59-12-2217 SUBMITTING PROPOSITION TO IMPOSE A COUNTY OPTION SALES AND USE TAX FOR TRANSPORTATION, SUMMIT COUNTY, UTAH; Dave Thomas

ROBERT K. HILDER
COUNTY ATTORNEY

Criminal Division

PATRICIA S. CASSELL
Chief Prosecutor

JOY NATALE
Prosecuting Attorney

RYAN P. C. STACK
Prosecuting Attorney

IVY TELLES
Prosecuting Attorney

Summit County Courthouse • 60 N. Main • P.O. Box 128 • Coalville, Utah 84017
Telephone (435) 336-3206 Facsimile (435) 336-3287
email: (first initial)(last name)@summitcounty.org

Civil Division

DAVID L. THOMAS
Chief Deputy

JAMI R.BRACKIN
Deputy County Attorney

HELEN E. STRACHAN
Deputy County Attorney

LEGAL MEMORANDUM

To: Thomas C. Fisher, County Manager

From: David L. Thomas, Chief Civil Deputy

Date: July 22, 2016

Re: Transportation / Transit Initiatives

1. The County Council (Council) will be considering the two attached resolutions and interlocal agreement at their August 17 and August 24 meetings. Each resolution proposes to place on the General Election Ballot a specific county option sales and use tax, one for transportation (UCA §59-12-2217) and another for transit (UCA §59-12-2214). Both are countywide sales taxes. If the Council decides to adopt the resolution concerning the transit oriented sales tax, the interlocal agreement with Park City should be adopted simultaneously therewith.

2. The resolutions must be adopted at least 65 days prior to the November 8, 2016 General Election. (UCA §20A-6-106). This means that the resolutions must be adopted on or before September 6, 2016. No public hearing is required prior to passage of these resolutions.

3. Once the resolutions are adopted, "a public entity may not make an expenditure from public funds . . . to influence a ballot proposition." (UCA §20A-11-1203) (emphasis added). This is a broad restriction that applies not just to the County, but also to all cities, school districts and special districts. (UCA §20A-11-1202(10)). Expenditure means "a purchase, payment, donation, distribution, loan, advance, deposit, gift of money, or anything of value." (UCA §20A-11-1202(4)). Public funds is defined as "appropriations, grants, taxes, fees, interest, or other returns on investment." (UCA §20A-11-1202(11)). Influence means "to campaign or advocate for or against a ballot proposition." (UCA §20A-11-1202(6)). A violation of this prohibition constitutes a Class B Misdemeanor. (UCA §20A-11-1204). Further, no public email may be used to advocate for or against a ballot proposition. (UCA §20A-11-1205). Upon a first offense, the violator will be assessed a $250 fine by the County Clerk. All subsequent offenses carry with them a $1,000 fine per occurrence. In sum, the County must remain neutral.

4. Such does not prevent a public official from speaking, campaigning, contributing personal money or otherwise exercising their 1st Amendment rights to advocate for or against a ballot proposition. (UCA §20A-11-1206).

5. Further, the County is permitted to provide "factual information about a ballot proposition to the public, so long as the information grants equal access to both the opponents and proponents of the ballot proposition." The County may also encourage, in a neutral fashion, residents to vote. (UCA §20A-11-1206). Most importantly, however, is that there is an exception to the prohibition set forth in ¶3 above, which allows the County to provide "a brief statement about a public entity's position on a ballot proposition and the reason for that position." (UCA §20A-11-1202(6)(b)). This allows for the County to explain publicly why the ballot proposition would be beneficial to residents. Such can be done through a resolution of support. Cities, school districts, and special districts can enact such resolutions of support as well. While there is no time limitations on when these resolutions of support can be issued, the County's resolution should be consistent with and correspond to the argument in favor of the ballot proposition and the time limitations set forth in the Transparency of Ballot Propositions Act (September 9, 2016). See ¶8 below.

6. Under the Local Option Sales and Use Taxes for Transportation Act, the County Clerk is required to publish notice in the *Park Record* and on the Utah Public Notice Website of the ballot propositions at least fifteen (15) days prior to the General Election. (UCA §59-12-2208(3)(b)). This means that the notice must be published prior to October 24, 2016.

7. In the 2016 Utah Legislative Session, changes were made to the process pertaining to ballot propositions. While sales tax ballot propositions are not classified as initiatives or referendums under the Utah Election Code, the County Clerk must still prepare a Voter Information Pamphlet. An eligible voter (not an organization) must file a request to provide argument (for or against) with the County Clerk 65 days prior to the General Election. That would be September 6, 2016. If more than one eligible voter files a request, then the County Clerk makes a determination, giving priority to members of the local governing legislative body. The voter information pamphlet arguments may not exceed 500 words in length and not list more than five names as sponsors. The arguments must be submitted to the County Clerk at least 60 days prior to the General Election (September 9, 2016). Each side may submit a rebuttal at least 45 days prior to the General Election of no more than 250 words (September 26, 2016). The Voter Information Pamphlet must be sent by the County Clerk to all eligible voters within a 15 – 45 day window prior to the General Election (September 26 – October 24). (UCA §20A-7-402).

8. The Transparency of Ballot Propositions Act defines the procedure for a governing body to propose a ballot proposition to their voters. The Legislature altered this legislation to better track with the Voter Information Pamphlet timelines. There is however, a distinct difference with the Voter Information Pamphlet. **The argument in favor of the ballot proposition (and any rebuttal) must be written and submitted to the County Clerk by the County Council.** The Council and an eligible voter who submits an argument in opposition to the ballot proposition are under the same time and length constraints as arguments for or against in the Voter Information Pamphlet. The County Clerk publishes the arguments and rebuttals 30 days in advance of the General Election (October 7, 2016) on the Statewide Electronic Voter

Information Website (UCA §20A-7-801) and on the County website. The published arguments must provide at the bottom a notice of a public meeting where arguments for and against the ballot proposition will be heard by the County Council. (UCA §59-1-1604). This public meeting, which must begin at 6 pm or later, is to be held within a 4 – 45 day window prior to the General Election (September 26 - November 4). This is the only public hearing that is required under the current law. The County Council must provide a digital audio recording of the public meeting no later than three days after the meeting on the County website. (UCA §59-1-1605).

Vice Chair Robinson suggested a minor change in the document after the closed parentheses on the percentage instead of the hyphen "or the equivalent," he would like to put a comma, "which is the equivalent." He stated it sounds like it's an either/or proposition and it's the same thing and they are trying to give an example -- "which is the equivalent." Deputy Attorney Dave Thomas stated the other proposition has nearly identical language and they can certainly put the changes on that you've proposed. Vice Chair Robinson suggested if they're going to convert that "which is the equivalent," then instead of the second double hyphen they put a comma after that, so there's two commas.

Vice Chair Robinson made a motion for the approval of Resolution 2016-11, a Resolution Pursuant to UCA 59-12-2217 Submitting Proposition to Impose a County Option Sales and Use Tax for Transportation in Summit County, Utah with the amended changes proposed. The motion was seconded by Council Member Carson and passed unanimously, 5 to 0.

Resolution No. 2016 -11

RESOLUTION PURSUANT TO UCA §59-12-2217 SUBMITTING PROPOSITION TO IMPOSE A COUNTY OPTION SALES AND USE TAX FOR TRANSPORTATION SUMMIT COUNTY, UTAH

WHEREAS, UCA §59-12-2217(1) provides that the Summit County Council (the "Council") may impose a sales and use tax of up to .25% within Summit County, including within its cities and towns (the "County Option Sales and Use Tax for Transportation" or "County Option Sales Tax"); and,

WHEREAS, the revenues collected from the County Option Sales Tax may be utilized for all of the purposes set forth in UCA §59-12-2217(2), including a regionally significant transportation facility (principal arterial highway, minor arterial highway, major collector highway, minor collector road, or airport of regional significance); and,

WHEREAS, prior to the imposition of the County Option Sales Tax, the Council shall "submit an opinion question to the county's . . . registered voters voting on the imposition of the sales and use tax so that each registered voter has the opportunity to express the registered voter's opinion on whether a sales and use tax should be imposed . . . ;" and,

WHEREAS, the Council finds that it is in the best interests of Summit County to place an opinion question before the electorate to seek permission to impose a County Option Sales Tax;

NOW, THEREFORE, be it resolved by the County Council, Summit County, Utah, that the following opinion question in the form of a Proposition shall be placed on the ballot for

consideration by the electorate at a regular general election to be held on November 8, 2016:

SUMMIT COUNTY PROPOSITION "B" – ROAD IMPROVEMENTS

Shall Summit County, Utah, be authorized to impose a one quarter of one percent (0.25%), which is the equivalent of one penny for every four dollars spent, sales and use tax (not applicable to groceries and gas) for the purpose of road improvements, maintenance, and safety features for the County and its cities?

NOTICE: The passage of this Proposition will not increase Summit County property taxes or rates.

APPROVED AND ADOPTED this 24th day of August, 2016.

SUMMIT COUNTY COUNCIL
SUMMIT COUNTY, UTAH

By: _____
Roger Armstrong, Chair

ATTEST:

_____
Kent Jones
County Clerk

COUNTY CLERK'S SEAL
SUMMIT COUNTY
1854
STATE OF UTAH

APPROVED AS TO FORM:

_____
David L. Thomas
Chief Civil Deputy

CONTINUED DISCUSSION AND POSSIBLE APPROVAL OF RESOLUTION 2016-12, A RESOLUTION PURSUANT TO UCA 59-12-2214 SUBMITTING PROPOSITION TO IMPOSE A COUNTY OPTION SALES AND USE TAX TO FUND A SYSTEM FOR PUBLIC TRANSIT, SUMMIT COUNTY, UTAH; Dave Thomas

Vice Chair Robinson made a motion for the approval of Resolution 2016-12, a Resolution Pursuant to UCA 59-12-2214 Submitting Proposition to Impose a County Option Sales and Use Tax to Fund a System for Public Transit in Summit County, Utah with the amended changes proposed. The motion was seconded by Council Member Carson and passed unanimously, 5 to 0.

Resolution No. 2016 -12

RESOLUTION PURSUANT TO UCA §59-12-2214 SUBMITTING PROPOSITION TO IMPOSE A COUNTY OPTION SALES AND USE TAX TO FUND A SYSTEM FOR PUBLIC TRANSIT SUMMIT COUNTY, UTAH

WHEREAS, UCA §59-12-2214(1) provides that the Summit County Council (the "Council") may impose a sales and use tax of .25% within Summit County, including within its cities and towns (the "County Option Sales and Use Tax for Public Transit" or "County Option Sales Tax"); and,

WHEREAS, the revenues collected from the County Option Sales Tax may be utilized for all of the purposes set forth in UCA §59-12-2214(2)(a), including the funding of a system for public transit; and,

WHEREAS, prior to the imposition of the County Option Sales Tax, the Council shall "submit an opinion question to the county's . . . registered voters voting on the imposition of the sales and use tax so that each registered voter has the opportunity to express the registered voter's opinion on whether a sales and use tax should be imposed . . . ;" and,

WHEREAS, the Council finds that it is in the best interests of Summit County to place an opinion question before the electorate to seek permission to impose a County Option Sales Tax;

NOW, THEREFORE, be it resolved by the County Council, Summit County, Utah, that the following opinion question in the form of a Proposition shall be placed on the ballot for consideration by the electorate at a regular general election to be held on November 8, 2016:

SUMMIT COUNTY PROPOSITION "A" – TRANSIT EXPANSION

Shall Summit County, Utah, be authorized to impose a one quarter of one percent (0.25%), which is the equivalent of one penny for every four dollars spent, sales and use tax (not applicable to groceries and gas) for the purpose of transit improvements including express transit service, more frequent transit service, and additional transit routes into neighborhoods?

NOTICE: The passage of this Proposition will not increase Summit County property taxes or rates.

APPROVED AND ADOPTED this 24th day of August, 2016.

SUMMIT COUNTY COUNCIL
SUMMIT COUNTY, UTAH

By: _____
Roger Armstrong, Chair

ATTEST:

_____
Kent Jones
County Clerk

COUNTY CLERKS SEAL
SUMMIT COUNTY
1854
STATE OF UTAH

APPROVED AS TO FORM:

_____
David L. Thomas
Chief Civil Deputy

APPOINT MEMBERS TO THE SUMMIT COUNTY RECREATION ARTS & PARKS ADVISORY COMMITTEE – RAP TAX CULTURAL

Vice Chair Robinson made a motion to appoint Judy Horwitz and reappoint Loralie Pearce to the Summit County Recreation Arts & Parks Advisory Committee (RAP Tax Cultural Committee). Judy and Loralie's terms of service to expire June 30, 2019. The motion was seconded by Council Member Adair and passed unanimously, 5 to 0.

COUNCIL COMMENTS

Council Member Adair stated he and Council Member Carson went to a graduation at the Drug Court this week and gave kudos to all the staff that helped in that great program. He said it was pretty humbling to see the work that the young lady went through.

Chair Armstrong stated they had a great meeting the previous day with the Chamber Board and they were able to explain the transportation taxes one more time to them and how they got there and they were very supportive and it was a great discussion.

Council Member McMullin stated the previous evening the Planning Commission voted a negative recommendation to not allow helicopters anywhere in the county. Council Member McMullin asked Planning Commissioner Colin DeFord to explain what happened at the Planning Commission. Mr. DeFord stated they had a great meeting with a lot of public comment opposed to landing sites. Based on public input, they basically took almost every use of a landing site or heliport to air taxi out. He explained it's still in the Use Table but it's not allowed in any of the county zones any longer. The utility and construction would be a low-impact permit in all zones. The resort core for the Canyons would still have their heli-skiing operation as a low-impact permit. But the public comment was very consistent with no private landing sites, no air taxi sites, and no heliports in the Basin in any zone. They forwarded to Council a positive recommendation based on the changes that they forwarded to staff. There is a special exception that still exists such as emergency medical and sheriff use. The Council will have to consider the special exception for festivals, such as Sundance. Staff wants Council to consider a special exception for a festival permit.

Council Member Carson stated she sent out an email in regards to the Minors Day parade. She asked Council to let her know if they would like to participate because she needs to send in a correction to the application as to which Council members will be on the float. She stated it starts at 11:00 a.m.

Council Member Carson suggested canceling the September 21st SCC meeting due to the retreat being held that week on the 19th. She stated that Wednesday is the beginning of the UAC conference, which will be held in Vernal that Wednesday through Friday if any Council members would like to attend. Registration is open.

Council Member Carson stated she wanted to recognize Leslie Thatcher for her Professional Citizen of the Year Award, and to Kim McClelland. Thank you from the Summit County Council.

Vice Chair Robinson stated the post legislation to create the Central Wasatch National Conservation and Recreation Area has been scheduled tentatively for a hearing before the House Resources Commission, committee chaired by Rob Bishop on the 27th of September. There has been discussion about some parties wanting to delete 975 acres in the designation, which in his opinion, was one of the things that the county and county citizens wanted. He stated there's some compromise going on with language and he doesn't know exactly where it's going but he just wanted reaffirmation from SCC that that acreage was important for to include in the conservation recreational area. Vice Chair Robinson stated if the bill doesn't get polluted in a way that's unacceptable then he or Andy Beerman may go back to D.C. to participate in the meetings. There are proposed to be four speakers at the Resources Committee, none of whom would be Andy or himself. He stated there's a corrective action that needs to be taken to keep the bill in its consensus form.

MANAGER COMMENTS

There were no manager comments.

PUBLIC INPUT

Chair Armstrong opened the public input at 5:52 p.m.

Glen Wright on behalf of Deeper Understanding stated the transit committee contacted them in the last couple of days to see if the project would do a forum on the tax increase. He stated they are happy to do so. They will put it on their schedule for Thursday, October 13th. He stated what they'll need from Council is who's going to present, who from either the city or county will be the advocate, and if County Clerk Kent Jones gets any descending views to please send their names to them so they can say "you are invited to present the opposition case." That will be held at St. Luke's from 7-9 p.m.

Chair Armstrong closed the public hearing at 5:55 p.m.

The County Council meeting adjourned at 5:56 p.m.

Council Chair, Roger Armstrong

County Clerk, Kent Jones

COUNTY CLERK'S SEAL
SUMMIT COUNTY
1854
STATE OF UTAH