

Synopsis of Mountain Accord Charter

Synopsisⁱ

Mountain Accord Charter

In July 2015, all major public and private interests in the Central Wasatch Mountains signed Mountain Accord. The Agreement called for specific actions to be implemented, reflecting three years of discussion, analysis, and collaboration. Tradeoffs and compromises for the benefit of the Mountains and the users were interrelated; they would not have happened piecemeal and were considered in the context of the broader Agreement.

Purposesⁱⁱ

The Purposes were intended to provide a framework for the specific actions of Mountain Accord. This section represents consensus positions of all levels of government and the private sector:ⁱⁱⁱ

- framework of landscape-scale, long-term context and a transportation system that serves water, lands, environment, recreation, and economy.^{iv}
- pursuit of federal lands designations and land exchanges through Congressional action.^v
- pursuit of and support for Mountain Accord actions, seeking:^{vi}
 - an ecosystem and recreation system providing a range of settings and uses at locations with access while protecting solitude and backcountry values
 - a year-round sustainable, safe, efficient, multi-modal transportation system connected to the regional network, serving the array of users and the environment
 - economic prosperity fostering a quality of life for visitors and residents.^{vii}

Intended Outcomes^{viii}

Specific outcomes prioritize certain actions:

- protect watershed and the environment^{ix}
- designate additional federal protections of the land, limiting expansion of ski areas^x
- reduce patchwork of public and private land ownership, move private lands with high watershed and environmental values to public ownership^{xi}
- cluster development along transit corridors and within ski base areas, following local land-use plans^{xii}
- Accommodate and manage growth of recreational uses, integrated with transit solutions^{xiii}
- Create transportation connections using transit, walking, biking, and reducing vehicle use^{xiv}
- Reduce natural hazard risk and improve emergency response capability^{xv}

Agreed-Upon Actions^{xvi}

The signers agreed to pursue a series of comprehensive and interdependent actions, including land protections and transportation improvements. Re-negotiation of actions, including removal, additions or alterations are anticipated.^{xvii}

Federal Land Designation^{xviii}

- Maps identify a new 80,000-acre land designation (current draft Central Wasatch National Conservation and Recreation Area), including wilderness^{xix}
- Prohibition of ski area expansion in the Central Wasatch National Conservation and Recreation Area^{xx}
- Congressional legislation to accomplish action by the end of 2016^{xxi}
- Limit ski area-use expansion to existing boundaries^{xxii}
- Land designations while preserving transportation alternatives^{xxiii}
- Transit infrastructure permissible within land designations^{xxiv}

Land Exchanges^{xxv}

When seeking implementation, these provisions were deemed infeasible and have been removed from current legislative proposals.

Land Acquisition^{xxvi}

Create private land acquisition program on willing-seller basis.

Transportation^{xxvii} Canyon-specific recommendations were made, divided among the Cottonwood Canyons, Big Cottonwood to Park City, Parleys Corridor, and Millcreek Canyon.

- **Cottonwood Canyons**^{xxviii}
 - Seek public transportation alternatives connecting Salt Lake Valley and Cottonwood Canyons through the NEPA process^{xxix}
 - Connect to regional public transit system preference^{xxx}
 - Dis-incentivize single-occupant vehicle use and coordinate regionally^{xxxi}
 - Consider bus or rail improvements along 9400 South, Wasatch Boulevard, Fort Union, and Little Cottonwood Canyon corridors; improve year-round transit service in Big Cottonwood Canyon; consider non-auto tunnel between Big Cottonwood Canyon and Little Cottonwood Canyon; complement transit development with natural setting^{xxxii}
 - Look at full range of transit alternatives and their consequences/impacts^{xxxiii}
 - Trams, ski lifts, and other aerial modes are not recommended^{xxxiv}
 - Other Cottonwood Canyons questions: charge for single-occupancy vehicles? independent guideway vs. road alignment? avalanche protection? reduction in parking? and convenient access and reasonable cost for users?^{xxxv}
- **Big Cottonwood Canyon to Park City**^{xxxvi}
 - Study local, non-auto-based connection between Big Cottonwood Canyon and Park City^{xxxvii}
 - Keep Guardsman’s Pass closed in Winter^{xxxviii}
- **Parley’s Corridor**^{xxxix}
 - Analyze alternatives between Salt Lake Valley and Park City through Task Force
 - Seek concurrence for preferred alternative, then initiate NEPA
- **Millcreek Canyon**^{xl}
 - Support for shuttle, and seek cycling and pedestrian improvements
- **Trails and Cycling**^{xli}
 - Support trails and cycling plan for Central Wasatch Mountains, considering connections to recreation nodes and public transit, and support specific trails.

NEPA Process for Cottonwood Canyons^{xlii}

Mountain Accord proposed initiating a comprehensive NEPA process immediately (2016) for land exchange and transportation matters that includes the natural and social capacity for the mountains.

Environmental Monitoring, Adaptive Management, and Restoration^{xliii}

Mountain Accord recommended development of an Environmental Dashboard to service NEPA and other decision making, planning, restoration, and mitigation.

Governance and Funding^{xliv}

Consider governance structure that includes elected officials to facilitate implementation of Mountain Accord and adapt to changing circumstances.^{xlv} Support municipal regulation of watersheds and regional land-use authority.^{xlvi} Analyze funding options and pursue funding to carry out Central Wasatch Mountains needs.

Public Engagement and Transparency^{xlvii}

Commitment to maintain transparency and disclose conflicts of interest going forward.

ⁱ This synopsis attempts to condense for ease of reading the agreement: Mountain Accord. Please refer to Mountain Accord specific language, [linked](#), and referenced/footnoted in this Synopsis to each Mountain Accord section.

ⁱⁱ Pages 3-4, Section 1

ⁱⁱⁱ 1.1

^{iv} 1.2

^v 1.3

^{vi} 1.5

^{vii} 1.7

^{viii} Pages 3-4, Section 2.

^{ix} 2.1

^x 2.2

^{xi} 2.3

xii	2.4
xiii	2.5
xiv	2.6
xv	2.7
xvi	Pages 4-10, Section 3
xvii	3.1
xviii	Pages 5-6, Section 3.2
xix	3.2.1, 3.2.4
xx	3.2.2
xxi	3.2.3
xxii	3.2.5
xxiii	3.2.6
xxiv	3.2.7
xxv	Pages 6-10, Section 3.3
xxvi	Page 10, Section 3.8
xxvii	Page 10-13, Section 3.9-3.13
xxviii	3.10 Pages 11-12
xxix	3.10.1, Page 11
xxx	3.10.3 Page 11
xxxi	3.10.4, Page 11
xxxii	3.10.5, Page 11
xxxiii	3.10.6, Page 11
xxxiv	3.10.7, Page 12
xxxv	3.10.8, Page 12
xxxvi	3.11, Page 12
xxxvii	3.11.1 & 3.11.3, Page 12
xxxviii	3.11.4, Page 12
xxxix	3.12, Pages 12-13
xl	3.13, Page 13
xli	3.13, Page 13
xlii	3.15, Page 14
xliii	3.16, Page 14
xliv	3.17, Page 14-15
xlvi	3.17.1, Page 14-15