



MINUTES OF THE CENTRAL WASATCH COMMISSION (“CWC”) STAKEHOLDERS COUNCIL TRANSPORTATION SYSTEM COMMITTEE MEETING HELD MONDAY, JULY 13, 2026, 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 IN THE BRIGHTON BANK BUILDING, 311 SOUTH STATE STREET, SUITE 330, SALT LAKE CITY, UTAH.

Present: Mark Baer, Co-Chair
Sally Kaiser, Co-Chair
Dani Poirier
Danny Richardson
Kurt Hegmann
Shauna Hart
Morgan Mingle
Eva De Laurentiis

Staff: Sam Kilpack, Director of Operations

OPENING

1. Chair Mark Baer will Open the Public Meeting as Chair of the Transportation System Committee of the Central Wasatch Commission Stakeholders Council.

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

2. Review and Approval of the Minutes of the May 11, 2026, Meeting.

Chair Baer reviewed the Meeting Minutes from the May 11, 2026, Transportation System Committee Meeting. He noted that a CWC Transportation Committee Meeting was held recently, which he was able to attend. Director of Operations, Sam Kilpack, reported that the members of the Transportation Committee include Mayor Gay Lynn Bennion from Cottonwood Heights, Mayor Scotty John from Brighton, Commissioner Emily Gray from Holladay, and Commissioner Bill Ciraco from the Park City Council. During that meeting, Chair Baer shared information about what has been done at the Stakeholders’ Council level as far as transportation.

MOTION: Danny Richardson moved to APPROVE the Minutes from May 11, 2026. Sally Kaiser seconded the motion. The motion passed with the unanimous consent of the Committee.

1 **3. Chair Mark Baer and Co-Chair Sally Kaiser will Introduce Themselves as the New**
2 **Leadership of the Committee.**

3
4 Chair Baer identified himself as the new Chair of the Transportation System Committee. He is an
5 Attorney in the State of Utah and is a former Assistant Attorney General. Over the years, he has
6 proposed several statutory changes. He stressed the importance of pushing forward proactively
7 and pointed out that perfect can often become the enemy of good. If it is possible to reach
8 consensus on some of the general principles, it will be possible to move effective transportation
9 solutions forward. Committee Members can be proponents of reasonable solutions.

10
11 Co-Chair Sally Kaiser explained that she previously served on the Millcreek Canyon Committee.
12 That Committee disbanded, and she chose to become involved in the Transportation System
13 Committee. She works for the Utah Department of Environmental Quality and is an Engineer in
14 the Hazardous Waste Section. Chair Baer previously served on the Recreation System Committee
15 but wants to focus more on transportation. If the transportation needs are reasonably addressed,
16 then many other issues will be addressed as well. Chair Baer has a strong interest in outdoor
17 recreation but noted that transportation is vital when it comes to outdoor recreation access.

18
19 Chair Baer shared additional information about the recent Transportation Committee Meeting
20 discussions. The intention is to have an intermodal hub in the gravel pit area. This is an important
21 opportunity, and it is essential that the intermodal hub be done right. He previously heard that the
22 Utah Department of Transportation (“UDOT”) was not allowed to have shops in the transportation
23 hubs. However, the inclusion of shops will attract more people and improve the overall experience.
24 A Legislative solution was needed to allow shops, but based on the conversation at the recent
25 Transportation Committee Meeting, it appears this issue has been resolved. Chair Baer reported
26 that there are 1,750 parking spaces envisioned, which will make a notable difference.

27
28 Additional discussions were had about the Legislation that will allow UDOT to add shops. There
29 was some uncertainty about whether this will apply only at the gravel pit mobility hub or if it will
30 also be applicable at the ski resort bus stops. Chair Baer stated that there appears to be strong
31 support for enhanced buses. During the Transportation Committee Meeting, there were some
32 concerns expressed about long waits, but he believes those issues will sort themselves out over
33 time. He does not think the conditions will be as extreme as some are envisioning, especially since
34 everyone does not come off the hill at the same time. Additionally, certain behaviors will be
35 modified if there are long wait times. There seems to be support for shops at the mobility hub, but
36 there was previously opposition expressed about shops at the resort bus stops, because that could
37 be seen as an expansion of ski resort development. Dani Poirier explained that based on what she
38 has heard, there is support for the proposed ski resort bus stops, but not for shops in those areas.

39
40 Ms. Poirier reported that a few weeks ago, the Utah Transportation Commission moved around
41 \$16 million to address access into the mobility hub. Chair Baer noted that there is still a lot of
42 money left in that fund. It appears this is a redesignation. Ms. Poirier stated that the land at the
43 gravel pit has not been completely sorted out with the owner, but work continues to move forward.

44
45 Ms. Poirier shared information about the Big Cottonwood Canyon transportation study. Part of
46 the UDOT plan is to include trailhead enhancements at four different trailheads. UDOT is not

1 planning to do any trailhead enhancements in Little Cottonwood Canyon at this point, because
2 technically, those are in Phase II of the UDOT Little Cottonwood Canyon Environmental Impact
3 Statement (“EIS”). There might be openness to Legislation that allows for trailhead enhancements
4 in Little Cottonwood Canyon as well, because what is done in one canyon will impact the other.
5

6 Chair Baer asked about the four trailheads proposed to be enhanced in Big Cottonwood Canyon.
7 He also wanted to know who could be approached to ensure there is a balance between the work
8 done in Big Cottonwood Canyon and Little Cottonwood Canyon. Ms. Poirier reported that the
9 trailhead improvements will include Spruces, Cardiff, Silver Fork, and Silver Lake. The Wasatch
10 Backcountry Alliance website includes the UDOT renderings for those trailheads. She is not sure
11 who could be approached about the canyons but offered to reach out to Canyon Guard.
12

13 **COMMITTEE PRIORITIES DISCUSSION**

15 **1. Committee Members will Each Share their Preferred Priorities and Goals for the** 16 **Committee.**

18 **2. The Committee will Discuss Where it will Focus its Efforts.**

19
20 Chair Baer stated that he believes the Transportation System Committee should be proactive and
21 encourage forward movement. Ms. Poirier suggested that there be a focus on the Central Wasatch
22 National Conservation and Recreation Area Act (“CWNCRA”). At the next meeting, it might be
23 advantageous to look at how transportation fits into the bill. If the intention is to move the
24 CWNCRA forward, then the Transportation System Committee should be aware of the
25 transportation-related elements. This will ensure that all transportation discussions connect back.
26

27 **COMMITTEE UPDATES**

29 **1. The CWC Transportation Committee Met on Wednesday, July 8, 2026.**

30
31 Chair Baer reiterated that the Transportation Committee met on July 8, 2026. Those meetings are
32 open to the public, so it is possible for members of the Transportation System Committee to attend
33 future meetings. Chair Baer plans to attend the meetings whenever his schedule allows.
34

35 **2. The Sandy City Council Voted to Cut Funding to the CWC.**

36
37 Ms. Kilpack reported that the Sandy City Council wanted to remove the appropriation to the CWC
38 from their next fiscal year budget. The Council voted to do this, the Mayor vetoed this, and then
39 the Council overrode her decision. As a result, Sandy City has voted to cut funding to the CWC.
40

41 Danny Richardson reported that Mayor Monica Zoltanski vetoed the City Council decision. Last
42 Wednesday, there was a lengthy meeting where the City Council then overrode her veto. The City
43 Council stated that the Mountain Accord was signed 10 years ago. There seemed to be a perception
44 on the City Council that the CWC has not been effective enough. However, there was a lot of
45 public feedback provided. Hundreds of emails were submitted in support of the CWC, and many
46 people attended the City Council Meeting in person to voice their objections to this choice.

1
2 Eva De Laurentiis stated that she sent several questions to CWC Staff. She appreciates that Ms.
3 Kilpack took the time to answer those questions. There is an opportunity to improve the level of
4 communication with member jurisdictions, so the work of the organization is well known. She
5 suggested that representatives from the CWC attend meetings and provide regular updates. Chair
6 Baer asked if she believes Stakeholders Council Members should contribute to this outreach or if
7 this is something CWC Board Members should be encouraged to do. Ms. De Laurentiis suggested
8 that CWC Board Members take the time to provide updates to the various member jurisdictions.
9

10 Ms. Kilpack reported that CWC Staff visits each legislative body of the member jurisdictions
11 ahead of the budget season each year. However, based on the situation in Sandy City, there have
12 been discussions about additional engagement. Ms. Kilpack reviewed the member jurisdictions:
13

14 • Voting Members:

- 15 ○ Salt Lake City;
- 16 ○ Millcreek;
- 17 ○ Cottonwood Heights;
- 18 ○ Sandy City;
- 19 ○ Holladay;
- 20 ○ Brighton;
- 21 ○ Alta;
- 22 ○ Summit County; and
- 23 ○ Park City.

24 • Non-Voting Members:

- 25 ○ Metropolitan Water District of Salt Lake and Sandy;
- 26 ○ High Valley Transit; and
- 27 ○ Utah Transit Authority.

28 The Boards and Councils associated with the voting and non-voting members are visited annually.
29 Discussions were had about the success of the CWC since the Mountain Accord was signed.
30 Mr. Richardson pointed out that a lot of the goals in the Mountain Accord are long-term, such as
31 the CWNCRRA. There has been a lot of work done on the CWNCRRA and transportation solutions.
32

33 **3. Committee Members May Share Updates on Transportation and Transit Topics**
34 **Pertinent to the Central Wasatch.**
35
36

37 There were no additional updates shared on transportation or transit topics in the Central Wasatch.
38
39

40 **4. Committee Members May Share Public Events and Volunteer Opportunities.**
41

42 Chair Baer reported that he periodically checks different websites to see what volunteer
43 opportunities are available. He tries to volunteer with TreeUtah, Trails Utah, and Salt Lake
44 County. Volunteer opportunities can be a lot of fun, as it is possible to meet interesting people.
45
46

1
2 Ms. Poirier recently participated in a volunteer day in Millcreek with the Cottonwood Canyons
3 Foundation. There were a lot of volunteers, and she learned that the Wasatch 100 race requires
4 participants to do local trail maintenance as part of the entry, which is an impressive model. This
5 information could be shared with the Environment System Committee, as it might be possible to
6 encourage other races to focus on local stewardship. Mr. Richardson pointed out that several races
7 in Big Cottonwood Canyon could be considered a similar volunteer model.
8

9 Chair Baer offered to create a list of different organizations that are looking for volunteers. This
10 list can be shared at the next Transportation System Committee or with the broader Stakeholders
11 Council. There are a lot of organizations and groups that are looking for volunteer assistance. Ms.
12 Kilpack suggested that an email be sent out to the Stakeholders Council about this. Council
13 Members can share volunteer opportunities. The list can then be created and distributed.
14

15 **TRACTION LAW DISCUSSION**

16 17 **1. The Committee will Discuss the Traction Law.**

18
19 Chair Baer reported that traction law enforcement has increased in recent years. The traction law
20 requires winter-rated tires or four-wheel drive vehicles in the canyons. In the past, this was not
21 necessarily monitored well, but there now seems to be a more serious approach to enforcement.
22

23 During the 2025 General Session, House Bill (“H.B.”) 196 was introduced, which indicates that a
24 person who violates any provision of the section is guilty of an infraction. Chair Baer explained
25 that there could be a substantial fine. He is not sure that the fine has been enforced, but it is
26 meaningful that there is clear language related to enforcement. He would like to see the word
27 “person” be expanded to “person or entity,” so rental car agencies can also be held responsible.
28 At the next Transportation System Committee Meeting, there can be additional discussion about
29 this issue. He would like to see an amendment made so the word “entity” is included in the future.
30

31 Mr. Richardson reported that last year, the Transportation System Committee attempted to reach
32 out to car rental agencies about the traction law. The request was for mirror hangers to be created
33 that explained the traction law and stated that a compliant vehicle must be rented for canyon access.
34 In addition, information about the traction law could be added to rental car agency websites.
35

36 Kurt Hegmann stated that the Hertz lot has a lot of vehicles that have been driven in from
37 California. He pointed out that ill-suited vehicles transfer the cost of road wear and tear to Utah
38 residents. It was noted that the next Transportation System Committee Meeting will take place on
39 September 14, 2026. Chair Baer offered to bring additional information back to the Committee.
40 He also encouraged Committee Members to contact their local representatives about this issue.
41

CONTACTING LEGISLATORS DISCUSSION

1. The Committee will Discuss Potential Topics About Which to Contact Legislators.

Chair Baer encouraged Committee Members to contact Legislators about important transportation-related issues, including the traction law. He reiterated that he would like to see the word “entity” added to the existing language. A member of the Committee can't state that they are speaking on behalf of the CWC. However, it is possible to make comments as an individual.

TRANSIT HUB DISCUSSION

1. The Committee will Discuss the Planned Transit Hub at the Site of the Gravel Pit on Wasatch Boulevard.

Chair Baer reminded those present that the planned transit hub at the gravel pit site on Wasatch Boulevard was discussed earlier in the meeting. There were no additional updates shared.

MILLCREEK CANYON ISSUES

1. The Committee will Discuss Transportation Issues Pertinent to Millcreek Canyon.

Discussions were had about the winter pilot shuttle in Millcreek Canyon. Ms. Poirier explained that this was done through the Wasatch Backcountry Alliance. There were 26 riders, so the turnout was low, but the trail counters this year in Millcreek were also low. The conditions were not ideal this winter, so there was not as much visitation. It was also the first year of the pilot program.

Ms. Poirier explained that the program launched somewhat last minute, because there were delays receiving the permit through the U.S. Forest Service. She hopes the winter conditions will be better next year. In addition, there will be more strategic advertising done ahead of the winter season. Co-Chair Kaiser offered to assist with outreach. She wanted to know if any of the riders brought their dogs on the winter shuttle, which was confirmed. Ms. Poirier reported that approximately half of the riders brought their Millcreek pass with them, and there were six dogs in total brought onto the shuttle. The majority of the users in the first year were hikers or walkers. Co-Chair Kaiser offered to assist Ms. Poirier with the future outreach. It was determined that there will be further shuttle discussion outside of the Transportation System Committee Meeting.

Ms. Poirier expressed appreciation that the CWC approved funding for the winter shuttle through the Short-Term Projects Grant Program. The intention is to run the pilot program for at least three winters so there is robust data gathered. This will also ensure that there is time to build awareness. Wasatch Backcountry Alliance is in the process of applying for the Forest Service permit again. She pointed out that Millcreek will look different this year because of the Federal Lands Access Program (“FLAP”) grant construction in the upper portion. There are still unknowns as far as where the winter shuttle will drop off visitors, so some of the details still need to be finalized.

Chair Baer expressed support for toll booths in Big Cottonwood Canyon and Little Cottonwood Canyon, similar to what is seen in Millcreek Canyon. He feels it is long overdue but acknowledged

1 that various challenges in the Cottonwood Canyons need to be considered. Toll booths encourage
2 visitors to carpool or use transit. Additionally, the money collected at the toll booths can be used
3 to improve the canyons and handle essential maintenance. He heard a proposal for a sliding scale
4 where the toll amount will vary based on the number of riders. Enhanced buses in the canyons
5 will provide reasonable alternatives to personal vehicles.

6
7 Mr. Hegmann does not believe the same system is planned for Big Cottonwood Canyon and Little
8 Cottonwood Canyon. He pointed out that this could cause some confusion for visitors. Additional
9 discussions were had about tolling in the canyons and how this could impact future visitation.
10 Chair Baer asked about the timing. Ms. Poirier believed the goal is toll implementation in 2028.

11 **MEETING RECAP AND NEXT MEETING AGENDA**

12
13
14 1. **The Committee will Review any Action Items that Have Been Decided Upon for the**
15 **Next Meeting.**

16
17 2. **The Committee will Discuss Topics for the Next Meeting Agenda.**

18
19 Chair Baer reported that there will be additional discussion about the traction law at the next
20 Transportation System Committee Meeting. In addition, before the next meeting, a list of
21 volunteer opportunities will be created. Ms. Poirier suggested that the CWNCRRA be revisited
22 through the lens of transportation at the next meeting. Mr. Richardson noted that if there is a desire
23 to reach out to the rental car agencies again, outreach in September or October would be ideal.

24
25 Chair Baer suggested that Committee Members contact Legislators to find out what their priorities
26 are for transportation. He shared additional information about the recent Transportation
27 Committee discussions. It was reiterated that the CWNCRRA will be discussed at the next meeting.
28 The CWNCRRA will also be discussed more broadly at the next Stakeholders Council Meeting.

29 **OTHER ITEMS**

30
31
32 There were no additional items discussed.

33 **CLOSING**

34
35
36 1. **Chair Baer will Call for a Motion to Adjourn the Transportation System Committee**
37 **Meeting.**

38
39 **MOTION:** Danny Richardson moved to ADJOURN the Transportation System Committee
40 Meeting. Sally Kaiser seconded the motion. The motion passed with the unanimous consent of
41 the Committee.

42
43 The Transportation System Committee Meeting adjourned at 4:45 p.m.

1 *I hereby certify that the foregoing represents a true, accurate, and complete record of the*
2 *Central Wasatch Commission Transportation System Committee Meeting held Monday,*
3 *July 13, 2026.*
4

5 Teri Forbes

6 Teri Forbes
7 T Forbes Group
8 Minutes Secretary
9

10 Minutes Approved: _____