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# The Mountain Accord Process

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Mountain Accord is a collaborative decision-making process that aims to protect our Wasatch Mountains and Salt Lake City's precious water supply; balance recreation and land preservation; reduce traffic congestion; and ensure economic success for our ski and summer resorts.

To me and a vast number of us who love the Wasatch, the process represents our greatest-ever opportunity to resolve longstanding disputes over how we use and enjoy our mountains, and how we protect them for future generations.

I led the design and implementation of this process after helping to defeat Ski Link, a 2012 proposal to connect Park City and Solitude resorts via a ski lift. This outrageous plan was unilaterally conceived in Washington, DC – with zero input from local stakeholders.

The Mountain Accord stakeholder group comprises a broad range of public and private sector participants, including:

- All local governments on the Wasatch Front and Back
- State government – including Gov. Herbert
- Environmental groups – including Save our Canyons, Wasatch Backcountry Alliance, The Nature Conservancy, and others
- All seven ski resorts, represented by Ski Utah

The primary federal transportation and land management agencies also were active participants.

In August 2015, stakeholders signed an agreement that directs implementation of the Accord through federal action in Congress and the Executive Branch, state, and local actions.

Following is an overview of Mountain Accord, including what it does, and does not, commit to:

- Thousands of now-private acres in upper Big Cottonwood and Little Cottonwood canyons would become public. A federal designation would protect the southern central Wasatch.
- Transit options would be further evaluated through a thorough public process to address traffic congestion and connectivity in the Central Wasatch Mountains. The goal, consistent with the Mountain Accord process, is finding a long-term, collaborative solution.
- Mountain Accord does *not* propose a train or tunneling in the Wasatch. Trains and buses would be evaluated further, including all potential environmental impacts and considerations, as possible solutions to our transportation challenges.
- The Accord does *not* include plans for massive development in the Wasatch. On the contrary, ski area development will be limited to existing boundaries with slight adjustments, and further development in both canyons would be limited to base areas at existing resorts. Land will be transferred to the public that for years has been the subject of various development proposals, and the federal designation will prohibit ski area expansion.

Over the next two years, the process will focus on implementation of the goals and agreements set out in the Accord.

I am proud of what Mountain Accord has accomplished. In a third term, I will continue to lead and support efforts to protect this remarkable and critically important natural resource.

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