



STAFF REPORT

TO: Summit County Council
FROM: Matt Leavitt – Summit County Financial Officer
DATE: October 13, 2016
SUBJECT: Initial presentation of Manager’s 2017 budget recommendations

BACKGROUND:

At the June 2016 management team meeting department heads and elected officials were presented with the message and information in anticipation of preparing their 2017 budget requests. The main message to the management team included the following points:

1. Current County Issues
 - a. Transportation initiative is a main issue that will, if passed, help address significant transportation/transit issues facing the County.
 - b. Solid waste fee increases that were approved in the 2016 budget will help alleviate the County’s subsidy to the Landfill Enterprise Fund, allowing the County to address other issues.
 - c. Departments with directly related fees should review fee schedules against departmental expenses and make recommend adjustments appropriately in order to maintain service levels.
 - d. Fairgrounds expansion will be the only *new* capital facility construction project in 2017 (Kamas Building will be ongoing construction).
2. Departments Need to Consider their Budgets in Light of the Following
 - a. No new FTE’s.
 - b. On the horizon, issues of consideration are Justice Reform Initiative and behavioral health related issues.
 - c. The County will continue to have a transportation/transit related focus.
 - d. The County will have an emphasis on employee development and retention.
 - e. Affordable housing and open space acquisition will increase in importance in 2017.

Departments and divisions were given two weeks to prepare and submit budget workbooks to the Finance Officer.

During the months of August and September the Budget Committee met with departments to review their requests in light of the direction that was given during the management team meeting. After meeting with each department, the Budget Committee continued to meet in order to reduce departmental requests to match available resources. This particular year was a very difficult year for the Budget Committee in their efforts to maintain existing programs and keep services whole.

One recommendation of the Budget Committee is that the County Council begin to consider increasing base resources such as property tax revenues in order to expand services to meet the increasing needs and demands of its citizens and visitors.

On September 15th, the Budget Committee presented its recommendations to the County Manager.

During October the County Manager met with members of certain department heads and elected officials to address concerns they had regarding the Budget Committee's recommendations. It was during this time that the Manager had the opportunity to address any appeals. While no concern or appeal was without merit, limited resources only permit few changes from the original recommendations of the Budget Committee. Those more significant changes include:

- Continuing alternative analyses with Mountain Accord: in Transit District budget, funded from reserves unspent in 2016 (\$207 thousand).
- Funding the Subscriber Solar program: in corresponding building utility expenses (\$115 thousand total).
- Adjusting Health Dept spending to coincide with necessary matches for programs and grants. This also includes increasing Emergency Services Coordinator position from part-time to full-time status (\$316 thousand total).
- Recommending an ongoing funding stream for Public Arts Advisory Board by committing 1.0% of capital facility projects budgets for this program. Capital facility projects budgets must be greater than \$500 thousand (\$110 thousand for 2017 budget).

NEXT STEPS:

A summary of the Manager's recommended 2017 budget follows this staff report. A more detailed report will be presented to the Council during the upcoming presentations. The summary report includes an additional column highlighted in blue. This column titled "Adjusted" represents **significant and important differences such as additional sales and use tax, refinancing existing debt to take advantage of better rates and finance capital projects, and a road construction project partially funded from UDOT that the Council needs to be made aware.** Those important differences, or adjustments, in the blue column are highlighted with the orange text. The differences highlighted are:

- Sales and use taxes, an increase of 32%, includes an estimated \$2.1 million from the transportation sales tax initiative.¹
- Intergovernmental revenue includes grant revenues from State of Utah that will be used for capital road projects. It is estimated that the County will receive \$3.7 million for the Jeremy Interchange project.

¹ The additional mass transit sales tax portion of \$2.1 million is included in the Transit District, not part of this summary.

- Miscellaneous revenue includes \$11.0 million for the refinance of the 2009 sales and use tax bonds. The outstanding principal for 2017 will be a little more than \$7.0 million, there will be some interest expense in 2017, and the balance of \$3.5 million will be used for construction of the County Services Building located in Kamas and landfill cell expansion at 3-Mile Canyon.
- Other Departments expense includes the payoff of the outstanding principal of the 2009 sales tax bonds (the \$7.0 million and interest mentioned above).
- Capital Projects adjustment is reduced to reflect projects that *could not* be completed without the revenues from the transportation initiative and the refinancing of the 2009 sales and use tax bonds.

Beginning October 26, the Council will meet with department heads and elected officials regarding programs and services offered by their respective areas. The format that was followed in the previous two years will be that which is used for this year's presentations. **It is recommended that the Council meet and discuss programs and services with department heads and elected officials in light of their overall budget and not necessarily specific line item details.**

Several meetings during the months of October through December have been scheduled with the County Council. It is anticipated that the Council will hold public hearings on December 7th at the Richins Building and December 14th at the County Courthouse in Coalville, with the adoption of the amended 2016 budget and adoption of the 2017 budget occurring on December 14th.

SUMMIT COUNTY OPERATING BUDGETS

with prior year comparisons to actual

	Actual		Budget		2017 Adjusted	% Δ
	2014	2015	2016 Approved	2017 Manager's Recommended		
Revenues						
Taxes						
Property Taxes	21,197,564	20,748,576	22,135,983	22,785,915	22,785,915	3%
Sales & Use Taxes	8,553,312	9,137,887	8,800,000	11,650,000	9,550,000	32%
Licenses & Permits	1,881,150	1,702,218	1,866,693	1,928,000	1,928,000	3%
Intergovernmental	7,239,232	7,836,656	9,449,380	12,765,941	9,265,941	35%
Fees	4,962,753	5,058,578	5,607,743	5,700,450	5,700,450	2%
Fines	895,497	875,159	903,000	857,000	857,000	-5%
Miscellaneous	1,123,224	1,409,124	550,000	11,635,834	573,000	2016%
Contributions	2,521,866	5,838,910	10,455,103	8,986,700	1,986,700	-14%
Total Operating Revenues	48,374,596	52,607,108	59,767,902	76,309,840	52,647,006	28%
Expenses						
General Government	7,962,195	8,760,975	9,565,174	9,717,831	9,717,831	2%
Public Safety	14,026,963	14,715,403	15,669,471	16,158,356	16,158,356	3%
Public Works	7,443,921	7,776,089	7,875,070	8,213,613	8,213,613	4%
Government Services	5,974,001	5,961,326	6,617,168	6,769,330	6,769,330	2%
Other Departments	1,742,069	2,410,599	1,780,842	9,383,968	1,821,134	427%
Public Health	4,754,562	4,828,251	5,092,265	5,375,079	5,375,079	6%
General Obligation Bond	697,125	708,000	-	-		
Sub-total Operating Expenses	42,600,835	45,160,644	46,599,990	55,618,177	48,055,343	19%
Capital Projects	6,669,624	5,724,278	12,798,000	21,277,000	4,591,663	66%
Total Operating Expenses	49,270,460	50,884,922	59,397,990	76,895,177	52,647,006	29%

Summary of Major Differences in 2017 Recommended Budget		
Sources/Uses	Amount	Note
Revenues		
Sales & use taxes	\$2,100,000	Anticipated revenues from new transportation tax initiative
Intergovernmental	3,500,000	UDOT grant revenues for Jeremy interchange project
Miscellaneous	11,062,834	Refinance of 2009 sales tax bond; includes additional \$3.5 million for portion of Kamas Building and landfill expansion
Expenses		
Other departments	7,562,834	Payoff outstanding principal portion and interest payment of 2009 sales and use tax bond
Capital projects	16,685,337	Reduction in capital projects due to anticipated revenues not being received: includes <i>eliminating</i> projects such as property purchase, Jeremy Ranch interchange, Ecker Park & Ride, landfill expansion; <i>phasing</i> projects such as Kamas Building and fairgrounds

Auditor



Michael R. Howard

October 12, 2016

County Council,

Please reconvene as the Board of Equalization on October 19, 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.

Thanks for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Kathryn C. Rockhill". The signature is written in a cursive style.

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
0425433	PWV-A-2-AM	\$ 557,080.00	\$ 557,080.00	\$ -	\$ 306,349.00	\$ 557,080.00	\$ (250,731.00)	\$ 4,602.59	-45.01%	Change to Primary Residence per Ashley.
0194724	SLS-103	\$ 960,453.00	\$ 960,453.00	\$ -	\$ 528,249.00	\$ 960,453.00	\$ (432,204.00)	\$ 7,935.26	-45.00%	Change to Primary Residence per Ashley.
0378459	RRH-13	\$ 7,023,408.00	\$ 7,023,408.00	\$ -	\$ 7,023,408.00	\$ 7,023,408.00	\$ -	\$ 54,684.25	0.00%	No Change
0378343	RRH-2	\$ 2,357,563.00	\$ 2,357,563.00	\$ -	\$ 2,357,563.00	\$ 2,357,563.00	\$ -	\$ 18,355.99	0.00%	No Change
0414361	PRESRV-2-37	\$ 502,700.00	\$ 575,825.00	\$ (73,125.00)	\$ 502,700.00	\$ 575,825.00	\$ (73,125.00)	\$ 4,483.37	-12.70%	Adjust Value to Comparable sales.
0377352	TJR-4	\$ 1,501,752.00	\$ 1,501,752.00	\$ -	\$ 876,912.00	\$ 1,501,752.00	\$ (624,840.00)	\$ 11,692.64	-41.61%	Change to Primary Residence per Ashley.
0378467	RRH-14	\$ 2,291,473.00	\$ 2,620,714.00	\$ (329,241.00)	\$ 1,488,167.00	\$ 1,669,250.00	\$ (181,083.00)	\$ 12,996.78	-10.85%	Adjust Value to Comparable sales.
0221337	OT-97-A-1	\$ 137,296.00	\$ 137,296.00	\$ -	\$ 75,512.00	\$ 137,296.00	\$ (61,784.00)	\$ 1,306.23	-45.00%	Change to Primary Residence per Ashley.
0125116	WW-B-57	\$ 73,565.00	\$ 73,565.00	\$ -	\$ 40,460.00	\$ 73,565.00	\$ (33,105.00)	\$ 699.90	-45.00%	Change to Primary Residence per Ashley.
0377352	TJR-4	\$ 1,501,752.00	\$ 1,515,752.00	\$ (14,000.00)	\$ 876,912.00	\$ 1,501,752.00	\$ (624,840.00)	\$ 11,692.64	-41.61%	Change to Primary Residence per Ashley.
Totals for 10/19/2016		\$ 16,907,042.00	\$ 17,323,408.00	\$ (416,366.00)	\$ 14,076,232.00	\$ 16,357,944.00	\$ (2,281,712.00)			
Totals for 10/12/2016		\$ 402,795.00	\$ 1,362,208.00	\$ (959,413.00)	\$ 402,795.00	\$ 1,362,208.00	\$ (959,413.00)			
Totals for 10/5/2016		\$ 28,674,452.00	\$ 30,184,970.00	\$ (1,510,518.00)	\$ 22,140,822.00	\$ 23,421,763.00	\$ (1,280,941.00)			
Totals for 9/28/2016		\$ 208,354,866.00	\$ 226,984,674.00	\$ (18,629,808.00)	\$ 172,638,448.00	\$ 194,045,667.00	\$ (21,407,219.00)			
Totals for 9/14/2016		\$ 91,971,400.00	\$ 99,932,048.00	\$ (7,960,648.00)	\$ 68,365,076.00	\$ 86,538,507.00	\$ (18,173,431.00)			
Totals for 8/31/2016		\$ 41,506,960.00	\$ 43,091,925.00	\$ (1,584,965.00)	\$ 27,595,950.00	\$ 37,582,878.00	\$ (9,986,928.00)			
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		\$ 705,550,566.00	\$ 750,733,331.00	\$ (45,182,765.00)	\$ 533,553,387.00	\$ 643,969,216.00	\$ (110,415,829.00)			

The Market value decrease for 2016 is (\$45,182,765) As of 10/19/2016

The Taxable Value decrease for 2016 is (\$ 110,415,829) As of 10/19/2016



Regional Transportation Planning

Staff Report

Date: October 10, 2016

To: Summit County Council

From: Derrick Radke, Director of Public Works
Caroline Ferris, Regional Transportation Planning Director

Re: Public meeting pursuant to UCA 59-1-1605 regarding Summit County Proposition for Transit Expansion; to impose a one quarter of one percent (0.25%) 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.

Public meeting pursuant to UCA 59-1-1605 regarding Summit County Proposition for Road Improvements; to impose a one quarter of one percent (0.25%) 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.

With support from Summit County's municipalities and the Summit County Council of Governments (COG), the County Council has placed two, 0.25% sales tax initiatives on the 2016 general election ballot for the purpose of raising revenue for increase transportation services and infrastructure in the County. The combined taxes result in an additional two pennies for every four dollars spent – or 50 cents for every 100 dollars spent. The tax is not applicable to unprepared foods or gasoline and, unlike a property tax, a sales tax ensures that visitors will pay their fair share to improve transportation in our County. Nearly 50% of the sales tax collected in Summit County comes from visitors, and the money collected here, stays here.

The ballot propositions have been numbered as Proposition 9 and Proposition 10, respectively, and are as follows:

Proposition 9 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?

Proposition 10 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?



Regional Transportation Planning

At 6 PM on October 19, 2016, the Summit County Council will conduct a public meeting with regard to ballot Propositions 9 and 10. Citizens are encouraged to attend and provide comments directly to Council members. In addition, there will be a public open house in **Conference Room 1 from 4 - 6 PM, prior to the meeting**. Citizens are also encouraged to review the following information related to the ballot propositions:

- Open House Flyer (attached)
- Voter Information Pamphlet on Propositions 9 and 10 (attached)
- Project Guide at www.letsgosummit.com - *Provides detailed information on priority projects that could be funded with increased transportation revenue*
- Summit County Council of Governments (COG) Resolution of Support, dated August 16, 2016 (attached)
- Park City Council Resolution of Support, dated August 11, 2016 (attached)



SUMMIT COUNTY VOTER INFORMATION

PROPOSITIONS 9 & 10: Road Improvements & Transit Expansion

THERE WILL BE TWO PUBLIC MEETINGS AND TWO INFORMATIONAL OPEN HOUSES associated with Propositions 9 and 10. Each open house will be held in advance of the public meeting – with Summit County Transportation staff on hand to answer questions and provide information. Election Day is November 8, 2016.

WEDNESDAY, OCTOBER 12, 2016

Richins Building

1885 West Ute Blvd., Park City, Utah 84098

- Information Open House 3-5:30 PM, Room 133
- Public Meeting 6 PM Richins Building Auditorium

WEDNESDAY, OCTOBER 19, 2016

Summit County Courthouse

60 North Main Street, Coalville, Utah 84017

- Information Open House 4-6 PM Conference Room 1
- Public Meeting 6 PM Council Chambers

SUMMIT COUNTY
VOTER INFORMATION PAMPHLET



LET'S TALK TRANSPORTATION



PROPOSITIONS 9 & 10: Transit Expansion & Road Improvements



PROPOSITION 9 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?



PROPOSITION 10 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?



**ELECTION DAY IS TUES.
NOVEMBER 8, 2016**

Summit County will be conducting the General Election by mail. Ballots will be mailed out to residences on October 18, 2016. You do not need to request an absentee ballot unless you will be out of town between October 18th and November 8, 2016. Ballots must be postmarked by **November 7**.

To check if you are registered to vote, visit
vote.utah.gov



You can mail in your ballot or drop it off at the following locations:

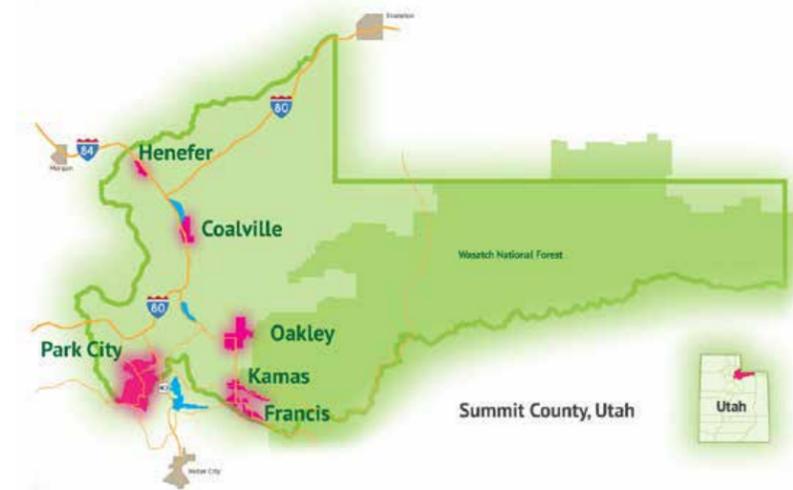
- Coalville City Hall
- Kamas City Hall
- Park City Municipal
- Sheldon Richins Building
- Trailside Administration Building
- Fresh Market - Jeremy Ranch



Voting Assistance Center on Election Day, 7:00 am - 8:00 pm:

- Coalville City Hall, 10 N. Main
- Kamas City Hall, 170 N. Main
- Park City Municipal, 445 Marsac Ave.
- Sheldon Richins Building, 1885 W Ute Blvd.

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The Summit County Council has voted to place two transportation initiatives on the November ballot. Combined, Propositions 9 and 10 would provide the funding needed for a comprehensive and regional transportation approach proposed by Summit County and Park City Transportation departments. The plan calls for critical road improvements to help alleviate congestion and enhance and increase bus service throughout the County.

Our Quickly Growing County

We've all seen the tremendous growth that Summit County — and the Park City area in particular — has seen in the last decade. Along with growth, comes traffic. Here are some facts about our unique transportation issues:

29% Summit County grew 29% between 2000 and 2013

Each day 14,000 cars come into the County for jobs

84% Summit County is projected to grow 84% between 2015 and 2040

Each day 11,500 Summit County residents leave the County for jobs

These numbers do not reflect the school and ski trips made each day.



ARGUMENT IN FAVOR OF PROPOSITIONS 9 AND 10

We in Summit County want to maintain the quality of life we've come to enjoy: an abundance of recreational, cultural, and employment opportunities in a beautiful setting. But our growth-related transportation demands are threatening the future of that lifestyle. Unless we address these challenges now, we face longer commutes, hampered economic prosperity, impaired air quality, and a diminished quality of life.

Propositions 9 and 10 will generate new local funding for our unique transportation needs and for comprehensive short- and long-term solutions tailored to our communities and implemented in a way that reflects our values and protects our natural environment. More important, we will control that funding locally; it is not dependent upon the whims of State and Federal grants, which can vary substantially from year to year.

Each Proposition represents a one quarter of one percent (0.25%) sales tax increase. The combined taxes result in an additional two pennies for every four dollars spent — or 50 cents for every 100 dollars spent. The tax is not applicable to unprepared foods or gasoline and, unlike a property tax, a sales tax ensures that visitors will pay their fair share to improve transportation in our County. Nearly 50% of the sales tax collected in Summit County comes from visitors, and the money collected here, stays here.

These two Propositions will generate significant revenues to allow Summit County to make critical improvements to help alleviate congestion and enhance and increase transit services for long-term traffic and transportation solutions. The two Propositions also complement each other by funding strategic roadway improvements and accommodate and enhance expanded transit services. This comprehensive plan has been developed to solve regional problems with a strategic, proactive, and forward-thinking approach.

Proposition 9 – Transit provides additional funding for increased bus service throughout the County — reducing wait times, expanding PC-SLC Connect service, creating a Kimball Junction circulator, adding a new Kamas to Park City and express bus route, creating new remote park & ride lots, and making more and improved connections to our neighborhoods. Because our transit system is run cooperatively by Park City and Summit County (instead of UTA), we can be sure that these funds are used for local transit projects only.

Proposition 10 – Roads provides funding for critical infrastructure and safety improvements on SR-224 and SR-248 that enhance traffic flow and provide for increased bus service on those roads. Specific projects include dedicated bus and HOV lanes, intersection and access improvements, I-80 Interchange improvements, and new funding for eligible roadway and transportation improvements in the municipalities of Coalville, Kamas, Henefer, Oakley, and Francis—almost doubling existing funding in those communities.

Together, these Propositions will improve our roads and put more transit in more places across the County, reducing the number of cars on the road, maintaining our great air quality, and preserving our small-town feel.

Vote FOR Propositions 9 and 10 to provide better transportation options for all Summit County residents and ensure that we continue to enjoy the community we love.

Summit County Council
 Roger Armstrong, Chair
 Chris Robinson, Vice Chair
 Tal Adair
 Kim Carson
 Claudia McMullin

Capital Projects

- SR-248 Corridor and Safety Improvement Project
- Transit only/carpool lane
- Improved school access
- Access to Richardson Flat park and ride lot
- Intersection improvements at Bonanza Drive/SR-248
- SR-224 Multi-modal Corridor and Safety Improvement Project
- Bus priority lanes from Kimball Junction to Empire/Deer Valley Drive
- Intersection improvements at SR-224/Kearns
- Deer Valley Dr./Empire Drive safety improvements
- Remote Parking Locations — I-80/US-40
- Plan, purchase and construct remote parking facilities to encourage carpooling and bus use
- Small Municipality Transportation Improvement Fund Grant Program
- Construction funding for eligible roadway and transportation improvements in Kamas, Coalville, Francis, Henefer and Oakley

Transportation Demand Management Programs

- Infrastructure and programs that allow residents and visitors to more easily use transportation modes other than single-occupancy cars
- Could include bike share facilities, travel planning apps, trail and sidewalk construction

Transit Service Improvements

- System wide transit improvements
- More frequent bus service system wide with 50% shorter wait times
- Transit priority infrastructure improvements to Jeremy Ranch interchange on and off ramps and adjoining frontage road intersections
- Road improvements to connect possible park and ride lots
- Improvements to bike and pedestrian facilities
- Regional transit connects — East Summit County
- New bus routes to Kamas, Oakley, Francis and Coalville to meet commute schedules
- Increased PC-SLC connect frequency — Two additional runs in each direction, during both morning and evening peak periods to meet user work schedules



**RESOLUTION SUPPORTING THE SUBMISSION OF BALLOT PROPOSITIONS
PURSUANT TO UCA §59-12-2214 AND UCA §59-12-2217
SUMMIT COUNTY COUNCIL OF GOVERNMENTS
SUMMIT COUNTY, UTAH**

WHEREAS, on June 5, 2006, the Summit County Council of Governments (“COG”) was established; and,

WHEREAS, the purpose of the COG is to foster the legitimate interests of Summit County (“County”) and its cities; namely, Coalville City, Francis Town, Henefer Town, Kamas City, Oakley City, and Park City (together, the “Cities”), by working together on issues of common concern; and,

WHEREAS, the County and its Cities recognize that transportation and transit issues transcend political jurisdictional boundaries and that intergovernmental coordination is essential to protecting lives and property, and for facilitating the efficient use of available assets, both public and private; and,

WHEREAS, there is insufficient current funding available to address these transportation and transit issues; and,

WHEREAS, the Utah Code provides for a “County Option Sales and Use Tax for Public Transit” pursuant to UCA §59-12-2214 and “County Option Sales and Use Tax for Transportation” pursuant to UCA §59-12-2217 (together, the “County Option Sales Taxes”); and,

WHEREAS, prior to the imposition of these County Option Sales Taxes, the Summit County Council (“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 revenues collected from the County Option Sales and Use Tax for Transportation 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) that appears on a priority list approved by the COG; and,

WHEREAS, the COG finds that it is in the best interests of the County and its Cities for the Council to place opinion questions before the electorate to seek permission to impose these County Option Sales Taxes;

NOW, THEREFORE, be it resolved by the Summit County Council of Governments, Summit County, Utah, that it supports the Summit County Council placing opinion questions on the ballot for consideration by the electorate at a regular general election to be held on November 8, 2016 for the following: the “County Option Sales and Use Tax for Public Transit” pursuant to UCA §59-12-2214 and the “County Option Sales and Use Tax for Transportation” pursuant to UCA §59-12-2217.

APPROVED AND ADOPTED this 16 day of August, 2016.

ATTEST:



SUMMIT COUNTY COUNCIL OF GOVERNMENTS
SUMMIT COUNTY, UTAH

Kent Jones

Kent Jones
County Clerk

By: *Wade Woolstenhulme*

Wade Woolstenhulme, Chair



Resolution No. 18-2016

RESOLUTION SUPPORTING SUMMIT COUNTY and Park City TRANSPORTATION INITIATIVES

WHEREAS, Summit County and Park City have unique needs regarding growth-related transportation demands in a relatively rural, mountain resort community dominated by seasonal and special event related traffic and congestion that creates significant challenges for residents and visitors; and

WHEREAS, In addition to our strong resort economy and desirable location, close proximity to the Salt Lake Valley has led to strong growth in both Park City and Summit County in terms of jobs and visitors; and

WHEREAS, More and more people that work in Summit County live in adjacent communities, and more and more people that work in Park City, live outside the City which requires longer and more frequent commutes on our limited road networks; and

WHEREAS, Summit County and Park City require additional local resources to proactively and collaboratively address existing and future transportation needs and work towards a transportation system that reduces dependency on the private and single occupant automobile; and

WHEREAS, Park City's General Plan states "Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character" and furthermore states Park City shall "prioritize efficient public transportation over widening of roads to maintain the Small Town experience of narrow roads, modest traffic, and Complete Streets."; and

WHEREAS, Summit County and Park City are proposing a comprehensive programmatic approach that specifically focuses on critical improvements in the areas of public transit and associated infrastructure to better manage and mitigate our traffic and congestion issues by leveraging the existing transit and transportation systems; and

WHEREAS, This comprehensive, programmatic approach would allow our local and regional municipalities to provide elevated and more transit services across Summit County, thereby reducing vehicle trips, maintaining our great air quality, lowering our County's carbon footprint, and preserving our small-town character; and

WHEREAS, additional fiscal resources are required to expeditiously implement transportation improvements, services and programs at a rate otherwise not available to us in such a shortened timeframe; and

WHEREAS, There are two 0.25% cent sales taxes available and under consideration by Park City and Summit County, which are as follows:

- 1) County Wide Additional Mass Transit Sales Tax;
- 2) County Option for Transportation Sales Tax; and

WHEREAS, sales taxes are specifically not levied on groceries and gas and, most City and County sales taxes are paid for by visitors to our world class resort community and outdoor recreation destinations; and

WHEREAS, Unlike the County Option Sales Tax, which is only available to counties, the Additional Mass Transit Tax is a funding mechanism available to both Park City and Summit County, yet mutually exclusive – it cannot be levied by both governmental entities; and

WHEREAS, By supporting Summit County, Park City agrees to relinquish its ability to levy the Additional Mass Transit Tax in support of Summit County, provided the funds 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, under the terms and conditions of a future operating agreement between Park City and Summit County.

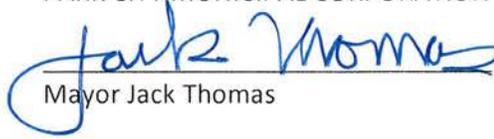
NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council of Park City, Utah:

1. Supports Summit County officials in their efforts to place the Additional Mass Transit Tax on the November 8, 2016, ballot for consideration by the registered voters of Summit County. The 0.25% sales tax, or equivalent to one cent for every four dollars spent on goods or services exclusive of groceries and gasoline, is estimated to generate approximately \$4.1 million annually. The Additional Mass Transit Tax will fund priority transit projects, programs, and services, estimated to reduce approximately 1,500 individual vehicles from our transportation network, per day, or 570,000 vehicles annually. If approved, the funds generated through the Additional Mass Transit Tax would be administered and distributed by a formal agreement between Park City and Summit County.
2. Supports Summit County officials in their efforts to place the County Option for Transportation Sales Tax on the November 8, 2016, ballot for consideration by the registered voters of Summit County. The 0.25% sales tax, or equivalent to one cent for every four dollars spent on goods or services exclusive of groceries and gasoline, is similarly estimated to generate approximately \$4.1 million annually. Projects under this funding program must be included on a Summit County Council of Governments approved transportation plan. The County Option Transportation Sales Tax will fund a host of broad transportation improvements, also estimated to reduce 1,650 individual vehicles from our roads, per day, or nearly an additional 600,000 annually.

EFFECTIVE DATE. This Resolution shall become effective upon passage.

PASSED AND ADOPTED this 11th day of August, 2016.

PARK CITY MUNICIPAL CORPORATION

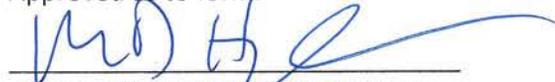

Mayor Jack Thomas



Attest:


Michelle Kellogg, City Recorder

Approved as to form:


Mark D. Harrington, City Attorney