

**MINUTES OF THE CENTRAL WASATCH COMMISSION (“CWC”) STAKEHOLDERS COUNCIL TRANSPORTATION SYSTEMS COMMITTEE MEETING HELD MONDAY, NOVEMBER 6, 2023, AT 3:30 P.M. THE MEETING WAS CONDUCTED BOTH IN-PERSON AND VIRTUALLY VIA ZOOM.  THE ANCHOR LOCATION WAS THE CWC OFFICES LOCATED AT GATEWAY AT 41 NORTH RIO GRANDE STREET, SUITE 102, SALT LAKE CITY, UTAH.**

**Present:**  Mike Christensen, Chair

 Amber Broadaway, Co-Chair

 Danny Richardson

 Patrick Shea

 Linda Johnson

 Mike Marker

 Roger Borgenicht

 Kurt Hegmann

 Dani Poirier (filling in for Tom Diegel)

 Carl Fisher

 John Knoblock

**Staff:** Lindsey Nielsen, Executive Director

 Sam Kilpack, Director of Operations

**Others:** Patrick Nelson

 Tom Ward

**OPENING**

1. **Chair Mike Christensen will Open the Public Meeting as Chair of the Transportation Systems Committee of the Central Wasatch Commission Stakeholders Council.**

Chair Mike Christensen called the Transportation Systems Committee Meeting to order at approximately 3:30 p.m. He informed those present that this was the first Transportation Systems Committee Meeting held for the Central Wasatch Commission (“CWC”) Stakeholders Council.

Members of the Transportation Systems Committee and other participants introduced themselves.

* Roger Borgenicht serves as Co-Chair of Utahns for Better Transportation.
* Kurt Hegmann was part of the Mill D Cabin Owners Association.
* Danny Richardson has a long history in the ski industry and transportation.
* Transportation Systems Committee Co-Chair, Amber Broadaway, serves as President and Chief Operating Officer at Solitude Mountain Resort.
* Patrick Shea is counsel for Friends of Alta, which he started 43 years ago. He is also an avid supporter of conservation in the canyons.
* Linda Johnson is retired but previously worked in the ski business and hotel management.
* Carl Fisher identified himself as the Executive Director of Save Our Canyons. He is also the Co-Chair of the CWC Stakeholders Council.
* Tom Ward works for Sandy City and spent many years working in Salt Lake City.
* CWC Director of Operations, Samantha Kilpack, introduced herself and stated that she is the New Director of Operations and was present to facilitate the meeting.
* John Knoblock serves as the Chair of the CWC Stakeholders Council and is on the Mount Olympus and Big Cottonwood Canyon Community Councils.
* Dani Poirier is with the Wasatch Backcountry Alliance and was filling in for Tom Diegel. She is also a member of the New CWC Youth Council.
* Mike Marker took an interest in the Mountain Accord work and then joined the CWC Stakeholders Council. He joined the Transportation Systems Committee because he is at the mouth of the canyon. He has an interest in canyon traffic as well as the Mountain Accord, which looks at a full transportation system.
* Patrick Nelson clarified that he is not a member of the Committee but works for the Salt Lake City Department of Public Utilities. There are treatment plants at the mouth of Big and Little Cottonwood Canyons. He was present to listen and observe.

**REVIEW AND DISCUSSION OF COMMITTEE PURPOSES AND GOALS**

1. **Committee Members will Discuss the Vision, Purpose, and Goals of the Committee.**

The Transportation Systems Committee Worksheet was shared and listed the Chair and Co-Chair of the Committee as well as the official Committee Members. The document included the Guiding Purpose from the Mountain Accord. Chair Christensen read that aloud, which was as follows:

* “A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors, and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses; is integrated within the fabric of community values and lifestyle choices; supports land-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch.”

Chair Christensen reported that the Transportation Systems Committee Worksheet also included a list of Relevant Mountain Accord Deliverables as well as questions for Committee discussion. He noted that the questions would be discussed during the next portion of the meeting. Co-Chair Broadaway reported that when Committee leadership met, draft bullet points were added under the Questions for Committee to Discuss section. It was noted that those would be discussed later in the meeting. Co-Chair Broadaway felt it was important to answer the questions that had been posed as a group as that process would be beneficial for all participants.

**CURRENT TRANSPORTATION “STATE OF THE STATE”**

1. **Chair Christensen will Present a Current “State-of-the-State” on the Valley’s Public Transportation System.**

Chair Christensen introduced himself to Committee Members and reported that he has a bachelor’s in science and Geography from BYU, an Online Graduate Certificate in Geographic Information Science from Northwest Missouri State University, and a Graduate Certificate in Sustainability and a Master of City and Metropolitan Planning from the University of Utah. Chair Christensen is an accredited member of the Congress for the New Urbanism and a member of the American Institute of Certified Planners. He has been involved in a lot of community work, including serving on his Homeowners Association Board and serving on four different non-profit Boards. He also serves on the Salt Lake City Planning Commission. A lot of his background and vision for transportation came from having lived in Germany. He shared images of transit stations and rail stations that he used during his time spent there. Chair Christensen explained that approximately seven years ago, he got rid of his personal vehicle and his main mode of transportation is an e-bike as well as the Utah Transit Authority (“UTA”).

Information about the Relevant Mountain Accord Deliverables was shared. Chair Christensen stated that the relevant Sections are 3.10 through 3.13 in the Mountain Accord:

* Transportation improvements for the Cottonwood Canyons (Mountain Accord 3.10);
* Study the economic, transportation, community, and environmental detriments, benefits, and impacts of a wide range of non-auto-based options to connect Park City with Big Cottonwood Canyon (Mountain Accord 3.11);
* Transportation improvements in Parleys Canyon (Mountain Accord 3.12); and
* Pilot a shuttle service in Millcreek Canyon (Mountain Accord 3.13.1).

Chair Christensen shared a map with the Committee, which was the final attachment in the Mountain Accord. He noted that the Transportation Systems Committee has been asked to look at transportation improvements for the Cottonwood Canyons. Currently, there is bus service in the winter that operates in Big and Little Cottonwood Canyons, but there is only a one-half-hour service due to staffing difficulties. The 15-minute service there was previously had not been re-established. He noted that UTA is planning to have additional buses during peak periods to assist with the rush of skiers to the resorts and was also coordinating with resorts to provide employee shuttles. The intention was to reduce the number of employees on the buses so there is more capacity for skiers. The current service, which has 30-minute headways, was inadequate and something the Committee needs to discuss. There is no year-round bus service nor was there a plan for that kind of service. There is also no current plan to connect Big Cottonwood Canyon and Little Cottonwood Canyon. There was a plan for a gondola in Little Cottonwood Canyon, which had been discussed previously by the CWC.

Chair Christensen mentioned the connection between Park City and Big Cottonwood Canyon that was mentioned in the Mountain Accord. There is currently no plan for that. As for transportation improvements in Parleys Canyon, a bus route was provided by High Valley Transit that connected Kimball Junction to downtown Salt Lake City. Unfortunately, it only had five round trips per day, which was inadequate. Improvement was needed. Chair Christensen discussed the Mountain Accord deliverable related to a shuttle service in Millcreek Canyon. He explained that there was a plan for a shuttle service that was currently being explored. The Millcreek Canyon Committee had been working hard to move those discussions forward.

Chair Christensen briefly reviewed existing public transit in Utah and shared several maps for reference. Through the Utah Department of Transportation (“UDOT”) there are highways throughout the State but transit in Utah is constrained to transit districts that have limited geographies. One recent addition involved splitting Park City Transit into High Valley Transit and Park City Transit. He clarified that Park City Transit focuses more on Park City itself while High Valley Transit is focused on the County area surrounding Park City. Chair Christensen reported that there is also the Utah Transit Authority (“UTA”), but it does not cover all of Utah and focuses on the Wasatch Front. He shared information about other services, including Cache Valley Transit, which provides service in Cache County and across the border into the Basin Transit Authority, Cedar Area Transportation, and SunTran. It was noted that there are were several different transit districts. All of the districts make it more difficult to enhance public transit in Utah.

1. **Chair Christensen will Open the Discussion to the Committee.**

Chair Christensen noted that the following questions were posed to the Committee for discussion:

* What are the important issues related to transportation in the Central Wasatch?
* What are the long-term goals of the Committee?
* What deliverables/action items should the Committee pursue?

Ms. Johnson explained that her goal for the Transportation Systems Committee was to cut emissions in the canyons, keep access available for low-income individuals, and maintain access for non-athletic enjoyment so a variety of age groups could utilize the canyons. She wanted there to be many stop points for visitors and for there to be transportation available for residents. In terms of implementation, it was her understanding that the reason the buses could not stop in the canyons was because of the Americans with Disabilities Act ("ADA”) and restroom requirements. She felt the Legislature needed to lobby the U.S. Forest Service for a change to the rules so it could be possible to add bus stops in the canyons. Ms. Johnson often hears complaints from people who live in the canyons that it is difficult to take their children to school or leave for work. There needs to be transit available to use.

Mr. Shea was interested in getting insight from other Committee Members about the struggle between UDOT and UTA in terms of transportation systems. Co-Chair Broadaway noted that she and Chair Christensen started to discuss those kinds of issues with the draft bullet points. She suggested they be used as a jumping-off point. Chair Christensen read the bullet points as follows:

* What are the important issues related to transportation in the Central Wasatch?
	+ Increasing public transportation options;
	+ Improving connectivity of existing and future public transportation options;
	+ Better utilization of existing valley infrastructure to support carpooling and enhanced public bussing.
* What are the long-term goals of the Committee?
	+ To produce a plan of proposed suggestions and solutions to the CWC for further action, exploration, and consideration.
* What deliverables/action items should the Committee pursue?
	+ Pulling this plan together and making ourselves available to work with the CWC and/or remain engaged through future execution stages;
	+ Primary focus on near-term solutions to be executed within two to three years;
	+ To keep our work within the confines of already existing public transportation options, approved future transportation options, and then additional refinements, tweaks, and/or future considerations;
	+ The intent is not to course-correct existing public transit approvals.

Mr. Shea hoped that the Transportation Systems Committee would create a defined plan with specific details. For instance, mentioning a specific organization that should be in charge of public transportation, such as UDOT or UTA. The goal should be to move the needle forward. Ms. Johnson agreed. She noted that some people in the canyons had talked about another Special District and another transportation company. Leaving things, the way they were and following past thinking did not make sense. Last winter, there was a terrible situation, and there needed to be radical improvements made. It did not make sense to continue to follow an ineffective plan.

Mr. Fisher reminded the Committee Members that everything done in the Systems Committees will come back to the Stakeholders Council. The Stakeholders Council can then make recommendations to the CWC. If the Transportation Systems Committee needs extra information, data, or resources for visualization, a financial request could be made to the CWC in the future. Mr. Fisher noted that the Mountain Accord was the guiding document of the CWC. The CWC had worked on the Mountain Transportation System (“MTS”) planning effort and the Big Cottonwood Canyon Mobility Action Plan (“BCC MAP”) as well as the Pillars Document. It would be helpful for the Transportation Systems Committee to discuss how effective those documents were as they pertain to the deliverables outlined in the Mountain Accord.

Mr. Fisher acknowledged that transportation is one of the main themes in the Mountain Accord, but he felt it was more of a tool than a system. That tool could either elevate or diminish the goals of the other systems. The way transportation was designed and integrated into the environment requires a thoughtful approach. He reiterated that transportation is a tool that can help other systems succeed or fail. For instance, it is possible to destroy the watershed with a transportation system, but it is also possible for transportation to enhance the overall use of the environment.

Mr. Knoblock pointed out that the CWC has a Transportation Committee where Mayor Dan Knopp serves as Chair. It was important for the Transportation Systems Committee to think about how the work done at this level relates to the work being done at that level. There needs to be a certain amount of communication. Additionally, it might be possible to assist with the Transportation Committee's work. Mr. Knoblock discussed the UDOT Little Cottonwood Canyon Environmental Impact Statement (“EIS”). Devin Weder was tasked with implementing the Phase I work. It would be useful to have some line of communication with Mr. Weder to see what the Transportation Systems Committee could do to assist. Mr. Knoblock felt it was important for all of the different teams to work together for a common goal. The connection was essential for success.

Executive Director, Lindsey Nielsen, noted that there is a lot of expertise on the Transportation Systems Committee. It is important to consider how the Committee fits into the work taking place at the CWC Board level. She wanted to make sure that Committee Members were aware of the work that the CWC has already completed and asked that everyone familiarize themselves with the MTS Study that took place from 2020 to 2021 and the BCC MAP. She also asked Committee Members to review the Transportation Report from the Mountain Accord. She explained that the report was where all of the deliverables mentioned earlier had come from.

Co-Chair Broadaway asked if there was a place where the Transportation Systems Committee could house documents for reference. It might be worthwhile for all relevant documents to be pulled into one central location for ease of access. Alternatively, links to the different studies and documents could be shared with Committee Members. She stressed the importance of making it as easy as possible for Committee Members to access information. Ms. Nielsen reported that all of the transportation work the CWC has done, including all of the Mountain Accord transportation work, is on the CWC website. There is a transportation page on the site. However, a folder could be created with the documents and shared with the Committee if preferred. She pulled up the CWC website and showed where all of the information could be found.

Mr. Marker liked that the objective of the Transportation Systems Committee is to build on the Mountain Accord. When the CWC was formed, it was entirely focused on implementing the Mountain Accord. It was important to think about the Mountain Accord vision and what was needed to implement the document. He thought it made sense for the Transportation Systems Committee to identify some of the barriers and think about how to remove people from personal vehicles sooner rather than later. Some critical barriers were preventing the Mountain Accord vision from happening and it was important to clearly identify those. One objective he thought made sense for the Committee was to make sure Phase I was successful.

Mr. Knoblock reported that he spoke to Mr. Weder a few weeks ago. At that time, he informed Mr. Weder that the CWC had the Transportation Committee and the Transportation Systems Committee. He asked him to think about how those Committees could be of assistance.

Ms. Johnson suggested that the Transportation Systems Committee create a list to outline what a complete transportation system should include. It could then be shared with the CWC Board. She pointed out that UDOT often ignores certain questions, such as how to get from downtown Salt Lake City to the ski area, how to access the area with a family, and how to visit the canyons outside of the ski season. She believed it would be worthwhile to create a clear list of what a real transportation system for the valley should include. Ms. Nielsen referenced the MTS discussions that took place in 2020 and 2021. CWC Staff compiled a list that included public comments made during the course of many public comment periods. At that time, the public was asked to share what they wanted to see in an MTS. For example, tying into the regional transportation network, accessibility, and equitable access. The results were compiled and weighed against a set of criteria to determine what could be achieved within the confines of what was set out in the MTS and UDOT Little Cottonwood EIS. That information was available on the CWC website. The Committee could create its own list with the previous document used as a starting point.

Co-Chair Broadaway suggested hearing from Stakeholders Council leadership about their vision for the Transportation Systems Committee. She wanted to understand how they thought the Committee could serve the Stakeholders Council and the CWC. Knowing that might make it possible to narrow the scope of the Transportation Systems Committee's work. She wanted to best utilize the time available to create positive change in the area. It was important to learn from one another and have real conversations about how to be helpful and purposeful with transportation.

Mr. Fisher explained that the focus of the CWC and the Stakeholders Council is the Mountain Accord. He believed it was best to start with a vision statement and then create goals and metrics. The Transportation White Paper and a lot of the work that the CWC had done included those elements. He challenged the Transportation Systems Committee to look at the visions and goals described in the Mountain Accord to see whether those were still valid or if they needed to be updated. If any updates were needed, those suggestions would need to be forwarded to the Stakeholders Council and the CWC Board. Mr. Fisher wanted to find solutions to the problems and suggested that there be an audit and evaluation of the existing transportation infrastructure.

Mr. Knoblock liked the idea of the Systems Groups for the Stakeholders Council because it was a way for all Stakeholders Council Members to be involved. There was a desire to increase engagement and move work forward. He believed the objective should be to identify issues and focus on solutions. The Transportation Systems Committee was served by knowledgeable people who cared deeply about the Central Wasatch. Committee Members could help to guide the efforts taking place and share additional ideas that might not have been considered before. Mr. Knoblock referenced the Millcreek Canyon Committee and explained that Stakeholders' Council Members could be used to solve problems and get important work done.

Mr. Fisher discussed a potential Special Transit District. If there was interest in an approach like that, it would require Legislation and policy work. The Legislative Session would start in mid-January. He felt that action needed to be taken and recommendations needed to be made in that case. Mr. Fisher believed it was necessary to modify the UTA transit district and make sure there is a transit provider who is willing to rise to the challenges that face the area. Mr. Knoblock pointed out that UTA does not want another service competing within their area but if a transportation district was established for the canyons, adequate transit could be provided. It was noted that Parleys Canyon should be included in future discussions.

**ARRANGEMENT OF MEETING SCHEDULE**

1. **Committee Members will Decide on a Regular Schedule for Future Transportation Systems Committee Meetings.**

Ms. Nielsen reported that typically there is a desire for meetings to be held at the same time on the same day of each month. However, she reminded the Committee Members that Stakeholders Council leadership asked the Systems Committees to meet every other month on the alternate month of the scheduled Stakeholders Council Meetings. It was previously requested by the Council Members that meetings not take place on Fridays or Mondays. If there was a desire for the Transportation Systems Committee to meet on a Friday or Monday, that was fine with CWC Staff, but in the past, the Council Members requested that meetings be held on other days.

Mr. Knoblock reported that on the Economic Systems Committee, the Chair determined that the meetings need to be held monthly. That was an option for the Transportation Systems Committee as well if the Committee Members felt it was necessary. Ms. Nielsen confirmed that the Committee could meet monthly if desired. The Environment Systems Committee called a special meeting, which was to be held the following week. That type of special meeting was also an option for the Transportation Systems Committee in between meetings.

Ms. Nielsen explained that the schedule could be flexible to best serve the Transportation Systems Committee. The Stakeholders Council and all of the subcommittees are treated as public entities. As a result, the meetings are bound by the Open and Public Meetings Act. That means the agenda needs to be posted for a meeting no later than 24 hours in advance of the meeting date. It needs to be shared on the Utah Public Notice website and the CWC website and posted accordingly. The meetings are recorded, and minutes are prepared. The audio and Meeting Minutes are added to the Utah Public Notice website after the meeting. A week or two before a meeting, CWC Staff will reach out to the Co-Chairs to find out what items will be on the meeting agenda. There was some flexibility in terms of the meeting dates and how often the Transportation Systems Committee met, but there needs to be appropriate notice.

Chair Christensen believed the Transportation Systems Committee cannot vote on anything that is not included on the meeting agenda. Ms. Nielsen reported that an addition had been made to the Certificate of Posting as this was an issue that had been run into many times in the past. The language now states, "Final action may be taken in relation to any topic listed on the agenda, including but not limited to adoption, rejection, amendment, addition of conditions, and variations of options discussed.” That language allowed Committee Members to call for action. She clarified that it was still preferable to be clear about whether or not action would be taken at a meeting.

Mr. Fisher suggested that actions be timed so items could be considered at the next Stakeholders Council Meeting. Ms. Nielsen reminded those present that the Stakeholders Council and the subcommittees made recommendations to the CWC Board. Mr. Fisher explained that there would be a subcommittee meeting one month, the Stakeholders Council Meeting would take place the following month, and then the CWC Board Meeting would be the following week. He believed that a schedule would make it possible to move items forward more effectively than before.

There was a scheduled Stakeholders Council Meeting on November 27, 2023. There was an Economy Systems Committee Meeting scheduled for November 28, 2023. The next CWC Board Meeting would be a combined CWC Board Retreat and December meeting, which would be held on December 15, 2023. Discussions were had about when to schedule Transportation Systems Committee Meetings in the future. Co-Chair Broadaway stated that Mondays from 3:30 p.m. to 5:00 p.m. would enable her to continue to participate on the Committee. Ms. Nielsen reported that starting in the new year, the CWC Board will meet the first Monday of the month from 3:30 p.m. to 5:00 p.m. every other month. If the Transportation Systems Committee wants to do that on a subsequent Monday, it could work. The second Monday of the month was suggested. There was confirmation from Committee Members that the second Monday of the month was best.

The Committee discussed whether the Transportation Systems Committee should meet monthly or every other month. Chair Christensen was supportive of meeting monthly as the Committee started. Over time, it will be possible to reduce the meeting frequency depending on the workload. Ms. Nielsen reported that the next meeting would be held on December 11, 2023.

Mr. Fisher explained that the hope moving forward was that each of the Systems Committees would share a report during the Stakeholders Council Meetings. He asked the Co-Chairs to share a summary of the discussions as well as some action items. It was also possible to share topics or ideas that the Committee was struggling with to workshop those with the full Council.

Chair Christensen proposed some action items to work on ahead of the next meeting. He asked Committee Members to review all of the transportation-related materials on the CWC website. He also asked Committee Members to think about what a complete transportation system would be.

**CLOSING**

1. **Chair Christensen will Call for a Motion to Adjourn the Transportation Systems Committee Meeting.**

**MOTION:** Linda Johnson moved to ADJOURN the Transportation Systems Committee Meeting. Roger Borgenicht seconded the motion. The motion passed with the unanimous consent of the Committee.

The Central Wasatch Commission Stakeholders Council Transportation Systems Committee Meeting adjourned at 5:00 p.m.

***I hereby certify that the foregoing represents a true, accurate, and complete record of the Central Wasatch Commission Stakeholders Council Transportation Systems Committee Meeting held Tuesday, November 6, 2023.***

Teri Forbes

Teri Forbes

T Forbes Group

Minutes Secretary

Minutes Approved: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_