



Maintaining the Systems Balance in a New CWNCR Draft

MEMO

To: Central Wasatch Commission Board
Chair: Jeff Silvestrini, Co-Chair: Erin Mendenhall, Treasurer and Secretary: Christopher F. Robinson, Monica Zoltanski, Bill Ciraco, Roger Bourke, Dan Knopp, Mike Weichers, Carlton Christensen, Annalee Munsey, Amber Broadway

CC: Laura Briefer, Salt Lake City Public Utilities; Kim Bell, Sandy City

From: Lindsey Nielsen, Executive Director
Sam Kilpack, Director of Operations
Ben Kilbourne, Communications Director

Subject: Maintaining the Systems Balance in a New CWNCR Draft

As Commissioners consider renegotiating the agreements in a potential new draft of the CWNCR, we should also consider how and which of the systems – recreation, environment, transportation, and economy – have been addressed in the original CWNCR and the 10.27.2020 draft, which is the most current iteration. The normal text in the table below outlines the wins and the concessions for each system group in both versions of the bill, while the **bolded** items are pieces of H.R. 5718 the CWNCR that were removed in the 10.27.20 draft CWNCR.

	Transportation	Environment	Recreation	Economy
<i>Gains</i>	<ul style="list-style-type: none">- Wilderness offset for unencumbered transportation corridor- 4f transportation code exemption for UDOT- Assurance that the CWNCR does not threaten UDOT's ability to implement transportation solutions and receive future appropriations- NCRA management plan	<ul style="list-style-type: none">- NCRA designation- Wilderness designation- White Pine Watershed Protection Area designation- Ski Use Area Permit fixture- NCRA management plan	<ul style="list-style-type: none">- BST Wilderness offset- NCRA management plan	<ul style="list-style-type: none">- USFS/ski resort land exchanges- Additional water allocations to resorts- Stewardship of the Central Wasatch Mountain Range benefits the broader Utah State economy- Allowance for future appropriations for the NCRA- NCRA management plan
<i>Gives</i>	<ul style="list-style-type: none">- No new roads allowed on public land within the NCRA boundary	<ul style="list-style-type: none">- Wilderness offsets for the multi-use BST	<ul style="list-style-type: none">- New Wilderness would make some areas inaccessible to bicycles (mechanized travel is prohibited in Wilderness)	<ul style="list-style-type: none">- The permanent fixture of Ski Use Area Permit boundaries following the land exchanges which would provide additional land and water to the resorts for expansion.

The **bolded** transportation items above that appeared in the original CWNCR bill that was introduced to Congress in 2016 do not appear in the 10.27.2020 draft CWNCR because UDOT determined they no longer needed those accommodations and requested that CWC staff remove them from the 10.27.2020 draft. The value-for-value land exchanges do not appear in the 10.27.2020 draft for various reasons including issues surrounding matching the value of ski-resort-owned mountainside lands traded to the USFS in exchange for USFS-owned resort-base-area lands traded to private ownership.

Over the past several months, CWC staff have spoken with the general managers of each Cottonwood Canyon ski resort and Salt Lake City Public Utilities about renegotiating land exchange agreements as a component of a new draft CWNCR. Those discussions have been productive and positive. It is agreed that the CWC should not pursue dollar-for-dollar exchanges in a new draft bill but instead explore other possible pathways for the land exchanges.

The table below shows the gains for each system in a potential 2025 draft CWNCR with **bolded** items representing either staff recommended additions or pieces of the legislation that the Commission will need to address as we work to draft a new iteration of the bill.

	Transportation	Environment	Recreation	Economy
<i>Gains</i>	<ul style="list-style-type: none"> - Are there any other transportation issues that could theoretically be addressed in a new draft bill? - Assurance that the CWNCR does not threaten UDOT's ability to implement transportation solutions and receive future appropriations - NCRA management plan 	<ul style="list-style-type: none"> - NCRA designation - Wilderness designation and additions - White Pine Watershed Protection Area designation - Ski Use Area Permit fixture - NCRA management plan 	<ul style="list-style-type: none"> - Are there any other recreation issues that could theoretically be addressed in a new draft bill? - We will need to remove the BST Wilderness offsets as that was achieved with Sen. Curtis' BSTAA - NCRA management plan 	<ul style="list-style-type: none"> - USFS/ski resort land exchanges - Additional water allocations to resorts - Stewardship of the Central Wasatch Mountain Range benefits the broader Utah State economy - Allowance for future appropriations for the NCRA - NCRA management plan
<i>Gives</i>	<ul style="list-style-type: none"> - No new roads allowed on public land within the NCRA boundary 	<ul style="list-style-type: none"> - Wilderness offsets for the multi-use BST 	<ul style="list-style-type: none"> - New Wilderness would make some areas inaccessible to bicycles (mechanized travel is prohibited in Wilderness) 	<ul style="list-style-type: none"> - The permanent fixture of Ski Use Area Permit boundaries following the land exchanges which would provide additional land and water to the resorts for expansion.

The key to the success of the Mountain Accord process was the delicate balance of the four systems of the Central Wasatch Mountains. Working to re-balance and address the current issues of each "system" needs to be a top priority of the Commission and should be the catalyst for discussion during the CWNCR section of the June 23rd Board meeting.