MINUTES

SUMMIT COUNTY
BOARD OF COUNTY COUNCIL
SOUTH SUMMIT COUNTY SERVICES BUILDING
110 NORTH MAIN STREET, KAMAS, UT 84036
FRIDAY, JANUARY 20, 2023

Members of the County Council, presenters, and members of the public could attend by electronic means, using Zoom (phone or video).

To view Council meeting, live, remotely, attendees visited the “Summit County, Utah” Facebook page
OR
To participate in the Council meeting remotely, attendees joined the Zoom webinar at https://zoom.us/j/772302472
OR
To listen by phone only attendees dialed 1-301-715-8592, Webinar ID: 772 302 472

Roger Armstrong, Council Chair
Malena Stevens, Council Vice-Chair
Chris Robinson, Council Member
Tonja Hanson, Council Member
Canice Harte, Council Member

Shayne Smith, County Manager Select
Janna Young, Interim County Manager
Dave Thomas, Civil Chief Deputy Attorney
Margaret Olson, County Attorney
Jess Kirby, Public Lands Manager
Jeff Jones, Economic Dev. & Housing Dir.
Matt Leavitt, Finance Officer
Carl Miller, Transportation Dir.
John Angell, Public Works Dir.
Pat Putt, Community Dev. Dir.
Caroline Rodriguez, High Valley Transit Executive Dir.
Peter Barnes, Planning, Zoning & Design Dir.
Emily Quinton, Sustainability Dir.
Phil Bondurant, Public Health Director
Derek Siddoway, Communications Director
Bridget Conway, Communications Deputy Dir.
Tim Loveday, Landfill Superintendent
Eve Furse, Clerk

The Council and staff arrived and got breakfast between 8:30 A.M. and 9:00 A.M.

Council Chair Armstrong welcomed everyone and introduced the plan and purpose for the day. (9:00 A.M.)

Attendees introduced themselves. (9:08 A.M.)
Break 9:59 A.M.

Review and discussion of current strategic priorities and 2022 Work Plan (10:05 A.M.)

Janna Young, Interim County Manager, presented the County’s Vision, Mission and Values in addition to the County’s current strategic priorities/objectives. Council Members made minor changes.

As to transportation and traffic congestion, John Angell, Public Works Director, presented Public Works’ 2022 accomplishments in the realm of roads and trails. Carl Miller, Transportation Planner, presented the County’s 2022 accomplishments in transportation planning. Caroline Rodriguez, High Valley Transit (HVT) Executive Director, spoke about HVT’s 2022 accomplishments regarding public transportation. Ms. Young and Mr. Angell provided more information about capital facilities.

Jeff Jones, Economic Development Director, explained the County’s 2022 accomplishments concerning local housing choice.

Emily Quinton, Sustainability Director, provided information about the County’s 2022 accomplishments in the sustainability realm. Mr. Angell addressed waste-related issues. Jess Kirby, Public Lands Manager, presented regarding watershed issues.

Pat Putt, Community Development Director, presented on land use and regional planning. Ms. Kirby presented the 2022 property acquisitions.

Manager Young provided updates regarding other 2022 priorities that did not fall within the strategic objectives. Derek Siddoway, Communications Director, addressed strategic planning.

Discussion and Council direction on policy topics: Growth Management and Regional Planning (11:00 A.M.)

Director Putt presented two key policy questions for discussion. Council discussed those questions and gave their feedback.

12:35 P.M. Break for Lunch

Local housing choice (1:15 P.M.)

Jeff Jones, Director of Economic Development and Housing, presented information to Council about population growth and workforce housing and sought direction for the coming year. Council asked questions, discussed the issue, and gave their feedback.

Break 2:30 P.M.

Transportation and traffic congestion (2:45 P.M.)
Carl Miller, Transportation Director, discussed active transportation and interchanges. Council Members asked questions and provided direction. Janna Young, Interim County Manager, and Caroline Rodriguez, HVT Executive Director, supported the presentation.

John Angell, Public Works Director, presented about road maintenance and enhancement. Council Members asked questions and provided their opinions.

Break 3:31 P.M.

**Environmental stewardship (3:40 P.M.)**

Emily Quinton, Sustainability Director, spoke about reestablishing goals on climate action and sustainability. Additionally, Ms. Quinton explained the plans for the Community Renewable Energy Agency utility agreement and ordinance. Council Members asked questions and provided their thoughts.

Tim Loveday, Summit County Landfill Superintendent, spoke with Council about solid waste, the landfill, and a transfer facility and sought direction. Council Members asked questions to which he responded.

Jess Kirby, Public Lands Manager, presented to the Council about public lands. Council Members asked questions and gave input.

Break 4:52 P.M.

**Summary/wrap-up/next Steps (4:57 P.M.)**

Council Chair Robinson summed up the day, thanked the Staff, and asked them if there was anything else on which they needed Council's direction.

**Council Member Stevens moved to adjourn; Council Member Robinson seconded the motion; all voted in favor, 5-0. (6:12 P.M.)**

The Council meeting adjourned at 6:12 P.M.

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Roger Armstrong, Chair

Eve Furse, Clerk

[County Clerks' Seal]
Summit County Council Retreat
January 20, 2023
8:30am-5:30pm
South Summit County Services Building, Kamas UT

AGENDA (Annotated)

8:30am  Arrival and Breakfast

9am    Welcome message & expectations for retreat (Roger)(5 mins)

9:05am  Relationship-building activity: Show and Tell (Janna)(40 mins)

9:45am  5-minute break/transition

9:50am  Where have we been? Review and Discussion (40 mins)
  1. Current mission, vision, and values statements (Janna)
  2. Current strategic priorities/objectives (Janna)
  3. 2022 Work Plan and Accomplishments (5 mins each)
     a. Transportation & Traffic Congestion (John, Carl, Caroline)
     b. Local Housing Choice (Jeff)
     c. Environmental Stewardship (Emily, John, Jess)
     d. Land Use and Regional Planning (Pat, Matt, Jess)
     e. Other (Janna)

10:30am  5-minute break

10:35am  Where are we going in 2023?
Discussion on policy topics and suggestions from staff

Growth Management and Regional Planning (Pat)(90 mins)
  1. Two key policy questions
     a. Are principles still consistent with Council’s thinking?
        i. Are there areas to be limited vs. areas to be managed
           and facilitated, i.e., infrastructure considerations (water
           management, water conservation, etc.)
        ii. Commercial and residential, for whom?
     b. Are there amendments to the General Plans or
development codes we should target in 2023?
2. Direction for staff-developed action items/deliverables

12:10pm  **LUNCH (50 mins)**

1pm  Local Housing Choice (Jeff) (70 mins)
1. Housing overview (history, MIHP, entitlements)
2. Issues on the horizon for which we need to prepare
3. Proposed approach for 2023 (process and policy-related questions)
   a. Housing assessment, public involvement, Summit County’s number
4. Direction for staff-developed action items/deliverables

2:10pm  **10-minute Break**

2:20pm  Transportation and Traffic Congestion (60 mins)
1. Planning: active transportation, interchanges (Carl)
2. Transportation infrastructure
   a. Roads (John)
   b. Transit (Caroline)
3. Direction for staff-developed action items/deliverables

3:20pm  **5-minute Break**

3:25pm  Environmental Stewardship (70 mins)
1. Climate action and sustainability priorities: reestablishing goals (Emily)
   a. CREA utility agreement and ordinance
   b. Renewable energy and emissions reduction goals
2. Solid waste and landfill (transfer station) (John, Tim)
3. Public Lands (Jess)
4. Direction for staff-developed action items/deliverables

4:35pm  **5-minute Break**

4:40pm  Summary/Wrap-up/Next Steps (Janna) (50 mins)
5:30pm  Retreat ends/clean up
2022 VISION, MISSION AND VALUES

VISION
Summit County is a vital community that is renowned for its natural beauty, quality of life, and economic diversity, that supports a healthy, prosperous, and culturally-diverse citizenry.

MISSION
We provide excellent and inclusive services that support the health, safety, and welfare of the community, making Summit County the best place to live for present and future generations.

VALUES
Regional Collaboration: Work with our federal, state, municipal, and community partners.
Responsiveness: Take action in a timely manner, meeting the needs our citizens.
Preservation: Preserve our land, water, air, and culture.
Leadership: Motivate others to collaboratively achieve mutual goals.

Strategic Objectives and Definitions

Transportation and Congestion
The County will work closely with federal, state, and local governments, as well as regional transportation service providers, to plan for and make improvements to our transportation system to reduce traffic congestion and promote active transportation.

Local Housing Choice
The County will work with state, private development interests, and regional government partners to understand what is needed in the workforce and other types of targeted need housing. The County will set policies and codes that work for the unincorporated portions of the County contributing to defined housing choices in our community; all done with a strict eye toward the way Summit County wants to grow.
Environmental Stewardship
The County will demonstrate leadership in implementing plans and policies to secure, preserve and protect our water, land, and air quality for the present and future, as well as implement an internal organizational culture that supports environmental stewardship. This public health issue is led through our Health Department and Community Development Department but requires a collaborative, all-of-government effort to achieve the ideal.

Land Use or Regional Planning
The County will review and refine the General Plans and Development Codes that reflect a desired growth pattern that is developed in conjunction with other local governments in Summit County and our region, focusing on improving and connecting the region's physical, natural, and economic environments and communities.
Summit County’s Fiscal Year 2022 Work Plan Project List  
(Organized by Strategic Priorities)  
Adopted February 2, 2022

Strategic Priority:  Transportation and Traffic Congestion

2022 Work Plan Elements (Prioritized by Department):

Public Works and Engineering Department:

1.  Bitner to Silver Creek Connection: Finish right-of-way (ROW) acquisition and delay build/construction of the road to 2023

2.  Old Ranch Road: Complete ROW acquisition and delay build/construction of the road segment

3.  SR-32 between Marion and Kamas: Acquire grants and start building paved trail

4.  Hoytsville Road: Complete next planned extension improvements

County Transportation Planning:

1.  Kimball Junction/I-80 Interchange Improvements: Continue to work with UDOT and the State Legislature to make progress on this project

2.  Support High Valley Transit District with the following initiatives:
   - Environmental clearance of SR-224 Bus Rapid Transit (BRT)
   - Wasatch County and High Valley Transit District (HVTD) planning for regional transit

3.  Work with Park City Municipal Corporation on SR-248 and Quinns Junction with a focus on parking options for traffic headed into Park City
Community Development Department:

- Hire and onboard a new Transportation Planner

Capital Facilities

- Advance sales tax bond facilities projects (i.e., Justice Center remodel, new County facility, HVTD operations facility, Mountain Regional Water Special Service District headquarters) on the Gillmor parcel along the US-40 corridor with a concentration on constructing the HVTD operations facility

Strategic Priority:  Local Housing Choice

2022 Work Plan Elements (Prioritized by Department):

Administration, Community Development, Economic Development, Sustainability:

- Better understand what local housing choice looks like in our community with an emphasis on social equity by convening a committee comprised of community stakeholders and County staff to study it, gather public input, help the Council develop goals and objectives, and evaluate tools we have to achieve those goals and objectives

Strategic Priority:  Environmental Stewardship

2022 Work Plan Elements (Prioritized by Department):

Health Department:

- Continue to advance 100% net renewable energy goal for County government operations
- Continue to advance 100% net renewable energy goal for community countywide

Public Works

- Procure and implement next solid waste collections contract

County Administration

- Establish and continue to creatively capitalize the Weber River Watershed Resilience Fund, working with state and federal partners and lobbyists
  - As part of the Resilience Fund work item, procure vendor through the United States Forest Service’s Bioeconomy Development Opportunity Zone Initiative to conduct an analysis of biomass viability of the Weber River Watershed and assign an investment rating to help the County pull in investment to process biomass extracted from the forest from fuel reduction treatments (include cost for the
analysis in Watershed Restoration Initiative grant application)

**Strategic Priority: Land Use and Regional Planning**

**2022 Work Plan Elements (Prioritized by Department):**

**County Administration and Community Development Department:**

1. Initiate an extensive community engagement/visioning and data collection process to inform County general plans and development codes that utilizes a survey instrument or focus group approach that is valid, unbiased, and complete

2. As part of the community visioning process, conduct a regional coordination effort to align County, Park City, and east Summit County municipalities’ goals around development, density, and open space. Consider an Interlocal Agreement or rural planning organization structure to cover land use so there is coordination among entities on zoning and development decisions, particularly in declared annexation areas

3. Adopt Critical Lands/Riparian code amendments for both planning districts

4. Adopt Landscaping Ordinance, including water use conservation methods, in both planning districts

5. Follow up with State Parks about exploring taking ownership over the Rail Trail (on segments outside of Park City limits)

**Administration, Community Development, Finance, Public Lands**

1. Complete finance process to issue general obligation bonds for open space approved by voters in 2021 in order to have bond revenues in 2022

2. Establish conservation and open space priorities with screening criteria to assist the Council and non-profit land conservancies in evaluating properties and expending general obligation bond proceeds

**Other Priorities that Do Not Fall Under One of the Four Strategic Priorities**

**2022 Work Plan Elements:**

- Assist County Clerk in general election process
- Consider Truth in Taxation process for County budget
- Complete study/master planning process for future EMS provision in Summit County and present recommendations to EMS Board and the County Council
• Make progress on joint North Summit Special Recreation District–County Fairgrounds sports complex project funded by RAP Tax bond and Restaurant Tax monies
• Dakota Pacific Real Estate (DPRE) development agreement decision (cross-cutting impacts with housing and transportation, etc.)
• Complete senior citizen program strategic planning process with Park City Municipal Corporation, nonprofits, seniors, and other partners
• Ongoing COVID-19 and vaccination response
Transportation and Congestion

promote active transportation and
reduce traffic congestion

plan for and make improvements
to our transportation system to
transportation service providers, to
governments, as well as regional
federal, state, and local
the County will work closely with
Transportation and Congestion 2022

County Transportation Planning

✓ Kimball Junction/I-80 Interchange Improvements: Continue to work with UDOT and the State Legislature to make progress on this project

☐ Support High Valley Transit District with the following initiatives:
  • Environmental clearance of SR-224 Bus Rapid Transit (BRT)
  • Wasatch County and High Valley Transit District (HIVTD) planning for regional transit

☐ Work with Park City Municipal Corporation on SR-248 and Quinn's Junction with a focus on parking options for traffic headed into Park City

Community Development Department

✓ Hire and onboard a new Transportation Planner

Housing and Transportation (Cross-Cutting)

☐ Dakota Pacific Real Estate (DPRE) development agreement decision (cross-cutting impacts with housing and transportation, etc.)
Transportation and Congestion 2023

Transportation Supply
- Kimball Junction/I-80 Interchange
- Silver Summit Interchange and roundabouts
- Regional interept and park and ride plan

Transportation Demand
- Coordinate with High Valley Transit District
- Active transportation performance scorecard
- Bikeshare program

Long-range Transportation Planning
- Rural Planning Organization (RPO)
- Safe Streets For All plan and regional long-range transportation plan

Cross-Cutting Coordination
- Dakota Pacific Real Estate (DPRE) review
- Electric Vehicle parking code
Summit County Bikeshare

Problem

• Poor fleet management has not met county expectations
• Bewegen wants to shift revenues to Summit County
• Managing bikeshare operations would require additional resources

Options

• 2-year contract with Bewegen
• Summit County taking operations this year

Recommended Solution

• Three-year agreement for Bewegen IT services (proprietary Bewegen hardware and software)
• Recruit bicycle mechanics x2 and an Operations Manager/TDM Planner
• Recommend the COG increase allocation of the TST funds to acquire warehousing space and existing inventory
Transportation and Congestion 5-Year Plan

Transportation Supply
- Kimball Junction/I-80 Interchange Improvements (EIS and funding)
- Implement the Long-Range Transportation Plan (2022-2030 phase)

Transportation Demand
- Support High Valley Transit District
- Update the Active Transportation Plan
- Grow the bikeshare program
- Implement the regional intercept park and ride plan
- State Trail Network, Wasatch Loop, and Basin Connectivity Plan

Long-range Transportation Planning
- Implement Long-Range Transportation Plan
- Complete Streets Plan

Cross-Cutting Coordination
- Rail Trail Enhancements, Housing, Sustainability, and other key stakeholders with various efforts
Transportation and Congestion

Long Range

Supply

Demand
Discussion Questions

Long-Range Planning
- What are your top priorities for the RPO Long-Range Plan?

Traffic Supply
- What direction do you want to give staff on the Kimball Junction Interchange?
- How bold do we go on the Silver Summit Interchange design?

Transportation Demand
- What are your aspirations for the Bikeshare program? What next steps do we take?
## Projected Population & Employment Growth

<table>
<thead>
<tr>
<th>Area</th>
<th>2022 Population</th>
<th>2032 Population</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summit County</td>
<td>43,571</td>
<td>46,000</td>
<td>2,429</td>
<td>6%</td>
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</table>

<table>
<thead>
<tr>
<th>Area</th>
<th>2022 Employment</th>
<th>2032 Employment</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summit County</td>
<td>30,474</td>
<td>37,973</td>
<td>7,499</td>
<td>24.6%</td>
</tr>
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</table>

Source: Lightcast
Annual Rental Unit Needs = 167
2019 - 2023

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Snyderville Basin</th>
<th>Eastern</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;30% to 50% AMI</td>
<td>30</td>
<td>12</td>
</tr>
<tr>
<td>&gt;50% to 60% AMI</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>&gt;60% to 80% AMI</td>
<td>27</td>
<td>9</td>
</tr>
<tr>
<td>&gt;80% to 100% AMI</td>
<td>27</td>
<td>9</td>
</tr>
<tr>
<td>&gt;100% to 120% AMI</td>
<td>26</td>
<td>10</td>
</tr>
</tbody>
</table>

Source: Jim Wood, Mountainlands Community Housing Trust
Annual Ownership Unit Needs = 130
2019 - 2023

Source: Jim Wood, Mountainlands Community Housing Trust
Affordable/Workforce Housing Entitlements
<= 80% AMI

Source: Summit County Economic Development
**Moderate Income Housing Reporting 2023**

Annual reporting will continue each year with the report due on **Oct 1**. In addition to the reporting requirements of 2022, jurisdictions will provide the following in 2023 going forward:

<table>
<thead>
<tr>
<th>Actions Taken</th>
<th>What was done during the year to implement MIH strategies.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use Regs / Decisions</td>
<td>What was done and how did it support efforts to implement the MIH strategies.</td>
</tr>
<tr>
<td>Barriers</td>
<td>What barriers were encountered that impeded the ability to implement MIH strategies.</td>
</tr>
<tr>
<td>ADUs</td>
<td>Number of internal and external/detached ADUs that were built, licensed and/or granted to rent.</td>
</tr>
<tr>
<td>Market Response</td>
<td>How has the market responded to the strategies that have been implemented.</td>
</tr>
</tbody>
</table>
Questions Presented

1. The last affordable housing units entitled were part of the Woodward development that occurred in 2020 (8 units). In light of the Moderate-Income Housing Plan reporting requirements and projected population and employment growth, does County Council feel this is adequate?

2. Should staff expand the Bear Hollow “buy-back” program to include units in Fox Point (Redstone)? Should these units and the associated deed restrictions be augmented to allow for Summit County employees (regardless of income qualification, but priced/rented at 30% of household income)?

3. Staff has budgeted for a new Housing Needs Assessment for 2023. Are there specific elements Council would like staff to address in the RFP? Should a “Blue Ribbon” Committee be convened as data is compiled for this project?

4. The unincorporated portions of Eastern Summit County has limited infrastructure to support moderate income housing. Should the County financially contribute to partnership cities/towns that provide moderate income housing or work to facilitate the development of infrastructure in unincorporated areas of the County?
# 2022 Work Plan

**Strategic Priority: Environmental Stewardship**

**Health Department**

<table>
<thead>
<tr>
<th>Work plan element</th>
<th>Strategy</th>
<th>Status</th>
</tr>
</thead>
</table>
| Continue to advance 100% net renewable energy goal for County government operations | Summit County and five other commercial customers have agreements with Rocky Mountain Power for the 80 MW Elektron solar facility in Tooele County | - Project delayed due to various trade-related investigations impacting the entire solar industry  
- Construction is almost complete  
- New commercial operation date tentatively end of 2023 (one year delay) and possibly by spring 2024  
- We will have a new resource appendix to review and execute within the next few months  
- See some drone footage of the site on the Enyo Renewable Energy website |
| Continue to advance 100% net renewable energy goal for community countywide | 18 communities formed the Community Renewable Energy Agency (CREA) to implement HB 411 (2019) Community Renewable Energy Act with the goal of making net-100% renewable electrical energy available to all residents and businesses in participating communities by 2030 | - Aiming for RMP to file Program Application to the Public Service Commission by end of March 2023  
- 2022 milestones include:  
  - CREA membership finalized  
  - All major program design topics discussed with RMP  
  - Portions of the Program Application completed  
  - Low-income plan template developed and distributed to all participating communities |
Brief overview: 
Summit County sustainability and climate change action goals

Summit County has committed to sustainability and climate action goals over the past decade (and more) through a series of plans and resolutions. These goals have been supported by strategies and initiatives of several County departments, with the Sustainability department 'anchoring' several initiatives and tracking progress.

Resolution 2019-29 serves as the most recent and succinct set of goals. The Resolution names several ambitious strategies aimed at addressing overarching greenhouse gas (GHG) emissions reduction goals:
- Government operations: 80% below 2016 level by 2040
- Countywide: 80% below 2014 level by 2050

Strategies outlined in Resolution 2019-29 include:
- Net-100% renewable electrical energy for government operations and countywide
- Widely available and efficient opportunities for public transit, alternative transportation modes
- Electrification of the County vehicle fleet
- Emphasis on energy efficient design in County facilities
- General plans and codes that emphasize sustainable development principles
- Utility and legislative collaboration
2023 initiative - CREA

2023 will be a significant year for the Community Renewable Energy Agency and for Summit County's pursuit of our countywide 100% net renewable goal. In 2023, we could see the Utah Community Renewable Energy Program launch!

**Anticipated CREA milestones**
- Filing of the Program Application
- Public Service Commission proceeding and program approval
- Community decisions whether to formally adopt the program
- Procurement of first program resource

With a PSC timeline of 3-6 months, it is possible not all milestones will be accomplished in 2023.

**Key Council activities**
- March: review and execute Utility Agreement to be included in the Program Application
- Within 90 days of PSC approval: consider Ordinance to adopt approved program

Questions for Council:
- Beyond providing staff reports and presentations, how else can I support you in preparing for upcoming decisions related to the Utility Agreement and Ordinance?
- As program approval and possible adoption gets closer during the second half of 2023, what role can the Council play in education and outreach to residents and businesses?
- Summit County has played a leadership role in this space for years. How does the Council envision the County's potential ongoing commitment to CREA as an entity that will function for years to come? What about this potential commitment is exciting, and what concerns do you have?
2023 initiative – review Resolution 2019-29 and reestablish goals

Opportunity for realignment, such as to reflect:
• Perspectives and priorities from new Council members, from the community, and from the new County sustainability team
• Evolving best practices within the local government sustainability and climate action space
• Related and new Council strategic priorities, County departments and projects
• Updated science and emissions reduction recommendations at the national and global scale

Concepts staff would like elevate:
• Connections with public health and health equity
• The need for adaptation and resilience work to reduce community vulnerabilities to climate change impacts
• Waste reduction and diversion as both climate action and sustainability strategies
• Potential strategies for preserving water quality and water quantity

Questions for Council:
• Do you still see sustainability and climate change action as a countywide initiative?
• Can the sustainability team collaborate with Council this year to review Resolution 2019-29 and discuss potential revised and new goals, starting with one-on-ones?
• What opportunities and challenges to reestablishing Summit County climate change action and sustainability goals do Council Members see?
DISCUSSION SHEET: GROWTH MANAGEMENT AND REGIONAL PLANNING
Council Retreat
January 20, 2023

Discussion Topic I:

The County General Plans are predicated on the following principles:
- Use zoning to achieve the desired built environment.
  - to eliminate non-conformance
  - preserve desired neighborhood character
  - create the built environment which Summit County seeks to achieve
- Direct future desired growth to areas of redevelopment where existing infrastructure, services, and transit are currently established.
- Create specific neighborhood/village plans (2 out of 16 completed)
- Cooperate with municipalities (and unincorporated historic villages), and regional stakeholders to direct desired development to the cities/towns/villages (organic growth from the inside out).

Are these principles consistent with Council’s current thinking?
- If Yes, what immediate adjustments need to be made to existing General Plans and/or Development Codes to further advance Council objectives.
- If No, what immediate adjustments need to be made the General Plans and/or Development Codes to advance Council’s revised objectives? Policy 2.3, NMU Zone, MPD process, Village Overlay Zone, etc.

Discussion Topic II:

Given the fact that the County-wide Community Engagement/Vision program (oursummitcounty.org) will take a year to complete, discuss, and finalize, what General Plan and/or Development Code amendments should be targeted in 2023?
## 1. Bike share system

### 1.1 General information

<table>
<thead>
<tr>
<th>Bikes</th>
<th>Stations</th>
<th>Operational days</th>
</tr>
</thead>
<tbody>
<tr>
<td>190</td>
<td>20</td>
<td>194</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Calories burned</th>
<th>CO2 saved (tons)</th>
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</thead>
<tbody>
<tr>
<td>5,103,659</td>
<td>36.31</td>
</tr>
</tbody>
</table>

Summit Bike Share - End of Year Report 2022
1.2 Rides – Total

Total rides

21,226

Weekdays: 10,063 rides – 47.41%

Weekends (Friday to Sunday): 11,163 rides – 52.59%

Miles ridden

81,545

Around the world

X 3.3

Summit Bike Share – End of Year Report 2022
### 1.2 Rides - Average

<table>
<thead>
<tr>
<th>Average distance</th>
<th>Average ride time</th>
</tr>
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<tbody>
<tr>
<td>3.61 miles</td>
<td>41 minutes</td>
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#### Average distance per month

<table>
<thead>
<tr>
<th></th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance</td>
<td>2.04</td>
<td>3.7</td>
<td>3.86</td>
<td>3.71</td>
<td>3.83</td>
<td>3.94</td>
<td>4.22</td>
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</table>

#### Average ride time per month

<table>
<thead>
<tr>
<th></th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
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<tbody>
<tr>
<td>Time</td>
<td>41.49</td>
<td>42.75</td>
<td>38.52</td>
<td>36.14</td>
<td>36.36</td>
<td>43.54</td>
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Summit Bike Share – End of Year Report 2022
### 1.3 Stations

<table>
<thead>
<tr>
<th>Station</th>
<th>Origin</th>
<th>Destination</th>
<th>Round Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Avenue</td>
<td>2466</td>
<td>2448</td>
<td>891</td>
</tr>
<tr>
<td>Canyons Transit Hub</td>
<td>2294</td>
<td>2312</td>
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<tr>
<td>Prospector Neighborhood</td>
<td>2279</td>
<td>2365</td>
<td>835</td>
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<tr>
<td>Old Town Transit Center</td>
<td>2235</td>
<td>2256</td>
<td>435</td>
</tr>
<tr>
<td>Newpark Plaza</td>
<td>2050</td>
<td>2122</td>
<td>1024</td>
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<tr>
<td>North City Park</td>
<td>1672</td>
<td>1634</td>
<td>715</td>
</tr>
<tr>
<td>Park City Library</td>
<td>1218</td>
<td>1174</td>
<td>350</td>
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<tr>
<td>Upper Main Street</td>
<td>1101</td>
<td>1146</td>
<td>414</td>
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<tr>
<td>Silver Springs</td>
<td>880</td>
<td>861</td>
<td>289</td>
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<tr>
<td>PC MARC</td>
<td>874</td>
<td>849</td>
<td>225</td>
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<tr>
<td>Kimball Junction Transit Center</td>
<td>827</td>
<td>954</td>
<td>341</td>
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<tr>
<td>Willow Creek Park</td>
<td>765</td>
<td>761</td>
<td>353</td>
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<td>Deer Valley</td>
<td>535</td>
<td>447</td>
<td>139</td>
</tr>
<tr>
<td>Basin Recreation Fieldhouse</td>
<td>454</td>
<td>449</td>
<td>158</td>
</tr>
<tr>
<td>Outlets Park City</td>
<td>319</td>
<td>325</td>
<td>150</td>
</tr>
<tr>
<td>U.S. Ski &amp; Snowboard</td>
<td>244</td>
<td>266</td>
<td>71</td>
</tr>
<tr>
<td>Canyon Corners</td>
<td>196</td>
<td>183</td>
<td>62</td>
</tr>
<tr>
<td>Ecker Park &amp; Ride</td>
<td>185</td>
<td>190</td>
<td>71</td>
</tr>
<tr>
<td>Jeremy Ranch Park &amp; Ride</td>
<td>173</td>
<td>185</td>
<td>86</td>
</tr>
<tr>
<td>Justice Center</td>
<td>101</td>
<td>93</td>
<td>31</td>
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</tbody>
</table>

Summit Bike Share - End of Year Report 2022
1.4 Membership

Active & New members

Renewals

Year-over-Year

<table>
<thead>
<tr>
<th></th>
<th>2021</th>
<th>2022</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Members - Total</td>
<td>6,707</td>
<td>6,853</td>
<td>2.13%</td>
</tr>
<tr>
<td>Renewals - Total</td>
<td>425</td>
<td>389</td>
<td>-9.25%</td>
</tr>
<tr>
<td>Active Members - Yearly Average</td>
<td>5,910</td>
<td>4,645</td>
<td>-27.23%</td>
</tr>
</tbody>
</table>

Summit Bike Share - End of Year Report 2022
1.4 Membership – New members

Membership per type

- Resident/Employee Annual: 2.20%
- Monthly: 4.60%
- Pay Per Ride: 93%

Membership acquisition per channel

- Kiosk: 8.59%
- App: 67.13%
- Website: 24.28%

Summit Bike Share - End of Year Report 2022
## 1.6 Call Center

<table>
<thead>
<tr>
<th>Total calls</th>
<th>Missed calls</th>
<th>Call Center responsiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,155</td>
<td>0</td>
<td>18 Seconds</td>
</tr>
</tbody>
</table>

### Most common call subjects

<table>
<thead>
<tr>
<th>Metric</th>
<th>Total Calls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike &amp; Station</td>
<td>548</td>
</tr>
<tr>
<td>Billing</td>
<td>197</td>
</tr>
<tr>
<td>Memberships &amp; Registration</td>
<td>121</td>
</tr>
<tr>
<td>Mobile Application</td>
<td>65</td>
</tr>
<tr>
<td>Other Reasons</td>
<td>224</td>
</tr>
<tr>
<td>Issues Reported via Mobile App</td>
<td>149</td>
</tr>
</tbody>
</table>

---

*Summit Bike Share – End of Year Report 2022*
2. Customer satisfaction

Q16 Do you have any suggestions on ways Summit Bike Share could be improved?

- Increase reliability
- I have come across a lot of locked/need to charge bikes at charging stations, as well as flat tires. Would be cool to see the condition of bikes parked before heading to a hub so that you know if they are ready to go or are unavailable.
- Educate the riders and make them sign a safety agreement. I have escaped several close call accidents with ignorant and disrespectful e-bike riders, both on trails and streets.
- Make the season pass price lower for locals making quick trips and redistributing the bikes better than tourists do. Put a station at the head of the Rail Trail near White Pine Touring and keep it well stocked with bikes.
- Allow it to accept a credit card payment without downloading your app, keep the bikes in better repair, and make them more available.
- My biggest challenge with Summit Bike Share is when the stations are empty. I don’t know if it is lack of bikes or lack of employees to redistribute bikes. I had that problem probably over a dozen times throughout the spring and summer.
- Wiping down the handlebars every so often.
- Better bikes that work regularly. Offering a day pass again and even a weekly pass.
- Make sure getting a bike is easy and directions easy to understand.
- A large basket for shopping convenience.

New station suggestions

- "Stations at destinations grocery stores, field house, library, etc."
- More neighborhood stations
- More locations downtown like at the transit center.
- "Increasing station. Placing station by wasatch, the market, etc. Also adding station Prospector."
- "Add a station near Smith’s or Fresh Market Jeremy Ranch"

Positive Remarks

- I think it is great!
- I think things are efficient!
- I love everything about it. Keep the prices the same.
- Keep it up. Great service
- I love everything about Bike Share! Let’s bring more bike stations to Summit County!
2. Customer satisfaction
- Insights

- Men and women are almost equally represented in this survey. Most of the respondents are permanent Summit County/Utah residents and seasonal tourists over 35 years old. One-time tourist feedback needs to be better collected as they represent an important part of our users. Assessing customer satisfaction throughout the year could improve information gathering.

- Summit Bike Share is mostly used for leisure purposes. 24% of the respondents use the program for commuting or exercise. When not using Summit Bike Share, customers mainly take their cars to get around. We need to put more effort into Summit Bike Share to be considered as a daily form of transportation. Responses suggest a need for the program in neighborhood communities.

- Respondents complained about the number of working bikes (good condition, full battery) and the distribution of the bikes among the stations. Better balancing and maintenance would help people consider Summit Bike Share as a main mode of transportation. It would be a top priority for our operations team in 2023 if Bewegen remains the operator.

- The Customer Service global satisfaction levels of the respondents has increased by 40% since 2021. The division between opinions has decreased, respondents are either satisfied or very satisfied with the service they have received.

- Overall, respondents are satisfied with the service as 81% of the respondents will be likely to recommend Summit Bike Share but improvements are required to continuing providing great service.
3. Online presence

3.1 Overview

<table>
<thead>
<tr>
<th>CHANNEL</th>
<th>SESSIONS</th>
<th>FOLLOWERS/SUBSCRIBERS</th>
<th>YEAR-OVER-YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>INSTAGRAM</td>
<td></td>
<td>254</td>
<td>22.44%</td>
</tr>
<tr>
<td>TWITTER</td>
<td></td>
<td>84</td>
<td>8.3%</td>
</tr>
<tr>
<td>FACEBOOK</td>
<td></td>
<td>354</td>
<td>20.06%</td>
</tr>
<tr>
<td>NEWSLETTER</td>
<td></td>
<td>18,201</td>
<td>6.43%</td>
</tr>
<tr>
<td>WEBSITE</td>
<td>13,166</td>
<td></td>
<td>-46.43%</td>
</tr>
</tbody>
</table>
It's getting cold outside! And as the temperature begins to go down, Technicians will begin dismantling the stations and shelter the bikes for the season. Closures will start with the Park City stations. Keep your eyes on the mobile app's Live Station Map before future rides. https://twitter.com/SummitBikeShare/status/1584606237353721856/photo/1

21.88% engagement rate

Most engaging post

Check it out! During his visit to Summit County yesterday, @RepBlakeMoore hung out at our Kimball Junction Transit Center station! Here he is with the County's new Transportation Planning Director, Carl Miller. Thanks for stopping by, Congressman Moore! https://twitter.com/SummitBikeShare/status/1563587264143203292/photo/1

9 likes

Most liked post
<table>
<thead>
<tr>
<th>Location/Website</th>
<th>Ownership</th>
</tr>
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<tbody>
<tr>
<td>Aspen, CO</td>
<td>Roaring Fork Transportation Authority</td>
</tr>
<tr>
<td>Boise, ID</td>
<td>Valley Regional Transit</td>
</tr>
<tr>
<td>Boulder, CO</td>
<td>B-cycle</td>
</tr>
<tr>
<td>Breckenridge, CO</td>
<td>Town of Breckenridge</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operator</th>
<th>System Type</th>
<th>Stations/ Bikes</th>
<th>Staffing</th>
</tr>
</thead>
<tbody>
<tr>
<td>W-cycle</td>
<td>Docked</td>
<td>51/284</td>
<td>13 staff</td>
</tr>
<tr>
<td>Drop Mobility</td>
<td>Hybrid</td>
<td>31/50</td>
<td>2 staff</td>
</tr>
<tr>
<td>B-cycle</td>
<td>Docked</td>
<td>50/182</td>
<td>7 staff</td>
</tr>
<tr>
<td>Drop Mobility</td>
<td>Hybrid</td>
<td>12/60</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pricing</th>
</tr>
</thead>
<tbody>
<tr>
<td>The first 30-minutes are free, for every ride you take. After 30 minutes, Overtime fees accrue at 50 cents per minute for pedal bikes and $5 per minute for e-bikes.</td>
</tr>
<tr>
<td>Pay as you go: $1 to unlock and 15 cents/minute</td>
</tr>
<tr>
<td>Pay Per Trip $5 per half hour of e-bike use.</td>
</tr>
<tr>
<td>Day Pass: $8 up to 4 hours total and then 15 cents/minute</td>
</tr>
<tr>
<td>Day Access $15.00 plus $5/half hour fees for rides over 60 minutes.</td>
</tr>
<tr>
<td>Monthly: $39/month up to 60 minutes per day and then 15 cents/minute</td>
</tr>
<tr>
<td>Monthly Pass $30.00 plus $5/half hour for rides over 60 minutes.</td>
</tr>
<tr>
<td>Annual Pass $150.00 Plus $5/half hour for rides over 60 minutes.</td>
</tr>
<tr>
<td>CU Boulder Student: Free. $5/half hour fees apply to rides over 60 minutes.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seasonal</td>
</tr>
<tr>
<td>Pilot</td>
</tr>
<tr>
<td>To be launched in 2023</td>
</tr>
<tr>
<td>Seasonal</td>
</tr>
<tr>
<td>Location/Website</td>
</tr>
<tr>
<td>----------------------------------</td>
</tr>
<tr>
<td>Colorado Springs, CO</td>
</tr>
<tr>
<td>Jackson, WY</td>
</tr>
<tr>
<td>New Orleans, LA</td>
</tr>
<tr>
<td>Salt Lake City, UT</td>
</tr>
<tr>
<td>Location/Website</td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td>Summit County, UT</td>
</tr>
<tr>
<td>shift-bike.com</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
Summit County Bikeshare Business Plan
Contents

Executive Summary .............................................................................................................. 2

History ................................................................................................................................ 3

SWOT Analysis .................................................................................................................... 7

Financial Analysis ............................................................................................................... 6

Personnel Management ....................................................................................................... 8

Risk Register ....................................................................................................................... 11

Proposed Operations Plan ................................................................................................. 14

Appendices ......................................................................................................................... 15
Executive Summary

Problem Statement
Summit County is at a pivotal point with the operations of the bikeshare system. While Summit County introduced the country’s first all-electric bikeshare system in 2017, the continued administration of the system by Bewegen Technologies Inc. (Bewegen) has not met expectations. Poor asset management and overall inability to operate the bike fleet has meant that Summit County and bikeshare partners are interested in improving performance for subsequent seasons. Bewegen has proposed a continuation of the service contract with a change in the financial model to enable Summit County to receive revenues from the system.

Options:
The bikeshare is built upon proprietary Bewegen Information Technology (IT) services integrated into the existing bicycles are essential to the continued functionality of the bicycles. As the bikes would not function without this propriety service, Summit County staff are proposing a three-year contract at $250/bike (approximately $45,000/year) to continue this service. This amount would increase if additional bicycles were introduced into the system.

However, the overall operations and maintenance of the bikeshare is up for discussion and direction. Summit County staff proposed to Bewegen a one-year contract for maintenance and operations of the bikeshare to complement a three-year contract for the proprietary IT services integrated into the existing bicycles. This proposal was rejected by Bewegen as it would be difficult to retain existing maintenance staff without long-term viability of these positions. However, a long-term contract with Bewegen would likely prolong frustrations with the bikeshare program.

Two main options are available for discussion, which include:
- a two-year contract for maintenance and operations of the bikeshare. This option provides continuity of the program as operated by Bewegen but limits the county’s ability to ensure high-quality operations especially as revenues will be received by the county.
- Summit County assumes responsibility for the bikeshare program starting in 2023, with the possibility of accepting Bewegen operations staff as county employees.

County Manager and Transportation Planning Division Recommendation:
Summit County Manager and staff recommend revising the contract with Bewegen assume responsibility for the bikeshare program. This new contract would comprise the following:
- A three-year contract for the proprietary IT services integrated into the existing bicycles.
- Convert the business model so that Summit County receives revenues on usership (“fare box”). Revenues from the bikeshare operations will return to Summit County, enhancing the need for a well-operating approach to providing bikeshare services.
- Expedite hiring of bicycle mechanics to minimize turnover, eventual hiring of a bikeshare manager.

Benefits:
This approach would best reflect the county vision and support a “vital community that is renowned for its natural beauty, quality of life, and economic diversity, that supports a healthy, prosperous, and culturally-diverse citizenry.” By taking ownership of the bikeshare operations Summit County would have the autonomy to grow the program to reflect community needs, reduce traffic congestion by providing equitable and multimodal options, and improve the quality of life of the community.
History

In March 2016, Summit County issued a Request for Qualifications (RFQ) for firms interested in establishing an electric bike share system in Summit County. A review committee made up of partners from Summit County, Park City, and the Utah Transit Authority (UTA) reviewed the four proposals received. In April 2016, the team selected Bewegen as the exclusive bike share provider for Summit County and Park City. Summit County and Park City had a feasibility study conducted in 2016 by Bewegen. The study identified how the bike share system will integrate in the Snyderville Basin, develop guidelines, and ensure an adequate funding scheme to support capital and operational costs. The feasibility study recommended an initial phase of 45 bikes and 20 stations with an ultimate expansion to 220 bikes and up to 26 stations. It was also noted that the Snyderville Basin is quite unique as a small system with a population of less than 30,000, in a tourist area, within a challenging geography (i.e. slope) and climate (i.e. cold winters).

The first all-electric bikeshare system in the nation was launched in 2017 in Summit County. The goal was to “become a nationally renowned and celebrated e-bike share program; one that speaks to the Park City and Snyderville Basin communities’ appreciation of green living and an outdoor lifestyle.” Funding from a UTA TIGER grant supported the initial capital costs to be secured. All bicycles and stations are owned exclusively by the Summit County.

There were many difficulties experienced in the first years of Bewegen system management. Administrative and mechanical staffing experienced large turnovers. At times bicycles were not available at the beginning of the season, and/or bicycles were not well maintained and available for use.

After the 2019 season, County staff provided a status update with options to terminate the contract or to impose fines. “It is our assertion that the best course of action is to invest additional Summit County staff time into the management of the bike share system, that will allow us to, temporarily, play a more active role in bringing the system into full compliance.” Immediate action items included:

- Create an action plan with dates certain that outline benchmarks for staffing and bike fleet
- Conduct a high-level assessment to determine competitive pay scale for bike mechanics
- Compare pay scale and local bike shops and Public Works operators
- Assist Bewegen in advertising and hiring qualified, local bike mechanics
- Meet with industry advisor to create a QA/QC plan for Summit County staff
- Revise the Service Level Agreement report to emphasize customer service and availability of bikes on the system
- In partnership with Park City Municipal Corporation, create a strategic plan for funding system growth.

For the 2022 season, a Service Level Agreement was developed that required standards for bicycle maintenance, fleet balancing, customer service calls, and other bicycle fleet operations. The number of bicycles deployed standard was 90% or greater, less any bicycles in warehouse, and bicycles malfunctioning. However, due to supply chain issues, and poor personnel management the standards were relaxed, and Bewegen consistently fell below fleet management standards. In the 2022 operating season, only June exceeded the established target.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>TOTAL RIDES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>39,022</td>
</tr>
<tr>
<td>2019</td>
<td>13,340</td>
</tr>
<tr>
<td>2020</td>
<td>22,460</td>
</tr>
<tr>
<td>2021</td>
<td>19,961</td>
</tr>
<tr>
<td>2022</td>
<td>21,226</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>MONTH</th>
<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY</th>
<th>AUGUST</th>
<th>SEPTEMBER</th>
<th>OCTOBER</th>
<th>TARGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>BICYCLE AVAILABILITY</td>
<td>89%</td>
<td>84%</td>
<td>98%</td>
<td>65%</td>
<td>62%</td>
<td>59%</td>
<td>63%</td>
<td>&gt;90%</td>
</tr>
</tbody>
</table>

3
The 2022 season saw a small increase in participation compared to previous years but lower ridership than the 2020 totals. See table, right. According to the 2022 Year in Review report provided by Bewegen:
- Most riders (93%) subscribed as “Pay per Ride” and only 2% as annual residence or employees passes
- More than half of the members (60%) are planning to renew memberships next year, while 40% are not planning to renew memberships
- The bikeshare received high scores (7.8 out of 10) for recommending “to a friend, family member or colleague”
- While customer comments improved there are still improvements to be made with better rebalancing of the bicycles at stations as a reoccurring complaint.
- Requests for daily and weekly pass membership options.

The bikeshare system currently is comprised of:
- A bicycle fleet of 178 bicycles and 20 docking stations. Bewegen also owns and stations 12 bicycles in Summit County used for special events for a total of 190 bicycles.
- A Bewegen maintenance crew of three (3) technicians employed during the summer operating season (roughly April through to November) and a reduced staff of two (2) technicians employed for the remaining months. Anecdotally, most winter maintenance can be completed in a month or two at the end of the season.
- Bewegen uses one (1) truck, owned by Bewegen, and one (1) warehouse, which is currently leased at over $4,000/month.
<table>
<thead>
<tr>
<th><strong>Strengths</strong></th>
<th><strong>Weakness</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Popular bikeshare amongst community and visitors.</td>
<td>Operations, including customer service and maintenance of equipment, have historically been poor, partially due to the lack of accountability in the operations and the difficulty of providing livable salaries for technicians in the region on a seasonal basis.</td>
</tr>
<tr>
<td>Bikeshare programs help to reduce the number of vehicles on the transportation system, increase physical activity, and mitigate air quality issues which support transportation, sustainability, and public health goals of Summit County and Park City.</td>
<td>Bewegen bicycles use proprietary electric/motor components and software systems. To continue with the bicycles Summit County is obligated to pay $250/bike per season, or almost $50,000.</td>
</tr>
<tr>
<td>Positive support from the business and tourism industry with interest in increasing the number of bicycles and station locations.</td>
<td></td>
</tr>
<tr>
<td>Summit County owns the equipment, including bikes and stations and has free lease agreements for station locations</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Opportunities</strong></th>
<th><strong>Threats</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bringing the system in-house for administration and maintenance would provide authority to supervise the recruitment and retention of staff.</td>
<td>Shifting the contract model to reflect revenue for the county increases the need for a high level of customer service and equipment maintenance. Management of the bikeshare system will fall to county staff who are obligated to fulfill several other responsibilities.</td>
</tr>
<tr>
<td>Approximately $220,000 is spent by Bewegen annually for this operations staffing (i.e. mechanics). A variety of staffing options are available, such as seasonal employment, or job-sharing, that could increase productivity and/or reduce costs.</td>
<td>Recruiting mechanics for staff can be problematic, given the high cost of living, and current conditions in the job market.</td>
</tr>
<tr>
<td>Warehousing space for bicycle storage at Gilmore facilities could provide savings of over $50,000/year once initial construction capital has been used allocated.</td>
<td>County staff would be obligated to identify a customer/call center service to support the bikeshare program, which receives approximately 200 calls/month during the season. Some options include training mechanics in customer service, or contracting through Bewegen, a county department, or a third-party.</td>
</tr>
<tr>
<td>Increased attention to the marketing of the bikeshare could increase memberships, providing variety of membership types, recruit locals as riders for daily transportation which could increase the types of programs offered including free days to support air quality management, employer-based programs, or financial-needs memberships.</td>
<td></td>
</tr>
<tr>
<td>The relocation of stations and increasing number of stations could generate additional ridership.</td>
<td></td>
</tr>
</tbody>
</table>
Financial Analysis

The financial model for running the bikeshare has depended largely on Transportation Sales Tax (TST) funding plus sponsorships, and userships collection currently paid to Bewegen. Bewegen has provided the operations team and maintenance, IT support, and other miscellaneous services.

<table>
<thead>
<tr>
<th>2022 Financial Analysis (Bewegen Operations)</th>
<th>Approximate Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approximate Revenues</td>
<td></td>
</tr>
<tr>
<td>Transportation Sales Tax (TST): $250,000</td>
<td>Operations Team: $225,600</td>
</tr>
<tr>
<td>Sponsorship: $114,000</td>
<td>Warehouse: $74,000</td>
</tr>
<tr>
<td>Usership: $100,000</td>
<td>Maintenance: $50,000</td>
</tr>
<tr>
<td>Advertising: $11,000</td>
<td>Information Technology (IT): $45,000</td>
</tr>
<tr>
<td></td>
<td>Vehicles: $14,000</td>
</tr>
<tr>
<td></td>
<td>Insurance: $11,250</td>
</tr>
<tr>
<td></td>
<td>Customer Service: $6,100</td>
</tr>
<tr>
<td><strong>Total Expected Revenue: $475,000</strong></td>
<td><strong>Total Expected Costs: $425,000</strong></td>
</tr>
</tbody>
</table>

The financial model requested by Bewegen would shift revenues to Summit County in return for higher up-front expenses. This approach puts pressure on operation management to provide high-quality service and equipment maintenance to ensure customer satisfaction, but also provides great flexibility to Summit County on the overall long-term viability of the program.

**Option #1: Bewegen Contract Extension**
One option is to continue the contract with Bewegen for an additional two years. This approach would anticipate the same revenues, including TST programming and sponsorships but usership would return to the county. Most of the expected costs would be outflowed to Bewegen, with potential savings with warehousing space at Gilmore.

**Option #2: County-operated Bikeshare**
The second option is based on the same revenues, but many of the expenditures would no longer outflow to Bewegen but would be kept internally at the county. This includes converting existing Bewegen employees to county contract employees for operations, maintenance, and parts. The financial model assumes costs remain the same. Either option provides the opportunity to build warehousing space on county-owned land to save approximately $50,000/year once initial capital construction costs are programmed. It would be advisable for the additional funding freed up by owned warehousing space to be used for staffing to improve the bikeshare marketing and to focus on additional transportation demand management projects.
## Comparison of Financial Models

<table>
<thead>
<tr>
<th>Expected Costs</th>
<th>Bewegen Contract Extension</th>
<th>County-operated Bikeshare (Warehouse Leasing)</th>
<th>County-operated Bikeshare (Warehouse Ownership)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations Team (including customer service staff)</td>
<td>$225,600</td>
<td>$130,000 - $280,000*</td>
<td>$130,000 - $280,000*</td>
</tr>
<tr>
<td>Warehouse</td>
<td>$75,000</td>
<td>$75,000</td>
<td>$5,000*</td>
</tr>
<tr>
<td>Maintenance</td>
<td>$50,000</td>
<td>$50,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>Information Technology</td>
<td>$45,000</td>
<td>$45,000</td>
<td>$45,000</td>
</tr>
<tr>
<td>Vehicles</td>
<td>$14,000</td>
<td>$14,000</td>
<td>$14,000</td>
</tr>
<tr>
<td>Insurance</td>
<td>$11,250</td>
<td>$11,000</td>
<td>$11,250</td>
</tr>
<tr>
<td>Customer Service (software and equipment)</td>
<td>$6,100</td>
<td>$6,100</td>
<td>$6,100</td>
</tr>
<tr>
<td><strong>Total Expected Costs</strong></td>
<td><strong>$430,950</strong></td>
<td><strong>$331,000 - $481,000</strong></td>
<td><strong>$261,000 - $411,000</strong></td>
</tr>
<tr>
<td><strong>Total Expected Revenues</strong></td>
<td><strong>$475,000</strong></td>
<td><strong>$475,000</strong></td>
<td><strong>$475,000</strong></td>
</tr>
<tr>
<td><strong>Total Expected Balance</strong></td>
<td><strong>$44,000</strong></td>
<td><strong>$(6,000) - $144,000</strong></td>
<td><strong>$64,000 - $214,000</strong></td>
</tr>
</tbody>
</table>

* Variation in operations team costs based on the various combinations of staffing. More information is provided in the Personnel Management section below.

* Assumes same level of financial commitment as previous, which would include an appropriation of $250,000 from TST and revenues. Also assumes usership remains constant despite additional efforts to increase optimize bikeshare locations and membership programs.
Personnel Management

The opportunity to accept operations of the bikeshare program would create additional responsibilities for Summit County staff. An evaluation of bikeshare programs identified several key findings:

- Typically, bikeshare programs with over 100 fleet bicycles are typically staffed by the sponsoring agency, while those under 100 bicycles in the fleet are typically staffed by a bikeshare operator.
- Bikeshare programs, depending on many factors but most predominately size, are typically staffed with positions such as director, marketing, fleet manager, and others. In smaller systems staff fulfill multiple roles.
- Docked, compared to dockless stations, typically require fewer staff. In part, this is due to the customers returning bicycles to designated stations and requiring far less rebalancing. However, a good rule-of-thumb for a docked system is typically one bicycle mechanic for every 70 bicycles in the fleet.

At a minimum, a bikeshare would need either an Operations Manager or a Travel Demand Planner to oversee daily operations of the system. While some of the duties would be the same, an Operations Manager would provide additional stability for a team of mechanics, while a Travel Demand Planner would have greater skills to grow the operations with additional sponsor relations, marketing, and long-range planning duties.

<table>
<thead>
<tr>
<th>Roles</th>
<th>Operations Manager</th>
<th>Travel Demand Planner</th>
</tr>
</thead>
</table>
| Daily Operations (Supervise Bike Mechanics) | • Customer Service  
• Rebalancing (plus cleaning/wipedown)  
• Maintenance  
• Customer Service  
• Establish protocols and policies for the day-to-day management | *All of the Operations Manager duties*                                                |
| Operations                   | • Recruitment and administration of staff  
• Off-season/preventative maintenance mechanic  
• Training | *All of the Operations Manager duties*                                                |
| Sponsor Relations            | N/A                                                                               | *Expanding the sponsor relationship programs and exploring revenue generation approaches such as:*
- Station advertising  
- Member guest passes  
- Bulk Passes | |
| Marketing                    | • End of the year report  
• Fleet replacement plan | *All of the Operations Manager duties and exploring revenue generation approaches:*
- Increasing membership types, such as corporate memberships, Equity membership program and Equity Partners, special event days,  
- Social media coordination with communications team  
- Guided tours/rides |
<table>
<thead>
<tr>
<th>Long-Range Planning</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developing and participating in long-range travel demand management planning, such as:</td>
<td></td>
</tr>
<tr>
<td>Updating the Active Transportation Plan (2024)</td>
<td></td>
</tr>
<tr>
<td>Updating and implementing the Active Transportation scorecard</td>
<td></td>
</tr>
<tr>
<td>Development of an Active Transportation Advisory Committee</td>
<td></td>
</tr>
<tr>
<td>Promoting Bike friendly businesses</td>
<td></td>
</tr>
<tr>
<td>Updating Bike parking requirements zoning ordinance</td>
<td></td>
</tr>
<tr>
<td>Identifying safety projects for SS4A grants</td>
<td></td>
</tr>
<tr>
<td>Participating and/or leading active transportation projects such as Rail with Trail, SR-32 pathway, Wasatch Loop, and the Basin Area Connectivity Plan</td>
<td></td>
</tr>
<tr>
<td>Grant writing</td>
<td></td>
</tr>
</tbody>
</table>
**Personnel Comparison Chart**

While there are a variety of options in the staffing approach for the bikeshare, the chart below reflects the existing Bewegen operations, a "light" staffing approach that would keep the bikeshare operational with seasonal employees, and a "heavy" approach that would provide stability of full-time bicycle mechanics and grow the bikeshare with a Travel Demand Planner. Of course, different approaches, such as an Operations Manager with full-time bicycle mechanics is also an option.

<table>
<thead>
<tr>
<th></th>
<th>Expected Costs and Roles</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bewegen Operations</td>
<td>Operations Manager</td>
<td>Travel Demand Planner</td>
</tr>
<tr>
<td><strong>Staff</strong></td>
<td>3 mechanics (summer)</td>
<td>Operations Manager and</td>
<td>Travel Demand Planner and</td>
</tr>
<tr>
<td></td>
<td>2 mechanics (winter)</td>
<td>3 mechanics (late spring- late fall)*</td>
<td>2 FT mechanics</td>
</tr>
<tr>
<td><strong>Expected Costs</strong></td>
<td>$225,000</td>
<td>$130,000</td>
<td>$275,000</td>
</tr>
<tr>
<td><strong>Advantages</strong></td>
<td>Existing employment</td>
<td>Summit County has autonomy</td>
<td>Summit County has autonomy</td>
</tr>
<tr>
<td></td>
<td>arrangements are</td>
<td>for staffing, including</td>
<td>for staffing, including</td>
</tr>
<tr>
<td></td>
<td>unaffected. No hiring,</td>
<td>selection of staff based</td>
<td>selection of staff based</td>
</tr>
<tr>
<td></td>
<td>retention, or termination</td>
<td>on expected performance.</td>
<td>on expected performance.</td>
</tr>
<tr>
<td></td>
<td>of employment is</td>
<td>Stability of operations</td>
<td>Minimize staff turnover by</td>
</tr>
<tr>
<td></td>
<td>needed by Summit County.</td>
<td>from Operations Manager.</td>
<td>providing full-time</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>positions with benefits.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Potential for increase in</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>revenues by additional</td>
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<td></td>
<td></td>
<td></td>
<td>resources to promoting</td>
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<td></td>
<td></td>
<td></td>
<td>various membership</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>programs, evaluating</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>ridership data and</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>revising and expanding</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>bikeshare locations.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Planner would participate</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>in active transportation</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>planning to offload work</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>on existing staff.</td>
</tr>
<tr>
<td><strong>Disadvantages</strong></td>
<td>Poor performance, no</td>
<td>May be difficult to hire</td>
<td>Highest costs.</td>
</tr>
<tr>
<td></td>
<td>accountability, and</td>
<td>3 new staff each spring.</td>
<td>Potential for peak, summer</td>
</tr>
<tr>
<td></td>
<td>inability for Summit</td>
<td>May find success with</td>
<td>repairs to be burdensome</td>
</tr>
<tr>
<td></td>
<td>County to make staffing</td>
<td>off-season ski resort</td>
<td>for 2 full-time mechanics.</td>
</tr>
<tr>
<td></td>
<td>decisions. Costs during</td>
<td>staff.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>off-season when</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>minimal work conducted.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Exploring options for seasonal employment for summer operations season.
<table>
<thead>
<tr>
<th>Risk</th>
<th>Strategy</th>
<th>Impact</th>
<th>Likelihood</th>
<th>Details</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continued Poor Service from Bewegen</td>
<td>Avoid or Mitigate</td>
<td>Medium</td>
<td>High</td>
<td>A continuation of the service contract with Bewegen will likely mean the same issues as before, reduced deployment of bicycles, in ability to control staffing, poor responsiveness on issues, and the inability to control the revenue structure or success.</td>
<td>Highest priority is hiring Bewegen’s existing full-time bicycle mechanic, He performed more than 80% of the bicycle repairs in 2022 and has institutional knowledge of all aspects of the operations system and a passion for bicycle repair. Hiring additional seasonal or full-time staff each have their advantages and disadvantages, with the trade-offs being 1) ability to recruit, 2) cost savings, and 3) time for training.</td>
</tr>
<tr>
<td>Operated</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Risk Register</th>
<th>Strategy</th>
<th>Impact</th>
<th>Likelihood</th>
<th>Details</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Model</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operated</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Summit Operated | Customer Service |            |            | Ongoing and responsive customer service will be critical to community relations. While customer service calls are somewhat infrequent (more than 400 during the 2022 season) it is important for customers |                              |
| Summit Operated | Management of the Operations Team | The oversight of operations staffing is a key concern. The ability to recruit, retain, and supervise staff will determine the effectiveness of assets and customer service standards. | Medium | Medium | Mitigate  
Dedicated management of the operations team is critical to ensure efficiency. Through discussions with stakeholders I have identified two potential people that would satisfy the requirements of this position. |
|----------------|----------------------------------|-------------------------------------------------------------------------------------------------|--------|--------|--------------------------------------------------|
| Summit Operated | Funding                           | Public funding, beyond sponsorships and farebox collection, is traditionally required to support a bikeshare program. While many efficiencies can be made, a long-term continuation of TST or other county funds is required to maintain the system, independent of the operator. | Low    | Medium | Avoid  
While $250,000 has been programmed for 2023 for Travel Demand Management strategies, this amount would not be enough to purchase a warehouse (see below). Also, while revenues would be received by the county, additional programmed dollars would still be needed for 2024 and on. |
| Summit Operated | Unknown Unknowns                  | The launch of any enterprise has likely unforeseen impacts, not all of which can be identified or quantified. | High   | Medium | Accept  
While there will be unknown unknowns in the process of taking operations of the bikeshare, we have been partners in the operations for five years. The recruitment of an operations manager and an experienced bicycle mechanic would mitigate many of these issues. |
<table>
<thead>
<tr>
<th>Summit Operated</th>
<th>Delay in Seasonal Launch</th>
<th>Delays in hiring could lead to a delay in the spring launch.</th>
<th>Low</th>
<th>Low</th>
<th>Mitigate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Before taking operations from Bewegen, they will be required to provide an inventory of bicycles and supplies, and all assets in a state of good repair. At launch all bicycles should be ready-order meaning that the launch date shouldn’t be impacted. However, the ability to maintain would be impacted by the efficiency in hiring staff.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Summit Operated</th>
<th>Warehouse</th>
<th>A warehouse would eliminate the need for expensive leasing (&gt;4,000/month).</th>
<th>Low</th>
<th>Low</th>
<th>Mitigate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Acquisition or construction of a warehouse would provide long-term cost savings. While not critical to the ability operate the system, an ownership warehouse would provide cost-savings and better functionality than what exists currently.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Proposed Operations Plan

Pending discussion and feedback about the ramifications of the Bewegen proposal, Summit County Manager and staff is recommending an update to the contract with Bewegen to continue operations of the bikeshare program. This new contract would include the following:

- Three-year agreement for Bewegen IT services (proprietary Bewegen hardware and software). Currently IT is billed at $250/bike per year but will increase with cost-of-living adjustments.
- Begin the recruitment of bicycle mechanics and a Travel Demand Planner. Bicycle mechanic hires may be the existing Bewegen bicycle mechanics to smooth the transition.
- Agreement to purchase the van and inventory of bicycle supplies from Bewegen for an estimated cost of $60,000 to provide the county with the necessary equipment to complete expected system operations.
- The county will take responsibility for vandalism and theft, which has not been an issue to date.
- Recommend the Summit County Council of Governments (COG) to continue appropriating Transportation Sales Tax funds at $250,000 per year. Acquisition of existing van and equipment to enable the operations team to keep bicycles in a state of good repair.
- Acquisition or construction of warehousing space. Rescheduling of the Cline Dahl Park and Ride/TOD project identified in the TST program to 2024. This extension provides sufficient time to complete the regional park and ride study in 2023.
Appendices

Excerpts from the Bewegen 2022 End of Year Report
Bikeshare Peer Analysis
Solid Waste Program Key Upcoming Events

- 2023 – 3 Mile Canyon Cell 2 Design
  - Budgeted
- 2024 – 3 Mile Canyon Cell 2 Construction
  - Not budgeted (2023)
  - Costs range estimated $2.5-3M
Overview

Opportunity to design, build and operate a transfer facility with the goal of diversion of wastes from the landfill. Facility may include consolidation of recycle loads, collection and transfer of specialty wastes including cardboard, glass, yard, HHW and other special wastes.

Questions for Council

1. Land
2. Financial Commitment
3. Partnerships with Recycle Utah and/or Park City
4. Scoping – transfer vs diversion facility

Transfer Facility
Special Waste Diversion and Recycle Campus
Environmental Stewardship

The County will demonstrate leadership in implementing plans and policies to secure, preserve and protect our water, land, and air quality for the present and future, as well as implement an internal organizational culture that supports environmental stewardship. This public health issue is led through our Health Department and Community Development Department but requires a collaborative, all-of-government effort to achieve the ideal.
<table>
<thead>
<tr>
<th>Work Plan Element</th>
<th>Strategy</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish and continue to creatively capitalize the Weber River Watershed Resilience Fund, working with state and federal partners and lobbyists</td>
<td>On going attention to, partnership building for, and outreach focused on the Weber Resilience Fund.</td>
<td>• Multitude of state, federal and non-profit partnerships established and 4 Water Utilities Engaged • National recognition by the USFS • Hosted Practitioner Workshop and Organized 9 “Living with Wildfire Series” events, reaching over 350 individuals • Secured $6.4M in funding • 3 Contracts ready for Spring 2023 (500 acres) • Through lobbyists, captured attention of USFS Chief Moore, Priority Landscape designation Region 4 and $1M from Congressman Blake Moore appropriations request • Established Resilience Endowment</td>
</tr>
<tr>
<td>Procure vendor through the Bioeconomy Development Opportunity Zone Initiative to conduct an analysis of biomass viability of the Weber River Watershed, assign an investment rating to help the County pull in investment to process biomass extracted from the forest from fuel reduction treatments (include cost for the analysis in Watershed Restoration Initiative grant application)</td>
<td>1) Secure Contractor 2)Carrying out due diligence, 3) Issue BDO Zone Rating Summit A or AA, 4) Support the rating promoting and economic development 5) Secure funding</td>
<td>• Procured Ecostrat as project vendor • Secured grant funds to cover project costs • Completion of Phase 1 – Suitably analysis • Near completion of Phase 2 – Rating Issued • Rating delay as a result of needed data from USFS • Still pending: • Advisory Committee review of identified risk factors • Finalized issuance of rating • Commitment to economic development of facility, location, zoning</td>
</tr>
</tbody>
</table>
## Public Lands
### 2022 Work Plan

**Strategic Priority:**
Land Use &
Regional Planning

<table>
<thead>
<tr>
<th>Work Plan Element</th>
<th>Strategy</th>
<th>Status</th>
</tr>
</thead>
</table>
| Establish conservation and open space priorities with screening criteria to assist the Council and non-profit land conservancies in evaluating properties and expending general obligation bond proceeds | Create and manage an open space advisory board to develop, oversee and make recommendations on potential property and conservation easement acquisitions | - OSAC ordinance drafted and approved by County Council
- Established 3 regional advisory groups
- Completed regional priority rankings
- Established 1 executive advisory group
- Establish NOI process
- Developed Website and information
- Acquiring first parcel on Jan 25 |
Public Lands Department

2023 Initiatives

1. Build Public Lands Department Capacity - Recruit, hire, onboard and train support staff
2. Implementation of funding for the Weber Watershed Project – On the ground treatment
3. Ongoing project management support for GO Bond and OSAC, ESAP and BOSAC open space committees
1. Does Council request a more active roll in property related to GO Bond? Should OSAC present priority landscapes for proactive recruitment?

2. Is there interest in a holistic approach to Public Lands? How do trails, open space, watershed improvements, sustainably, public works and planning play a role together?

3. Public Lands is a new department; How is it living up to Council’s expectations? What additional tasks need focus?
RESOLUTION # 2019-29

A RESOLUTION ESTABLISHING RENEWABLE ENERGY AND EMISSIONS REDUCTION GOALS FOR SUMMIT COUNTY

WHEREAS, Summit County is responsible to promote the public health, safety, and welfare of its residents, including access to clean air, clean water and a livable environment; and

WHEREAS, energy resources we utilize as a local government and community significantly impact public health, safety, and welfare, including the economic and social well-being of current and future residents; and

WHEREAS, there is unequivocal scientific consensus that human activity is significantly responsible for the continuing acceleration of a warming global climate, especially the combustion of fossil fuels that create greenhouse gases.

WHEREAS, Summit County is already feeling the local effects of a warming climate that threaten our environment, economy, and our residents’ health, safety, welfare and overall quality of life, such as: shorter and warmer winters; wider variations in precipitation and snow pack; reduced stream flow and uncertainty about future water supplies; devastation to our forests as a result of drought, pests, and wild fires; and invasive species, disease vectors and other climate-related disruptions; and

WHEREAS, fossil-fuel based electricity generation cause about 30% of all greenhouse gas emissions in the incorporated and unincorporated areas of Summit County; and

WHEREAS, combustion of fossil fuels used in the transportation sector (air, rail, on-road and off-road vehicles) cause about 47% of all greenhouse gas emissions in the incorporated and unincorporated areas of Summit County; and

WHEREAS, because long-term consequences of energy derived from fossil-fuels will be devastating to Summit County and its agricultural, tourist and recreation-based economies and quality of life, it is critical that energy consumers and the utilities serving them work actively to reduce greenhouse gas emissions; and

WHEREAS, transforming our electrical energy supply to 100% renewable sources by 2030 is possible by combining renewable power generation with energy efficiency, energy storage, demand management; and

WHEREAS, enhanced transit and transportation systems to reduce reliance on single occupancy vehicles, and transition to vehicles powered by alternative fuel sources is essential to reduce emissions attributable to the transportation sector; and

WHEREAS, in addition to mitigating climate impacts, such actions will provide a range of other community benefits including improved air quality, enhanced public health, increased
national and energy security, local energy-efficiency and renewable energy related jobs, reduced reliance on finite resources, and myriad other positive outcomes; and

WHEREAS, Summit County is committed to transitioning from fossil-fuel energy sources in collaboration with like-minded regional cities and counties that have committed to pursue strategies and policies to promote and facilitate clean energy and carbon reduction actions and policies to curb climate change; and

WHEREAS, achieving Summit County’s climate goals will require the participation of individuals, governments, businesses and utilities; and Summit County recognizes the need to promote public awareness and education to its citizens concerning the environmental, health, economic, and societal benefits of pursuing a broad range of strategic measures including reducing reliance on and use of fossil-fuels, transitioning to clean energy sources to reduce greenhouse gas emissions and stop climate change; and

WHEREAS, access to the financial and environmental benefits of energy efficiency and renewable energy must be shared equitably across all economic classes; Summit County needs to seek strategies and equitable cost structures that protect low-income members of the community; and

WHEREAS, Summit County adopted a county-wide climate action plan in July 2015, which charts a course of collective actions to reduce greenhouse gas emissions in the County; and

WHEREAS, Summit County continues to implement the strategies outlined in the County’s Climate Action Plan and to take other measures to support the Summit County Council’s environmental stewardship strategic goal to reduce the County’s contributions to greenhouse gas emissions and climate change; and

WHEREAS, in 2017, the Summit County Council reaffirmed environmental stewardship as one of its strategic effects.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Summit County, Utah, that:

1. Renewable Energy Goals: Summit County will implement strategies and policies to:
   a. Transition to measured net 100% renewable electrical energy by 2030 for all of Summit County’s government operations; goal includes 50% renewable electrical energy for Summit County government operations by 2025; and
   b. Achieve an amount equivalent to 100% of the annual electric energy supply for participating customers from a renewable energy resource by 2030. Progress on these transitions, strategies and policies will be published biannually commencing in the first quarter of 2018.

2. Greenhouse Gas Emission Reduction Goals: Summit County will actively seek to:
   a. Reduce greenhouse gas emissions from County government operations by 80% below their 2016 level by 2040; and
   b. Implement strategies and policies to encourage the reduction of greenhouse gas emissions countywide by 80% below their 2014 level by 2050.
The county operations emissions reductions will be measured against the 2016 emissions inventory and published annually. Countywide emissions reductions will be measured against the 2014 community emissions baseline inventory, including emissions from energy use and transportation. Updated countywide greenhouse gas emissions inventories will be measured and published at least every five years commencing in the first quarter of 2020.

3. Biennial Renewable Energy Enhancements and Emissions Reductions Plans. In furtherance of Summit County’s renewable energy promotion and carbon emissions reduction goals, on a biannual basis, Summit County staff will provide the Summit County Council with an updated renewable energy plan and a greenhouse gas reduction plan that will each contain proposed strategies to continue moving toward such goals during the ensuing two-year period, which will include (a) the proposed strategies to be implemented during such two-year period, (b) costs to be incurred by Summit County to implement such strategies, (c) costs that will be borne by Summit County residents if such strategies are implemented, and (d) the net greenhouse gas reductions that will be achieved by each such strategy.

4. Emphasis on Energy Efficiency. Summit County's initial preference for reducing greenhouse gases related to carbon based energy sources will be strategies and policies to increase energy efficiency. Accordingly, Summit County will pursue policies to increase energy efficiency in the public and private sectors through changes in Summit County's development codes, retrofits of existing buildings, incentives with respect to new developments and remodels, and exploring incentives, bulk purchasing programs and other means of assisting low-income households with achieving energy efficiency gains.

5. Transportation Changes. The transportation sector accounts for a significant portion of greenhouse gas emissions in Summit County, and it is essential to implement transit and transportation alternatives that address those emissions in order to achieve Summit County’s climate goals.

Accordingly, Summit County will continue to enhance the efficiency of Summit County’s transit services. Improvements to transit services will include enhancing parking at transit centers or major transit stops to provide increased access, as well as implementing such as micro-transit, to connect neighborhoods and areas underserved by transit. Summit County will also prioritize infrastructure that promotes safe walking and bicycling. Coordinated with the planning department, Summit County will work to convert at least 50% of Summit County on-road passenger vehicles (sedans, SUVs, light duty pick-up trucks, vans, etc.) to alternative fuel, fuels by 2022. Summit County will provide the electric vehicle charging facility as required to charge electric fleet vehicles.

With major employers in Summit County to seek their employees to use public transit, van shares and carpools.
The county operations emissions reductions will be measured against the 2016 county operations emissions inventory and published annually. Countywide emissions reductions will be measured against the 2014 community emissions baseline inventory, including emissions from energy use and transportation. Updated countywide greenhouse gas emissions inventories will be measured and published at least every five years commencing in the first quarter of 2020.

3. Biennial Renewable Energy Enhancements and Emissions Reductions Plans. In furtherance of Summit County’s renewable energy promotion and carbon emissions reduction goals, on a biannual basis, Summit County staff will provide the Summit County Council with an updated renewable energy plan and a greenhouse gas reduction plan that will each contain proposed strategies to continue moving toward such goals during the ensuing two-year period, which will include (a) the proposed strategies to be implemented during such two-year period, (b) costs to be incurred by Summit County to implement such strategies, (c) costs that will be borne by Summit County residents if such strategies are implemented, and (d) the net greenhouse gas reductions that will be achieved by each such strategy.

4. Emphasis on Energy Efficiency. Summit County's initial preference for reducing greenhouse gases related to carbon based energy sources will be strategies and policies to increase energy efficiency. Accordingly, Summit County will pursue policies to increase energy efficiency in the public and private sectors through changes in Summit County’s development codes, retrofits of existing buildings, incentives with respect to new developments and remodels, and exploring incentives, bulk purchasing programs and other means of assisting low-income households with achieving energy efficiency gains.

5. Transportation Changes. The transportation sector accounts for a significant portion of greenhouse gas emissions in Summit County, and it is essential to implement transit and transportation alternatives that address those emissions in order to achieve Summit County’s climate goals.

Accordingly, Summit County will continue to enhance the efficiency of Summit County’s public transit services. Improvements to transit services will include enhancing parking at transit centers or major transit stops to provide increased access, as well as implementing strategies such as micro-transit, to connect neighborhoods and areas underserved by transit.

Summit County will also prioritize infrastructure that promotes safe walking and bicycling to encourage active modes of transportation that have health benefits.

Summit County will seek to convert at least 50% of Summit County on-road passenger fleet vehicles (sedans, SUVs, light duty pick-up trucks, vans, etc.) to alternative fuel, hybrid, and electric vehicles by 2022. Summit County will provide the electric vehicle recharging infrastructure at County facilities as required to charge electric fleet vehicles.

Summit County will also work with major employers in Summit County to seek their cooperation to incentivize their employees to use public transit, van shares and carpools.
6. Community Design. Emphasis shall be given to the form and location of future development in Summit County. General Plans and Development Codes shall focus new growth towards compact in-fill within existing developed areas where sustainable infrastructure, multi-modal transportation, walkability, and the preservation of the natural environment can be better achieved.

7. Utility Collaboration. Summit County will collaborate with the current electric public utility, Rocky Mountain Power, to find means to accelerate the transition of electrical energy supplied to Summit County from renewable sources and minimize dependence on carbon-based fuels and to establish Summit County’s preference for renewable energy projects.

8. Legislative Collaboration. Summit County will build relationships with regional partners and municipalities, and other counties that share similar energy efficiency and greenhouse gas reduction goals to seek opportunities to work with the Utah Legislature on measures to facilitate progress on the energy initiatives outlined in this resolution.

9. Triannual Review. The Summit County Council will review these requirements every three years to determine if climate changes, new technologies or other events require that these terms need to be modified.

APPROVED AND ADOPTED this _____ day of November, 2019.

ATTEST: 

SUMMIT COUNTY COUNCIL
SUMMIT COUNTY, UTAH

__________________________  __________________________
Kent Jones          Roger Armstrong
County Clerk  Council Chair