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MINUTES OF THE CENTRAL WASATCH COMMISSION (“CWC”) STAKEHOLDERS COUNCIL TRANSPORTATION SYSTEMS COMMITTEE MEETING HELD MONDAY, MAY 13, 2024, AT 3:30 P.M. THE MEETING WAS CONDUCTED BOTH IN-PERSON AND VIRTUALLY VIA ZOOM. THE ANCHOR LOCATION WAS AT THE CWC OFFICES LOCATED AT 311 SOUTH STATE STREET, SUITE 330, SALT LAKE CITY, UTAH.

- Present:** Danny Richardson, Chair
Kurt Hegmann, Co-Chair
Pat Shea
Mike Marker
Roger Borgenicht
- Staff:** Lindsey Nielsen, Executive Director
Sam Kilpack, Director of Operations

OPENING

1. Chair Danny Richardson will Open the Public Meeting as Chair of the Transportation Systems Committee of the CWC Stakeholders Council.

Chair Danny Richardson called the Central Wasatch Commission (“CWC”) Stakeholders Council Transportation Systems Committee Meeting to order at 3:30 p.m. and welcomed those present.

2. Review and Approval of the Minutes from the April 8, 2024, Meeting.

It was noted that there was no quorum present. As a result, the Minutes were not voted on.

3. Announcements:

a. Introduction of New Co-Chair.

The new Co-Chair of the Transportation Systems Committee, Kurt Hegmann, introduced himself. CWC Executive Director, Lindsey Nielsen, expressed appreciation for his willingness to serve.

b. New CWC Offices.

Chair Richardson discussed the new CWC offices, which are located at 311 South State Street in Suite 330. He encouraged the Committee Members to attend the next meeting in person.

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2 **RECAP OF MAY 6, 2024 BOARD MEETING**
3

4 **1. Chair Richardson will Review the Topics Discussed at the May 6, 2024, Board**
5 **Meeting.**
6

7 **a. CWC Budget.**
8

9 Chair Richardson reported that at the last CWC Board Meeting on May 6, 2024, the CWC Board
10 approved the Draft Tentative Budget. Ms. Nielsen explained that the CWC Board will consider
11 approving the Final Budget at the CWC Board Meeting on June 3, 2024. She clarified that the
12 CWC is on a fiscal year calendar, so the budget that is approved will start on July 1, 2024, and run
13 until June 30, 2025. Chair Richardson suggested that Committee Members review the Tentative
14 Budget. The CWC is doing important work and is assisting with beneficial projects.
15

16 **b. Stakeholders Council Retreat.**
17

18 Chair Richardson reported that the Stakeholders Council Retreat will take place on May 16, 2024.
19

20 **c. CWC Transit Map.**
21

22 Information about the newly created CWC Transit Map was shared. Chair Richardson explained
23 that the map includes transit information from various sources, such as High Valley Transit, Utah
24 Transit Authority (“UTA”), and local canyon transit. He noted that next year, UTA is trying to
25 run a full winter schedule and return the 953 bus route. UTA is looking at the possibility of staffing
26 some of the buses with non-UTA drivers. Those drivers would be added to existing UTA numbers.
27

28 Ms. Nielsen shared a screenshot of the CWC Transit Map. It is a static screenshot, but shortly, the
29 map will be added to the CWC website and it will be dynamic. Users will be able to interact with
30 all of the transit routes that occur within the CWC study area. The idea behind the map is similar
31 to the Environmental Dashboard, where the goal is to amass all of the existing data into one place.
32

33 **d. Short-Term Projects Grants.**
34

35 Chair Richardson discussed the Short-Term Projects Grant Program awardees. He reported that
36 the CWC Youth Council put forward a short-term project request for a community gear shed. The
37 idea is to have equipment that can be borrowed for camping, skiing, and hiking, because often,
38 that equipment is expensive, which can make it difficult for certain people to access the canyons.
39 It is an exciting project and a lot of different suggestions were shared at the CWC Board Meeting.
40

41 Ms. Nielsen reported that \$6,000 was funded by the CWC Board for the community gear shed.
42 Additionally, there was \$1,800 awarded for the other CWC Youth Council proposal. That short-
43 term project is for an outdoor youth-oriented film festival, which is another exciting project.
44

45 Chair Richardson reviewed the full list of short-term projects and funding amounts:
46

- 1 • Trail Maintenance, Native Plant Restoration, and Control of Invasive Weeds in the Tri-
2 Canyons - Cottonwood Canyons Foundation (\$20,000);
- 3 • Outdoor Film Festival – CWC Youth Council (\$1,800);
- 4 • Community Gear Shed – CWC Youth Council (\$6,000);
- 5 • Bonanza Flat Accessible Trail Project – Park City Municipal Corporation (\$5,000);
- 6 • Fixed Anchor Maintenance: Wasatch Rock Climbing Routes – Salt Lake Climbers Alliance
7 (\$10,000);
- 8 • Alpenbock Documentary Film – Salt Lake Climbers Alliance (\$5,000);
- 9 • Conservation (Education and Outreach) Program – Save Our Canyons (\$15,000);
- 10 • Environmental Sustainability Education – Summit Community Gardens and EATS
11 (\$10,000);
- 12 • White Pine Bridge Trail Erosion Repair – Trails Utah (\$5,000);
- 13 • Pipeline Trail Extension – Trails Utah (\$15,000);
- 14 • Transit to Trails Shuttle – Utah Open Lands (\$10,000);
- 15 • Backcountry Shuttle – Wasatch Backcountry Alliance (\$15,000).

16
17 Chair Richardson commented that there are exciting projects the CWC is assisting through the
18 Short-Term Projects Grant Program. Co-Chair Hegmann discussed the climbing route
19 maintenance work. He asked about liability and safety. Mr. Nielsen noted that this was considered
20 during the CWC Board Meeting. She explained that there is coverage through the U.S. Forest
21 Service. However, she offered to reach out to the Salt Lake Climbers Alliance for those details.
22

23 Mike Marker acknowledged that some of the Short-Term Projects Grant Program awards will add
24 value to visitors. However, some of the items are fundamental and are a basic part of running a
25 forest. It is not sustainable for organizations like the CWC to continue to fund items like trail
26 maintenance and restroom maintenance. He wants to know why organizations are providing
27 support to a Federal agency that should be taking care of these services on their own. He pointed
28 out that the CWC is handling work that the Federal tax dollars should be covering. Ms. Nielsen
29 explained that the Unita-Wasatch-Cache National Forest has limited resources. A lot of the
30 projects that the CWC either fully or partially funds would not happen without that support. The
31 support allows the Forest Service to use its limited resources elsewhere. There are a lot of needs
32 across the forest and not enough resources. Any assistance organizations can provide is useful.
33

34 Mr. Marker appreciated the comments shared by Ms. Nielsen, but he reiterated his concerns that
35 the agency is not being adequately funded. He did not believe the current approach is sustainable.
36 It was suggested that those involved in the CWC reach out to representatives to ensure that the
37 agency is funded at the level that is needed to operate. It bothers him that the Federal agencies
38 and State agencies are not funded in a manner that is necessary to ensure the work is done correctly.
39

40 Co-Chair Hegmann shared information about the Forest Service and what happens with the cabin
41 money. He explained that this is a program that goes back decades. It is only due to very recent
42 Legislation that a portion of the money from Lease Fees for the cabins comes back to run the
43 program. He speculates that similar situations are happening in other areas as well. Mr. Marker
44 stated that accountability has been lost somewhere. If these agencies are not being funded
45 correctly, then their responsibilities need to be carved back and given to someone else. The local
46 communities are having to fill in the gaps, which is not a sustainable solution to the issue.

1
2 Pat Shea reported that beginning in 2016, the polarization in Congress resulted in two things: the
3 budgets were cut for the Forest Service and BLM, and the number of statutory obligations they
4 had to perform were increased. There is not enough funding and yet there are more tasks to handle.
5 Mr. Marker stressed the importance of reaching out to Senators and those in Congress about this
6 issue. Chair Richardson mentioned the SHRED Act and noted that it is currently being discussed.
7 It essentially states that fees generated by ski areas will be returned to the forest they are in. Co-
8 Chair Hegmann noted that this sounds similar to the cabin fees that were previously mentioned.
9

10 **e. Other CWC Committee Updates.**

11
12 Ms. Nielsen reported that all Committee Members recently received an email from Community
13 Engagement Coordinator, Mia McNeil. The email includes an invitation to a social gathering
14 between the Stakeholders Council and CWC Youth Council. That will take place on May 21,
15 2024, between 5:00 p.m. and 6:30 p.m. She asked those present to check their inboxes for that.
16

17 **TRANSPORTATION SYSTEMS COMMITTEE PRIORITIES SURVEY**

18
19 **1. Committee Members will Discuss Engaging Various Salt Lake County Municipalities**
20 **with the Priorities Survey.**

21
22 Chair Richardson reported that a few meetings ago, there was a Priorities Survey conducted for
23 the Transportation Systems Committee. It highlighted the priorities of Committee Members. For
24 example, the implementation of the Big Cottonwood Canyon Mobility Action Plan (“BCC MAP”) and the
25 Millcreek Canyon shuttle. During the survey discussions, there was a question raised about
26 what to do with the results of the survey. Committee Members wondered whether the information
27 should be shared with the various municipalities and how that kind of outreach could be done.
28

29 Chair Richardson asked Committee Members whether there was a desire to share the information
30 via a press release or something similar. It is important to think about how to best share relevant
31 information with municipalities that have the ability to support these efforts. He asked how other
32 Committee Members envisioned sharing the priorities of the Transportation Systems Committee.
33

34 Ms. Nielsen explained that there are many CWC outreach networks. Whenever there is an
35 organization-wide announcement to share with the broader community, stakeholders, partner
36 agencies, or the media, a press release is sent out to contacts. Additionally, a post is made on all
37 CWC platforms, such as the website, blog, and social media. There is also a newsletter that reaches
38 approximately 3,500. She noted that there is an e-kit shared as well, which is a truncated paragraph
39 that is taken from a press release and focuses on the important details. It also includes relevant
40 links and graphics. That e-kit is sent out so it is simple to share the information with others.
41

42 Ms. Nielsen reported that the media contact list includes print, television, radio, and student media.
43 If there is something specific that the Transportation Systems Committee wants to share, CWC
44 Staff has a lot of resources and can share that information with relevant parties. Chair Richardson
45 was excited to learn that there is already such a robust system in place for outreach.
46

1 The Priorities Survey clearly indicates what the priorities of the Transportation Systems
2 Committee are. It also highlights some of the remaining questions about the gondola and the roads.
3 Ms. Nielsen wondered whether there was a desire to share the results of the survey with others.
4 Chair Richardson thought it was a good document to share because it clearly explains what the
5 Committee wants to focus on. It could be included as part of the next newsletter released by the
6 CWC. Ms. Nielsen agreed that this is excellent content for the website, blog, newsletter, and social
7 media. The results of this survey also set a good precedent for the rest of the Systems Committees.
8

9 **OTHER ITEMS**

10
11 Chair Richardson reported that Mr. Shea recently shared draft letters with Committee Members.
12 The intention is for these to be passed along to the CWC Board. Mr. Shea clarified that he sent
13 the letters to everyone on the Transportation Systems Committee. He explained that after seeing
14 the CWC Transit Map, some of the questions within the letters have been answered. It would be
15 interesting to see whether UTA or the Utah Department of Transportation (“UDOT”) would be
16 willing to show the buses available to handle the routes on the map. If the frequency is good
17 enough, that will relieve some traffic congestion in the immediate future. After speaking to Carlton
18 Christensen at UTA and a few others at UDOT, it is clear that the buses have not been ordered.
19 One of the drafted letters asks when there will be new buses and who will order them.
20

21 Chair Richardson reminded Committee Members that UTA is looking into hiring additional
22 drivers for the ski buses. The other letter drafted by Mr. Shea discussed the UDOT Little
23 Cottonwood Canyon Environmental Impact Statement (“EIS”) and how the phases will be funded.
24 Mr. Shea believed a lot of time has been spent without real progress being made. He explained
25 that two fundamental policy questions should be answered in 2024:

- 26
- 27 • How will the phased work be paid for?
- 28 • What is the measurement of success for each of the phases?
- 29

30 Mr. Shea hoped there could be a discussion during the Stakeholders Council Retreat so these issues
31 could be explored further. Ms. Nielsen shared the motion that was unanimously approved by the
32 Transportation Systems Committee at the last meeting. That will be discussed during the business
33 portion of the Stakeholders Council Retreat. She noted that there is not currently a quorum at the
34 Transportation Systems Committee. As a result, there cannot be a vote to approve the drafted
35 letters, but the previous motion will be considered during the Stakeholders Council Retreat.
36

37 The Stakeholders Council Retreat agenda has already been set, so the drafted letters might not be
38 able to be discussed at that time. However, there are some options available. It is possible to bring
39 the letters forward at the next Stakeholders Council Meeting, which is scheduled in July.
40 Alternatively, it is possible to request that a Special Stakeholders Council Meeting be held in June.
41

42 Ms. Nielsen reported that the next Transportation Systems Committee Meeting will take place on
43 June 10, 2024. If there is a quorum on that date, the Committee can make a motion on the letters.
44 From there, the letters can be considered by the Stakeholders Council either at the scheduled
45 meeting in July or at a special meeting in June. There are a few options that can be considered.
46

1 Chair Richardson brought another letter to the attention of the Committee. On May 7, 2024, Alta
2 Ski Area along with the Alta City Council and most of the restaurants and hotels, wrote a letter to
3 The Salt Lake Tribune called the “Red Snake Letter.” It is an 18-page letter that provides a detailed
4 response to the idea of the gondola. It also includes a number of suggestions to improve the road
5 and transit. There was a suggestion for metered signals that would accommodate the Snowbird
6 and Alta vehicles. He encouraged Committee Members to read the full version of the letter. It is
7 an interesting response to the idea of a gondola as well as the Phase 1 and Phase 2 suggestions.
8

9 Ms. Nielsen shared an idea contemplated by CWC Staff for each of the Systems Committees.
10 During each meeting, while discussions are taking place, it makes sense to think about the next
11 agenda. There can be time set aside for Committee Members to share future agenda suggestions.
12 Co-Chair Hegmann asked that all meeting materials be shared with Committee Members at least
13 three days ahead of a scheduled meeting. This will ensure there is enough time to review.
14

15 Ms. Nielsen reminded Committee Members that the next Transportation Systems Committee
16 Meeting is scheduled for June 10, 2024. During that meeting, the draft letters will be discussed
17 and potentially approved. Additionally, the Meeting Minutes will need to be approved. Chair
18 Richardson noted that the questions posed by Mr. Shea can be discussed at the retreat. Mr. Shea
19 pointed out that the difference between a discussion and a debate is important. A discussion is
20 where information is put forward and considered. On the other hand, a debate is where there are
21 opposing points of view expressed and the merits of the different arguments are clarified.
22

23 Chair Richardson asked if it would be possible to invite a representative from UDOT to attend a
24 future meeting. Ms. Nielsen confirmed that it is possible to reach out and make that request. She
25 reported that someone from UDOT will be attending the CWC Board Meeting on June 3, 2024.
26 She encouraged interested Committee Members to attend that meeting and listen to what is shared.
27 The Transportation Systems Committee can discuss next steps after that meeting occurs.
28

29 **CLOSING**

30 31 **1. Chair Richardson will Call for a Motion to Adjourn the Transportation Systems** 32 **Committee Meeting.**

33
34 **MOTION:** Kurt Hegmann moved to ADJOURN the Transportation Systems Committee
35 Meeting. Mike Marker seconded the motion. The motion passed with the unanimous consent of
36 the Committee.
37

38 The Central Wasatch Commission Stakeholders Council Transportation Systems Committee
39 Meeting adjourned at 4:18 p.m.

1 *I hereby certify that the foregoing represents a true, accurate, and complete record of the Central*
2 *Wasatch Commission Stakeholders Council Transportation Systems Committee Meeting held*
3 *Monday, May 13, 2024.*

4

5 Teri Forbes

6 Teri Forbes

7 T Forbes Group

8 Minutes Secretary

9

10 Minutes Approved: _____