

Summit County Restaurant Tax Advisory Committee

Interview Schedule

Wednesday, August 24, 2016

Richins Building, conference room behind auditorium

4 vacancies; 4 interviews

3:20 PM Jodie Rogers (member recommended by Park City Restaurant Association)

3:35PM Lorrie Hoggan (reapplying)

3:45PM Alex Natt

Donnie Novell (member recommended by Park City Chamber Bureau)

The four vacancies are result of Donnie, Lorrie, and Jodie's terms expiring 7/31/16, and Michael Showers now works in Salt Lake and no longer qualifies to serve on the Committee. Council would appoint someone to fill his term which expires 7/31/19.

STAFF REPORT



TO: County Council
FROM: Erin Bragg
DATE: August 24, 2016
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.

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



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

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



INTO THE FUTURE



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 CO₂e from being emitted into the atmosphere annually
- SCPW sits 4th in Georgetown University Energy prize competition poised to win the \$5M prize



Climate Action 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





Public Art in Summit County

3 yr Planning ●



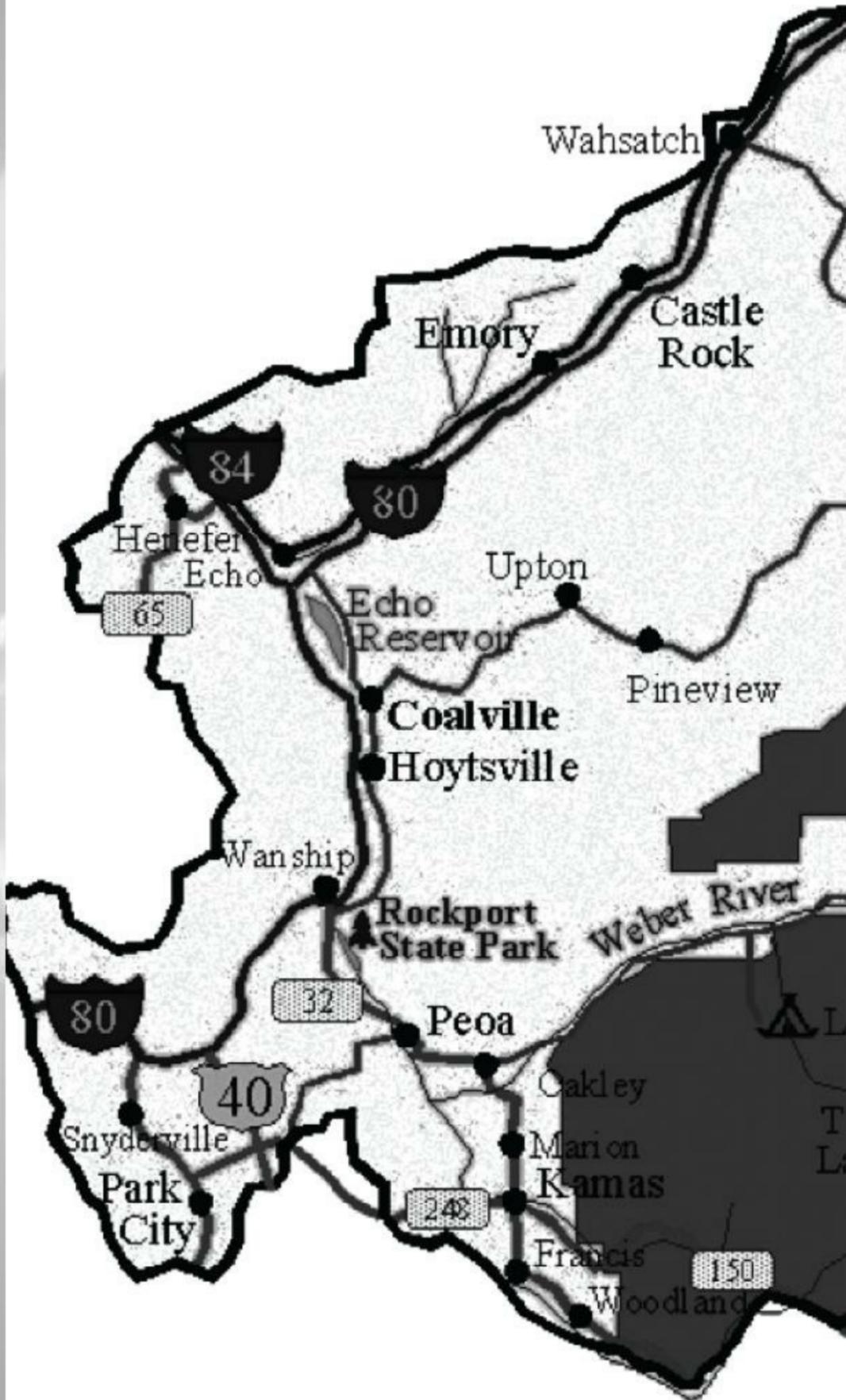
Where are we now?

15+ Works Completed

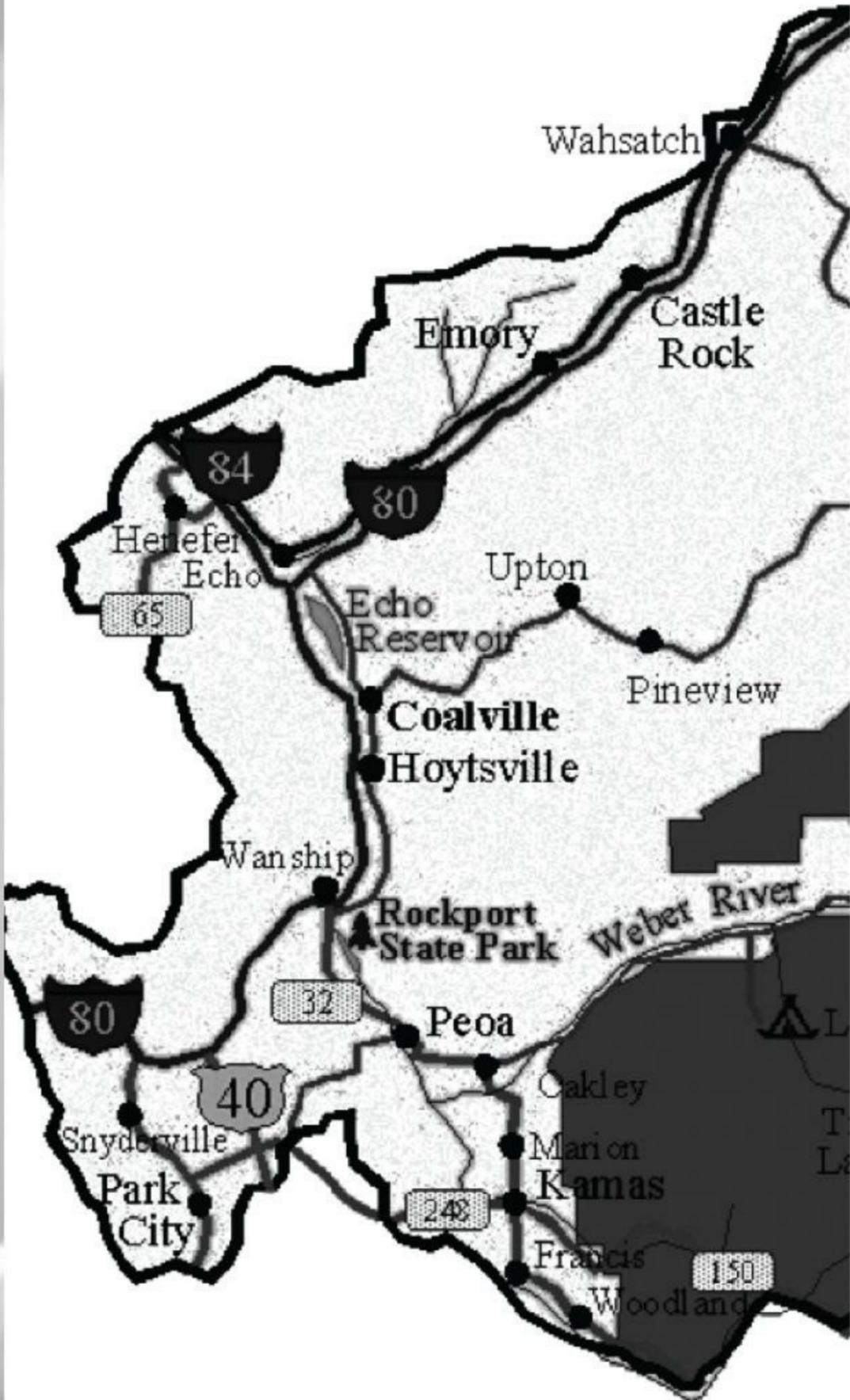
Funded by Grants, Donations and County General Fund

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

CRSA LOCHNER SITE RENDERING



\$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*



Kimball Jct Transit Center

LOCHNER SITE RENDERING



Time Line

2008

*Public Art Board
Ordinance Created*

2014

*First grants UDAM & RAP
General Fund Contribution \$72,000*

2018

*Fairgrounds &
Kamas Building,
Public Transit Art
Dark Storefronts, Art Pianos,
Traveling Exhibit*

2011

*Bookmobile wrap, fair mural,
and art pianos*

2016

*Transit center project
Dark Storefronts launched
Art Pianos, Flying Objects
County Art Collection &
Traveling Exhibit*

2

Vision

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

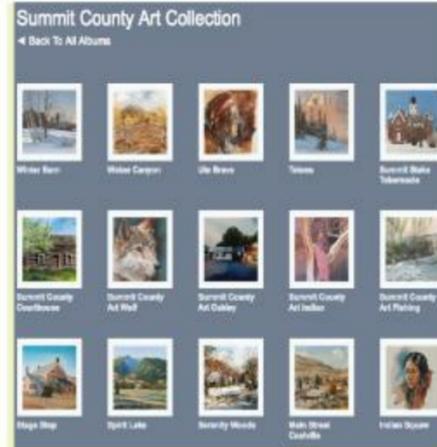
Government agencies, businesses and private citizens all participate in the development of public art in Summit County.

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

2017 Lightweight Projects (Grants)



Dark Storefronts Exhibit #2 & #3



E-Book of County Art Collection



Art Pianos For All
2 new piano locations
public programming

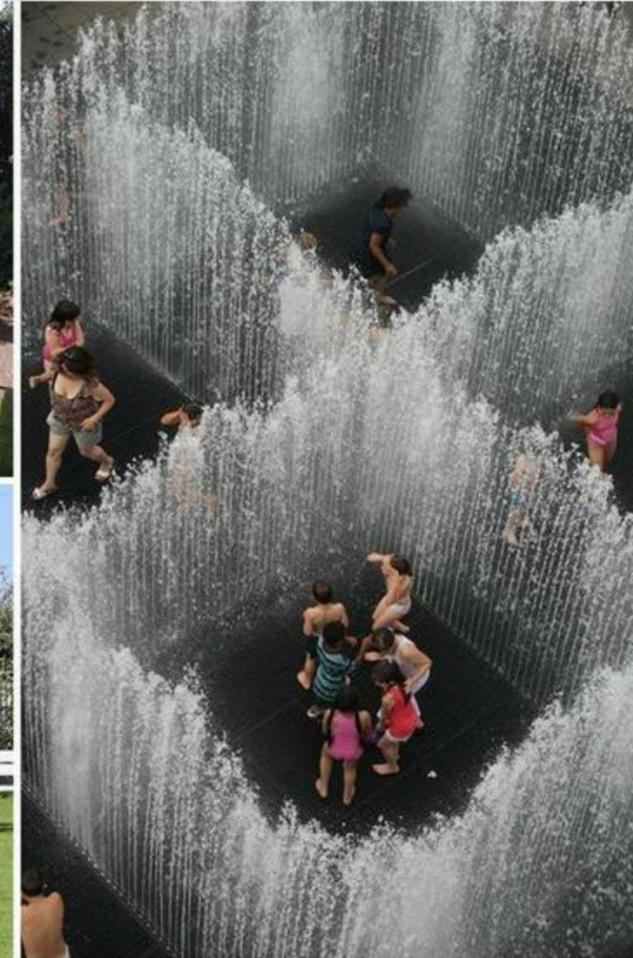
Recommended 2017 Large Project

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

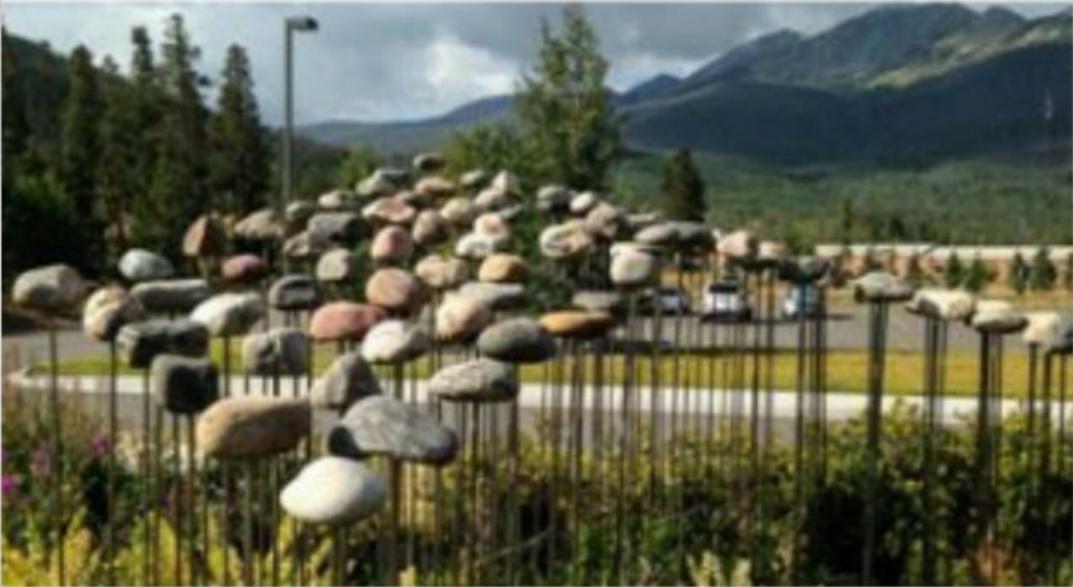
to get this done

Grand Junction

1% of capital projects

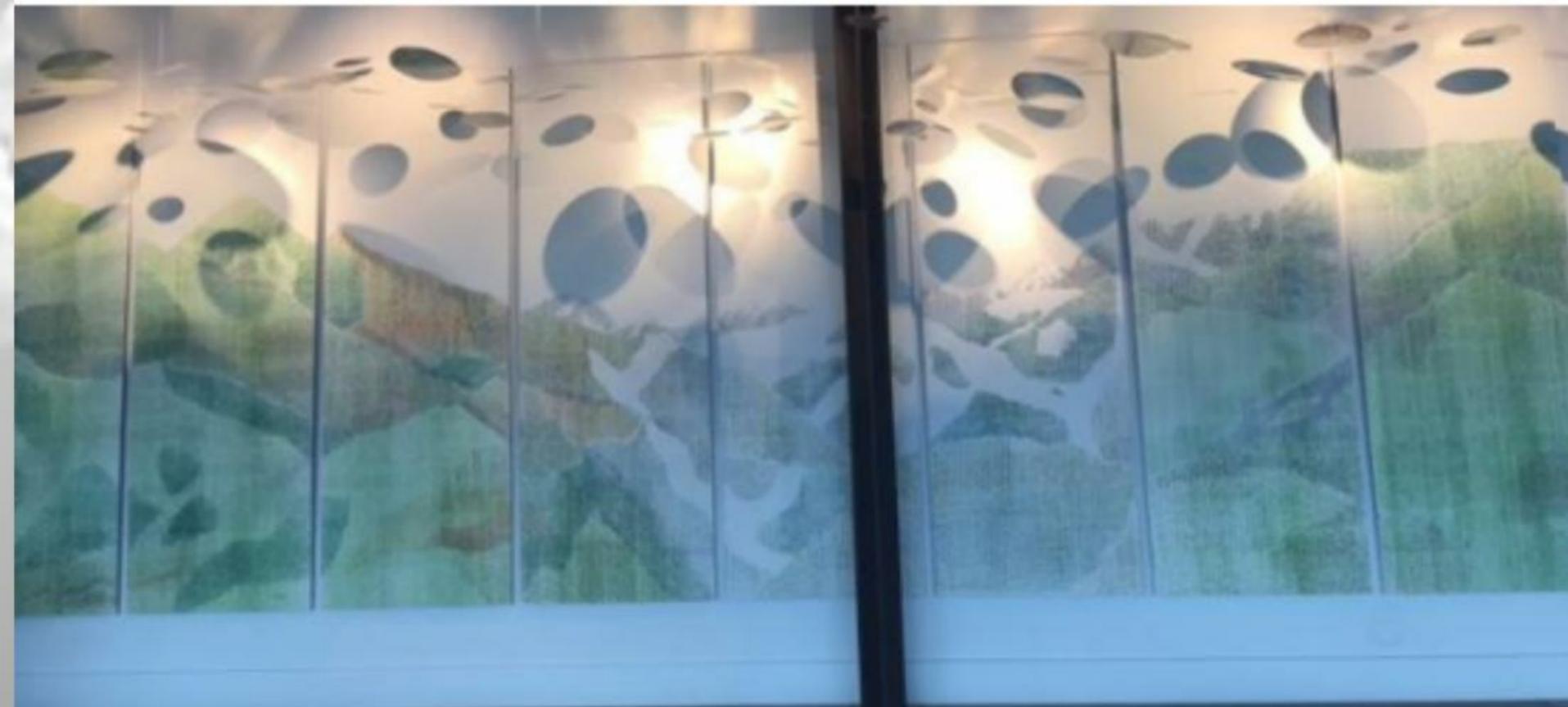


Summit County, CO



Park City

1% of capital +
General Fund allocation



San Francisco

Public Art model



WHY

is this important?

Consistency

Momentum

Vision

Value



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 -



Regional Transportation Planning

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.



Regional Transportation Planning

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 prepared 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 available 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.



Regional Transportation Planning

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



Regional Transportation Planning

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.



Regional Transportation Planning

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

**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%) – or 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

ATTEST:

By: _____
Roger Armstrong, Chair

Kent Jones
County Clerk

APPROVED AS TO FORM:

David L. Thomas
Chief Civil Deputy

**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%) – or 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

ATTEST:

By: _____
Roger Armstrong, Chair

Kent Jones
County Clerk

APPROVED AS TO FORM:

David L. Thomas
Chief Civil Deputy

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.

LET'S GO _____



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

LET'S GO _____



A RESTATEMENT OF THE PROBLEM

LET'S GO _____



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%

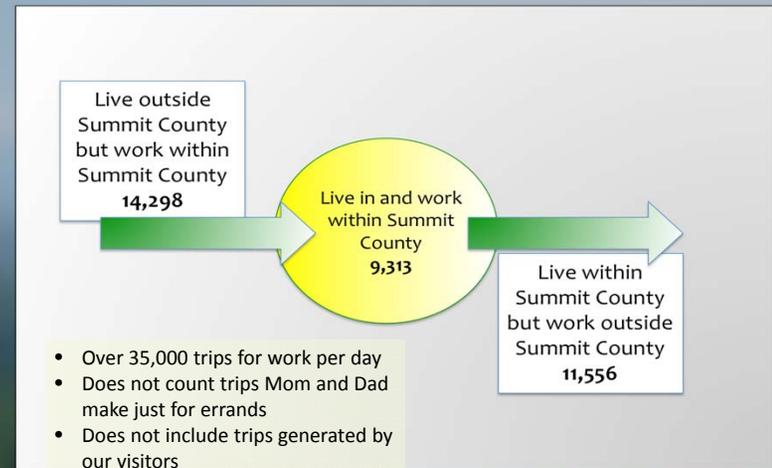
Projected Growth in Population

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%

LET'S GO _____



THE CHALLENGE

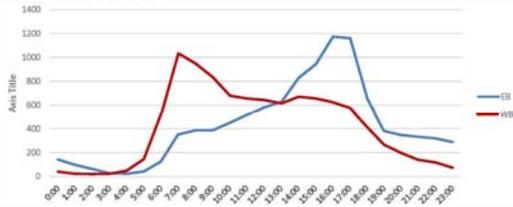


LET'S GO _____



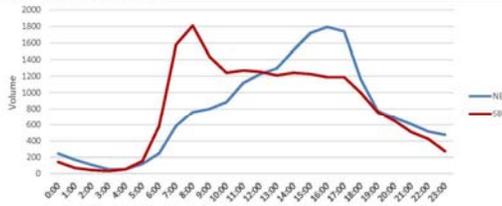
THE CHALLENGE

SR-248 Hourly Weekday Volume



- Similar pattern to Summer weekday analysis

SR-224 Hourly Weekday Volume



- More clear AM and PM peaks

	LOS A	LOS B	LOS C	LOS D	LOS E
4-lane Freeway	700	1,100	1,550	1,850	2,000
2-lane Highway	210	375	600	900	1,400
4-lane Highway	720	1,200	1,600	1,940	2,200

Dr. Jean-Paul Rodrigue, Dept. of Urban Culture & Geography, Hofstra University, New York, USA

Sr-248 @ 1200

Sr-224 @ 1800

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

LET'S GO

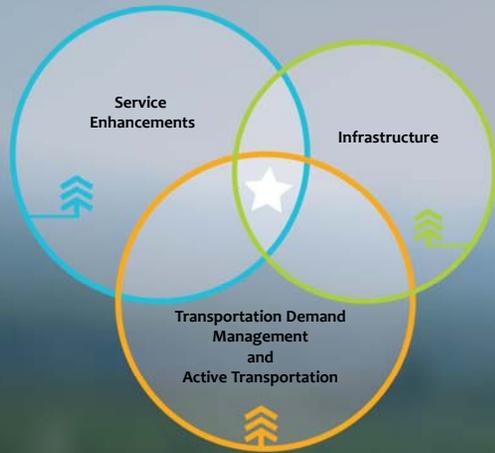


ELEMENTS OF A REGIONAL APPROACH

LET'S GO



A COMPREHENSIVE TRANSPORTATION APPROACH



LET'S GO



CONSIDERED REGIONAL SOLUTIONS

- Summit County Regional Projects
 - Snyderville Basin Transportation Master Plan
 - Eastern Summit County Transportation Master Plan

Park City Priority Transportation Projects

Project Description	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
SR 201	1,000,000	5,000,000	5,000,000		
Transportation Demand (Capital): Bike Share, Employee Incentives	500,000				
Parking Management Program		1,000,000			
Remainder Park Transit Center and Park and Ride Garage	400,000	1,000,000	10,000,000	1,500,000	

Summit County Transportation Needs and Priorities
 Biological Projects and Services
 Preliminary Funding Analysis

Project & Description	FY 2017		FY 2018		FY 2019		FY 2020		FY 2021		TOTAL FY 2017-2021
	Est.	Act.	Est.	Act.	Est.	Act.	Est.	Act.	Est.	Act.	
Summit County Transportation Projects											
Summit County Regional Projects											
Snyderville Basin Transportation Master Plan											
Eastern Summit County Transportation Master Plan											
Park City Priority Transportation Projects											
SR 201	1,000,000		5,000,000		5,000,000						11,000,000
Transportation Demand (Capital): Bike Share, Employee Incentives	500,000										500,000
Parking Management Program			1,000,000								1,000,000
Remainder Park Transit Center and Park and Ride Garage	400,000		1,000,000		10,000,000		1,500,000				12,900,000

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

LET'S GO _____



NEAR TERM REGIONAL SOLUTIONS - TRANSPORTATION

- Satellite and Intercept Park and Ride Lots
- Road Improvements that Enhance Alternative Modes like HOV & Trails
- 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		91250
Jeremy/Ecker Remote Parking #1 (250 sp)	\$ 1,830,000	
Jeremy Interchange/Intersection Imp	\$ 3,350,000	
Kilby Road Widening (Ecker to Jeremy Interchange)	\$ 4,210,000	18250
Transportation Demand Management (Bike Share, Parking Management, Wayfinding, Incentives)	\$ 500,000	
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 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

Class "C" Road Funds		
COALVILLE	2014	\$ 60,123
COALVILLE	2015	\$ 63,383
	Average	\$ 62,000
FRANCIS	2014	\$ 48,924
FRANCIS	2015	\$ 43,624
	Average	\$ 50,000
HENEFER	2014	\$ 39,500
HENEFER	2015	\$ 41,628
	Average	\$ 41,000
KAMAS	2014	\$ 67,565
KAMAS	2015	\$ 71,250
	Average	\$ 69,000
OAKLEY	2014	\$ 58,130
OAKLEY	2015	\$ 61,300
	Average	\$ 60,000

LET'S GO _____



FUNDING NEEDS AND MECHANISMS

LET'S GO _____



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 PROPOSED FUNDING

- \$0.50 (cents) for every \$100 spent
- Majority of funds generated by visitors
- 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/City staff
- Stakeholder meetings
- Opinion survey

LET'S GO _____



COMMUNITY PRESENTATIONS



- *Eastside City Councils*
- Council of Governments (COG)
- Greater Park City Transportation Mgmt. Assoc.
- Historic Park City Alliance
- Kimball Junction Business Association
- Newpark 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

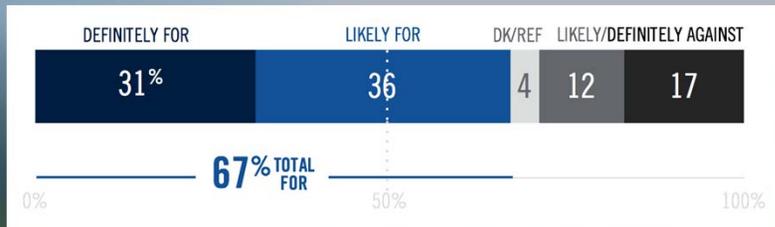
"Transportation is the issue that will define our community in the coming years." – Chris Eggleton, Chair Park City Chamber
(Park Record, July 10, 2016)

LET'S GO _____



POTENTIAL SOLUTIONS

We asked respondents to signal support or opposition for two potential solutions: 1) A ballot measure that would increase the sales tax to increase funding for roads upgrades and maintenance.



LET'S GO _____



POTENTIAL SOLUTIONS

We asked respondents to signal support or opposition for two potential solutions: 2) A ballot measure that would increase the sales tax to increase funding for transit projects.



LET'S GO _____



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 _____



DISCUSSION

LET'S GO _____

SUMMIT | PARK CITY

Auditor



Michael R. Howard

August 16, 2016

County Council,

Please reconvene as the Board of Equalization on August 24, 2016. Please consider approving the Stipulations of Agreements for the 2016 property tax appeals. As you are aware, they need your approval before we can mail out the stipulations to the property owners for their agreement or disagreement. The property owner has 10 days to return the stipulation from the mailing date. If they disagree with the appraiser's decision they can call to schedule an informal hearing. If the appellant does not return their stipulation, it is presumed they agree with it.

Also, if the appellant disagrees with the informal hearing decision, they can appeal to the Utah State Tax Commission.

I have also attached the qualifications of the two hearing officers that have agreed to help us out this year. Mr. Kelly has been our hearing officer for the past few years. He highly recommended James Ivie as a backup hearing officer.

Thanks for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Kathryn C. Rockhill".

Kathryn C. Rockhill

Clerk of the Board of Equalization

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	\$ -	\$ 1,078,107.00	\$ 1,078,107.00	\$ -	\$ 9,661.51	0.00%	No Change
0065064	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	-44.68%	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	\$ 575,825.00	\$ 575,825.00	\$ -	\$ 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 Comparable sales.
0382535	CCRK-P-13	\$ 160,000.00	\$ 160,000.00	\$ -	\$ 880,000.00	\$ 160,000.00	\$ 720,000.00	\$ 1,245.76	450.00%	Change to Primary Residence per Ashley.
0482650	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	\$ 2,210,817.00	\$ 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
0488285	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	WDSC-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 Comparable 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 Comparable sales.
0485673	2383-LVC-A	\$ 826,690.00	\$ 826,690.00	\$ -	\$ 826,690.00	\$ 826,690.00	\$ -	\$ 6,641.63	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

William Randy Kelly
581 E. 5350 So.
Ogden, Utah 84405
(801) 476-0209

OBJECTIVE

Position to utilize my appraisal experience and management background in an assessment related field.

EMPLOYMENT HISTORY

Board of Equalization, Hearing Officer for eleven (11) counties – State of Utah
May 2003 to present - Special Projects Appraiser - Property Tax Division – Utah State Tax Commission
Retired February 28th 2003 from the Weber County Assessor's Office.
January 1999 Weber County Assessment Director
March 1989 Weber County Chief Deputy Assessor
December 1986 Administrative Assistant
December 1983 Supervising Deputy
May 1975 Real Property Appraiser
April 1974 Personal Property Appraiser
December 1971 Motor Vehicle Tech

APPRAISAL EDUCATION

IAAO Course 1	Fundamentals of Real Property Appraisal
IAAO Course 2	Income Approach to Valuation
State Certification Course	Assessment Practice In Utah
State Certification Course	CAAS Appraisal System
IAAO Course 201	Appraisal of Land
IAAO Course 3	Development & Writing of Narrative Appraisal Reports
Marshall & Swift	Residential Cost Handbook
IAAO Course 305	CAMA Valuation Model Building
IAAO Course 4	Assessment Administration
USPAP	Uniform Standards of Professional Appraisal Practice
Utah State Tax Commission	Agricultural Land Classification Greenbelt Seminar
Utah State Tax Commission	Residential Sub-Market Factor Analysis
Utah State Tax Commission	Adjusting For A Typical Financing Terms

RELATED EDUCATION

Utah Department of Human Resource Management (1995) Certified Public Manager

Weber State College (1968 - 1972) Business Management (3 years)
Technical School (1972) Computer Programming (Graduated)
DDI Interactive Management (1984)
University of Utah (1996) Administrative Law Class

RELEVANT SKILLS & EXPERIENCE

- Certified General Appraiser—Utah Division of Real Estate
 - Personal Property 1974-1979
 - Residential Field Appraiser 1975-1983
 - Commercial Field Appraiser 1978-1983
- Wrote conversion manual and directed change to Computer Assisted Appraisal System 1986
- Supervised conversion to SIGMA Appraisal System
- Supervised conversion of Personal Property Appraisal System
- Supervised Motor Vehicle, Personal Property, and Real Property Departments
- Developed and instructed State Tax Commission Course **30 - Tax Appeals & The Valuation Process**
- Developed and instructed State Tax Commission Course on Self Storage Warehouse Valuation

Qualifications of James Ivie

Experience

Appraiser for Federal Building and Loan (Later known as MountainWest Savings) 1976

Chief appraiser for the Salt Lake Division of MountainWest Savings 1977-1980

Independent fee appraiser, 1980-1981

Principle in Christensen Willey Snell and Ivie, 1982-1986

Owner operator of Salt Lake Appraisal Group, 1986-2000

Appraisal supervisor for Davis County Assessor's Office 2001-2006

Elected Davis Count Assessor 2006 to 2010

Hearing officer for Wasatch County, 2011

Hearing officer for Davis and Tooele counties, 2014 and 2015

Certifications and Awards

1. Designated an SRA by the Appraisal Institute, 1982
2. Certified as a National Appraisal instructor for the Appraisal Institute 1986
3. Utah State Certified General Appraiser, 1989
4. Certified as an appraisal instructor by the State of Utah 1989.
5. Awarded Assessor of the Year by the Utah County Assessors Association, 2010
6. Awarded the Fran Solomon award for outstanding service by the Utah chapter of the Appraisal Institute
7. Attended the Utah State hearing officer course, 2014

**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).

**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%) – or 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

ATTEST:

By: _____
Roger Armstrong, Chair

Kent Jones
County Clerk

APPROVED AS TO FORM:

David L. Thomas
Chief Civil Deputy

**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%) – or 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

ATTEST:

By: _____
Roger Armstrong, Chair

Kent Jones
County Clerk

APPROVED AS TO FORM:

David L. Thomas
Chief Civil Deputy



MEMORANDUM:

Date: August 24, 2016

To: Council Members

From: Annette Singleton

Re: Summit County Recreation Arts & Parks Advisory Committee (RAP Tax Cultural)

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.