

1 **MINUTES OF THE CENTRAL WASATCH COMMISSION MEETING HELD**
2 **MONDAY, OCTOBER 7, 2019 AT 4:00 P.M. IN THE COTTONWOOD HEIGHTS CITY**
3 **COUNCIL CHAMBERS LOCATED AT 2277 EAST BENGAL BOULEVARD,**
4 **COTTONWOOD HEIGHTS, UTAH**
5

6 **Present:** Commissioner Chris McCandless, Mayor Mike Peterson, Commissioner
7 Jim Bradley, Mayor Andy Beerman, Commissioner Chris Robinson, Mayor
8 Harris Sondak, Mayor Jeff Silvestrini
9

10 **Staff:** Executive Director Ralph Becker, CWC Legal Counsel Shane Topham,
11 Deputy Director Blake Perez, Communications Director Lindsey Nielsen,
12 Office Manager Kaye Mickelson
13

14 **Excused:** Mayor Jenny Wilson, Mayor Jackie Biskupski, Commissioner Carlos
15 Braceras
16

17 **A. OPENING**
18

- 19 **i. Commissioner Chris McCandless will Open the Meeting as Chair of the**
20 **Central Wasatch Commission (“CWC”).**
21

22 Chair Chris McCandless called the meeting to order at 4:07 p.m.
23

- 24 **ii. The Board will Consider Approving the Meeting Minutes of Monday,**
25 **September 9, 2019.**
26

27 **MOTION:** Mayor Peterson moved to approve the minutes of September 9, 2019. Commissioner
28 Robinson seconded the motion. The motion passed with the unanimous consent of the Board.
29

30 **B. INCREASED 19/20 SKI BUS SERVICE**
31

- 32 **i. A Representative from UTA will Present on the Service Enhancements.**
33

34 UTA Regional General Manager of the Salt Lake Business Unit, Lorin Simpson, addressed short-
35 term bus solutions and acknowledged that in the Canyons during the winter months, there are
36 transportation challenges. Congestion is significant for private vehicles and buses during high
37 demand times. Buses are beyond capacity and there is not enough service. They began meeting
38 to look at solutions and decided to research what can be done this year and address long-term
39 solutions later. Two areas were identified in terms of short-term solutions. The first was how and
40 where service can be increased in a manner that falls within the current bus limitations. He pointed
41 out that it takes time to bring new buses into service.
42

43 They also considered how to provide more service on peak ski days and mitigate congestion.
44 Mr. Simpson explained that congestion not only is an impediment to those traveling in private
45 vehicles but to buses as well. Their focus has been on short-term solutions that can be implemented
46 within the current constraints and how to address congestion mitigation challenges.

1
2 In terms of service improvements, three routes serve the two canyons. Improvements were
3 proposed to two of those routes, one in each canyon for this coming ski season. Route 972 serves
4 Big Cottonwood Canyon. The idea was that by reducing that route buses could be turned around
5 more often. After looking at the data, they proposed to shorten that trip by eliminating the
6 Bingham Junction Trax Station at the end of the line and have the Fort Union Midvale Station be
7 the beginning. This change would free up resources to turn that bus around more frequently. In
8 looking at ridership at the Bingham Junction Station, they found that that stop accounted for
9 approximately 10% of the boardings. Of those, 4 ½% were transferring from Trax. That means
10 that most people were driving there to park or being dropped off. With relative ease, they could
11 shift that drop off to the Fort Union Midvale stop, which creates a shorter total trip. That change
12 increases the number of weekday one-way trips from 61 to 79 seven days per week, which is
13 significant. The estimated cost would be about \$50,000 for the ski season on that route.
14

15 The next route described was 953, which serves Little Cottonwood Canyon. There was no way to
16 cut that route short without significantly impacting several customers. In the short-term the best
17 option was to add trips and take advantage of inefficiencies of having buses head back to the garage
18 in the middle of the day. Instead, the bus would turn around and go back into service. The increase
19 would be kept to a minimum. By adding trips and taking advantage of inefficiencies, they can
20 increase from 17 weekday one-way trips and 23 on the weekend to 35 all week long. The cost was
21 anticipated to be about \$100,000. It was recognized that the proposed changes do not solve every
22 problem but is a move in the right direction.
23

24 In response to a comment made, Mr. Simpson stated that he expected the change to be positive
25 since the schedule will be the same every day. Mayor Peterson appreciated Mr. Simpson's efforts
26 to involve the cities in the discussions. Mr. Simpson stressed that more buses are needed.
27

28 In response to a question raised by Mayor Sondak, Mr. Simpson stated that the reason they refer
29 to one-way trips, particularly with ski service, is because in the afternoons passengers are traveling
30 from the ski resorts back down to the valley. Any trips where a bus is not carrying passengers
31 does not count as a one-way trip. It is not on the public schedule and is a matter of getting the bus
32 up the canyon to pick up passengers as quickly as possible and maximize the number of trips down
33 the canyon. The reverse is true in the mornings.
34

35 When a bus is in service, the stops remain the same as has been the practice with the exception of
36 the Bingham Junction Trax Station. Congestion mitigation issues were discussed. Mr. Simpson
37 reported that last year they offered 15-minute service in both canyons during peaks and 30 minutes
38 in the middle of the day, which is phenomenal for a recreational area. The problem is on busy
39 days when that service is not being provided because buses are forced to wait in the congestion
40 with all of the other traffic. What might take one hour can potentially take two or three hours. In
41 the short term, there was discussion of eliminating ski racks inside buses, which is a matter of
42 speed. Racks slow down dwell times at each stop, which slows the speed of the bus on busy days
43 and reduces the number of cycles that can be made. Another option was to utilize a police escort
44 in key corridors on busy days. One area was identified as the area from 3000 East to Little
45 Cottonwood Canyon and another from Bengal Boulevard to Little Cottonwood Canyon. This
46 change could save 30 to 45 minutes or more on each trip and enable buses to be turned around

1 more frequently. They were working with local police and transit police to determine how to make
2 that possible. Of all of the solutions identified, Mr. Simpson thought this would have the biggest
3 impact.

4
5 Mr. Simpson explained that the public would not see any additions to the bus schedule but will
6 experience significantly improved service with buses turning around more quickly and not waiting
7 in traffic.

8
9 Commissioner Robinson asked if exterior racks will be provided once the interior racks are
10 eliminated. Mr. Simpson stated that riders will have to hold their equipment. They were, however,
11 looking at exterior racks. They would need to obtain a width exception from the Utah Department
12 of Transportation (“UDOT”) to be able to provide exterior racks since there is a limit on the width
13 of vehicles traveling up the canyon. That option was being explored.

14
15 On very busy days, they were working to find a way to separate regular traffic from transit traffic
16 to expedite buses traveling up and down the canyons. Mr. Simpson stated that they also discussed
17 the consolidation of stops and determined that it would significantly increase the speed and their
18 ability to turn buses around more quickly. This was expected to be a longer-term solution since
19 infrastructure will be needed.

20
21 The last option involved the Little Cottonwood Canyon Park and Ride lot. There was discussion
22 about bypassing that and having people use the 2000 East 9400 South Park and Ride Lot. There
23 is capacity there that would save five to seven minutes each trip on a normal day and 15 or more
24 minutes on busy days. The desire would be to work with all of the stakeholders, the ski resorts,
25 the CWC working group, UDOT, and others to create a robust communications campaign.

26
27 In response to a question raised about the capacity of the lower lot, Mr. Simpson stated that there
28 is significant capacity.

29
30 In response to a question raised by Mayor Sondak, Mr. Simpson stated that if the route is changed
31 by more than 25%, it triggers other requirements such as public hearings. Mayor Sondak stated
32 that his Town Council was supportive with the exception of one member whose support was
33 contingent on express buses coming to Alta. He explained that that was not in the offering and
34 was a different kind of decision. Mr. Simpson agreed but stated that that is something they want
35 to explore going forward. He commented that the idea of express buses has a lot of merit but is
36 not affordable or doable with the constraints that exist currently.

37
38 Chair McCandless remarked that the biggest problem with the Little Cottonwood stop occurs when
39 buses try to make left-hand turns in and out. Reconfiguring the layout of the parking may be
40 helpful. Mr. Simpson agreed and stated that the intent long-term is to come up with infrastructure
41 changes that will give them priority to get in and out. Other possibilities were discussed such as a
42 staging area for buses with a mechanical issue, getting assistance getting out of ski resort parking
43 lots in the afternoons, and adjusting UTA’s change day to better match typical ski opening and
44 closing dates.

45
46 Chair McCandless thanked UTA for being cooperative and forward-thinking.

1
2 UTA Board Chair, Carlton Christensen commented that as a board they will continue to discuss
3 potential changes and improvements. They have had informal discussions and are supportive of
4 the potential of moving forward. They want to be responsive to the community. He thanked staff
5 and the CWC Board for exploring this potential partnership. Commissioner Robinson asked about
6 the anticipated cost of \$150,000 and noticed that the CWC has offered to make a \$60,000
7 contribution. Mr. Christensen stated that their understanding is that UTA is expecting to cover
8 that debt.

9
10 Mayor Silvestrini was of the understanding that this is a one-time commitment on the part of the
11 CWC but asked if UTA would be able to budget to continue the program in the future without a
12 contribution from the CWC. Mr. Christensen stated that it will depend on how successful it is and
13 will factor into the overall enhanced bus service they have committed to in Salt Lake County as
14 part of the recent passage of the Fourth Quarter Transportation Tax.

15
16 **ii. Update on Action Taken to Address Short-Term Transportation**
17 **Opportunities.**

18
19 Chair McCandless brought up the issue of short-term transportation solutions and objectives. Over
20 the next four weeks and at the retreat he asked that the Board come up with prioritization and short-
21 term goals that can be established with respect to the short-term goals they hope to accomplish in
22 the next 12 months. The intent was for the goals to be voted on at some point.

23
24 Chair McCandless reported that earlier in the day Mayor Wilson sent him an email expressing her
25 support for both measures.

26
27 **C. RESOLUTION 2019-28 APPROVING ENTRY INTO AN INTERLOCAL**
28 **AGREEMENT WITH UTA FOR INCREASED BUS SERVICE**

29
30 **i. Consideration of Resolution 2019-28 Approving Entry into An Interlocal**
31 **Agreement with UTA for Increased Bus Service.**

32
33 **MOTION:** Mayor Sondak moved that the Board adopt Resolution 2019-28. Mayor Peterson
34 seconded the motion.

35
36 Mayor Peterson asked for clarification and was of the understanding that the \$60,000 is backstop
37 but that contributions will be sought from member entities of the CWC. Chair McCandless
38 explained that that would be the case in the future. Mayor Peterson stated that they adopt the
39 resolution but the issue will still need to be presented to each of the city councils.

40
41 Commissioner Robinson's understanding was that the funding will come from reserves. Others
42 claimed that a special assessment would need to be paid by the members. He hoped that the
43 \$60,000 would come from reserves. Chair McCandless stated that the methodology was to take
44 the \$60,000 out of reserves and ask for contributions. Executive Director Ralph Becker reported
45 that the CWC will be committing \$60,000 out of its reserves as a stopgap for one year. After that
46 time, jurisdictions, ski areas, independent groups, and others will be asked to help support the

1 CWC in this action. The figure mentioned by Mr. Simpson was \$150,000. The conclusion was
2 that they were working quickly and the service changes could be performed for \$120,000. The
3 \$60,000 from the CWC will help them meet the immediate need to move forward with the changes
4 discussed.

5
6 Vote on motion: Mayor Peterson-Aye, Mayor Beerman-Aye, Mayor Sondak-Aye, Chair
7 McCandless-Aye, Mayor Silvestrini-Aye, Commissioner Bradley-Aye, Commissioner Robinson-
8 Aye. The motion passed unanimously.

9
10 **D. CENTRAL WASATCH NATIONAL CONSERVATION AND RECREATION ACT**

11
12 **i. Ralph Becker, Executive Director will Provide an Overview and Summary of**
13 **the Public Engagement Campaign and Outcomes for the Fourth Draft of the**
14 **CWNCRA.**
15

16 Mr. Becker presented the fourth draft for review of the Central Wasatch National Conservation
17 Recreation Area (“CWNCRA”) bill. It builds on the work done by the CWC in the previous drafts
18 and action by the CWC last November to adopt the draft subject to the changes made. Since then
19 a number of events have unfolded including review by congressional drafting services in
20 Washington, D.C. that lead to a variety of changes reflected in the draft.

21
22 Mr. Becker explained that there was a 30-day public comment period on the draft and three public
23 meetings were held. In all, nearly 500 comments were received. The level of substantive detail
24 was extensive. What he was presenting was a summary of the comments. They also prepared
25 responses. The next step was to prepare suggested changes for review and consideration by the
26 Board between now and the next meeting. A graphic displayed showed the areas where they
27 received the most comments. Section 3 included the general administration of the area. Section
28 2 received the second greatest number of comments on the definitions. The land exchanges also
29 received a fair number of comments. They tried to generalize the comments in a number of ways.
30 Comments on the Mountain Transportation System and Alternative Transportation were the two
31 highest categories followed closely by general comments from those in favor or who were opposed
32 to the concept of a new designation or land exchanges.

33
34 The comments were identified by the person who provided the comment, the type of comment in
35 terms of the way it was received, the comment in detail, and the response. Mr. Becker explained
36 that comments have still been submitted. UDOT and the Forest Service have not yet formalized
37 their comments. That was expected to occur over the next few weeks. At the November meeting,
38 they will have completed the review and will have specific recommendations regarding changes
39 to the draft.

40
41 Mayor Silvestrini requested that once the comments are finalized that the document be sent out in
42 advance of the next meeting.

43
44 Mayor Sondak inquired about the process for commenting and making changes. Mr. Becker
45 explained that they intend to finalize the changes and meet individually with the Board members

1 to review them. It was anticipated that at the November meeting there will be robust discussion
2 and potential action.
3

4 **E. RESOLUTION 2019-26 APPROVING ENTRY INTO A CONTRACT WITH**
5 **RONALD DEAN FOR GOVERNMENTAL AFFAIRS CONSULTING**
6

7 **i. Consideration of Resolution 2019-26 Approving Entry into a Contract with**
8 **Ronald Dean for Federal and Local Governmental Affairs Consulting.**
9

10 Mr. Becker reported that a few technical changes were made to the document since the last
11 meeting. Mayor Peterson indicated that he spoke against it at the last meeting due to lack of
12 discussion. He appreciated Mr. Becker reaching out and showing how it will be used along with
13 a vision of how it will move forward.
14

15 Mayor Beerman reported that he had a conversation recently with Representative Curtis who felt
16 that the biggest need for lobbying is on the state level rather than the federal level. He wanted to
17 make sure that resources are being allocated appropriately. The federal delegation has indicated
18 that it will not go anywhere until they have strong support from the Legislature and Governor. It
19 seemed that they were light on the state and heavy on the federal aspect at this point. Chair
20 McCandless commented that there are volunteer lobbyists at work including himself, former
21 President Niederhauser, and others who are working to make a difference.
22

23 Commissioner Robinson referred to the memo prepared by staff, which shows an estimated
24 \$30,000 for Ron Dean. He asked if that was because the contract is only for 10 months.
25 Mr. Becker confirmed that that was the case.
26

27 **MOTION:** Commissioner Robinson moved to adopt Resolution 2019-26 approving entry into an
28 Independent Contract Agreement with Ronald Dean. Commissioner Bradley seconded the motion.
29 Vote on motion: Mayor Peterson-Aye, Mayor Beerman-Aye, Mayor Sondak-Aye, Chair
30 McCandless-Aye, Mayor Silvestrini-Aye, Commissioner Bradley-Aye, Commissioner Robinson-
31 Aye. The motion passed unanimously.
32

33 **F. RESOLUTION 2019-27 APPROVING ENTRY INTO A CONTRACT WITH**
34 **CASEY HILL FOR GOVERNMENTAL AFFAIRS CONSULTING**
35

36 **i. Consideration of Resolution 2019-27 Approving Entry into a Contract with**
37 **Casey Hill for Local Governmental Affairs Consulting.**
38

39 Chair McCandless reported that he met Casey Hill recently and believed he was the right person
40 for this part of the strategy moving forward.
41

42 **MOTION:** Mayor Silvestrini moved to adopt Resolution 2019-27 approving entry into an
43 Independent Contract Agreement with Casey Hill. Mayor Peterson seconded the motion. Vote on
44 motion: Mayor Peterson-Aye, Mayor Beerman-Aye, Mayor Sondak-Aye, Chair McCandless-
45 Aye, Mayor Silvestrini-Aye, Commissioner Bradley-Aye, Commissioner Robinson-Aye. The
46 motion passed unanimously.

1
2 **G. UPCOMING CENTRAL WASATCH COMMISSION MEETING SCHEDULE**

3
4 **i. Discussion on Adjusting December CWC Meeting.**

5
6 Deputy Director Blake Perez reported that they are planning to conduct the November Board
7 meeting on Monday, November 4 at this location. They have a couple of options for the December
8 meeting since the city of Cottonwood Heights has an event the first Monday and the Council
9 Chambers are not available. The Board can either keep the same date and change the location or
10 postpone the meeting for one week and reserve the space for the December meeting.

11
12 Chair McCandless' preference was to cancel the December 3 meeting as there will be two meetings
13 in November and instead have a holiday party as it will be his last meeting. Commissioner
14 Robinson suspected that after the retreat there may be business to be conducted. If so, he suggested
15 they combine the celebration with a short meeting. A meeting was scheduled for Monday,
16 December 2 at 4:00 p.m. at Millcreek City Hall.

17
18 **MOTION:** Mayor Beerman moved to change the December Board meeting location from
19 Cottonwood Heights City Hall to Millcreek City Hall. Mayor Silvestrini seconded the motion.
20 The motion passed with the unanimous consent of the Board.

21
22 **H. STAKEHOLDERS COUNCIL UPDATE AND DISCUSSION**

23
24 **i. Stakeholders Council Chair and Vice-Chair, Greg Summerhays and Dr. Kelly**
25 **Bricker, will Provide an Update on the September Stakeholders Council**
26 **Meeting and Work Moving Forward.**

27
28 Stakeholders Council Chair Greg Summerhays reported that Dr. Bricker was unable to be present.
29 He reported on their September meeting and stated that they conducted it differently. They began
30 with an update from two of their committees. The first was the Millcreek Canyon Shuttle
31 Subcommittee who decided that the pilot shuttle program would not be feasible at this time. They
32 would, however, continue to work on initial steps to move it forward in the future. The committee
33 will regroup and determine their purpose and steps they can take to put a future pilot program in
34 place.

35
36 At the most recent meeting, Dr. Bricker also reported on the Capacity Committee. There are 17
37 members interested in serving on the committee. A few meetings had been held and Dr. Bricker
38 was working to put together a proposal on next steps.

39
40 For the remainder of the meeting, they focused on the CWNCRRA. Those in attendance came very
41 well prepared to discuss specific sections and lines of the bill. Many good comments and
42 suggestions came out of the meeting and it was a good opportunity for the stakeholders to be
43 involved in the public process and give input on that federal legislation.

44
45 There were suggestions and comments about how meetings were being conducted and the
46 frequency of meetings. In the coming weeks, a survey will be conducted to get better input from

1 the members of the Stakeholder Council to identify their intentions. Those suggestions would be
2 presented at the retreat.

3
4 Mayor Sondak wanted to confirm that Dr. Bricker will be tasked with preparing a proposal for the
5 next steps in her capacity on the Stakeholders Council rather than in her capacity as a potential
6 contractee. Mr. Summerhays confirmed that that was the case.

7
8 **I. STAFF MONTHLY REPORT – 3:35-3:45 P.M.**

9
10 **i. Presentation by Executive Director Ralph Becker of His Monthly Report.**

11 Mr. Becker introduced newly hired Office Manager, Kaye Mickelson.

12
13
14 Mr. Becker commented that the work that has been done by UTA over the past few months has
15 been extraordinary. Since August they have had four meetings with those involved with UTA in
16 various capacities who have worked through the issues in detail. The effort had been remarkable
17 and has been coordinated by UTA with the CWC. He thanked the Board members for responding
18 to the request to allow staff to make the decision to move forward. Staff appreciated UTA spending
19 so much time and energy facilitating the proposed changes. He hoped to see the benefits of many
20 of the short-term improvements moving forward.

21
22 Mr. Becker recalled a previous discussion about rental cars that do not have snow tires. A meeting
23 was held earlier in the day with rental car company representatives to explore what they could do
24 this season to begin to change that dynamic. He considered it to be the result of the CWC serving
25 as a convening authority to bring everyone to the table.

26
27 UDOT has changed its approach to its canyons transportation decision making and has decided to
28 halt the Cottonwood Canyons Transportation Action Plan (“CCTAP”) and fold the work into the
29 Little Cottonwood Canyon Environmental Impact Statement (“LCCEIS”). It was expected to be
30 a major item for discussion at the retreat. They intend to maintain their responsibilities as local
31 governments to develop and implement proposals for changes.

32
33 Mr. Becker commented that there had been discussion about the CWNCRA. In addition, the
34 Environmental Dashboard was moving forward consistent with the timetable established a few
35 months earlier. Staff would be meeting with ESRI later in the week and they continue to fulfill
36 their commitment to provide pro bono services to the CWC. They have been taking the work done
37 on the Environmental Dashboard and turning it into an interactive and publicly available tool to
38 maximize the usability of the Environmental Dashboard going forward.

39
40 Mr. Becker reported that the Utah Legislature is showing interest in their work. They took the
41 Natural Resources Interim Committee consisting of house and senate members on a site visit to
42 both Big and Little Cottonwood Canyons. They was a full day of discussions and presentations
43 from experts in different areas. Later in the week, they met with a newly formed legislative body
44 known as the Federalism Commission, which was the consolidation of three commissions.
45 Presentations were made by Mr. Becker and the Chair and questions were fielded.

1 Mayor Peterson indicated that at last year’s retreat there was discussion about the federal
2 legislation and the importance of the CWC being sensitive to measures dealing with transportation
3 and trails issues.
4

5 **J. PUBLIC COMMENT**
6

7 John Knoblock thanked those who have worked on trails such as Patrick Nelson, who has helped
8 with the Mormon Pioneer Trail in Parleys Canyon, and Zinnia Wilson from the U.S. Forest
9 Service. He commented that the Stakeholders Council deals with more detail than John Thomas
10 who is UDOT’s Land Manager over transportation. The Millcreek Canyon Shuttle Committee
11 contemplated a Trails Committee but determined that it was premature. Mr. Knoblock hoped to
12 see more participation from the Land Managers. He considered Forest Service personnel to be a
13 resource that ought to be utilized. With regard to the trails piece with respect to the Forest Service,
14 Ms. Wilson has indicated that she would like to be able to do a Trails Master Plan for the Central
15 Wasatch but needs a GIS person for a period of 12 to 18 months and \$100,000.
16

17 Dave Fields, Snowbird General Manager thanked those involved in the short-term transportation
18 solutions. What UTA has put forth is exactly what their employees and season pass holders have
19 been asking for. He has shared this information and there has been excitement about the potential
20 changes. Midday bus service will allow people to leave in the middle of the day rather than wait
21 until the roads are congested. Adding frequency and predictability to the bus service will be very
22 well received. Efforts to get buses around congestion have been tried and it is tricky to get buses
23 around a traffic jam but it encourages bus ridership. He commended UTA for being progressive
24 and stated that the ski resorts account for 80 and 90 percent of the ridership on the ski bus.
25 Snowbird pays \$7.20 for every round trip fare and they will gladly pay more to have more people
26 ride the bus because it is safer, more efficient, and better for the environment.
27

28 Steve VanMaren of Sandy and was also impressed by the bus service changes. He commented
29 that he was sad to see Chair McCandless leave the Board.
30

31 Carl Fisher identified himself as the Executive Director of Save Our Canyons and thanked staff
32 for what they have done to improve transit service. He was working with his organization to make
33 a contribution because to support more buses in the canyons. He hoped there would be one or two
34 backcountry stops at some point in the near future. Mr. Fisher stated that they are disturbed by
35 some of the things that are going on with UDOT and particularly the abandonment of the CCTAP.
36 They have \$70 million in public funding that will likely be used for a road expansion project. He
37 was disappointed to see investments in road widening projects taking place in the canyons.
38 Mr. Fisher commented that in the canyons they cannot build their way out of the problems that
39 exist and better decisions need to be made to protect what is there. He urged the CWC to push
40 against UDOT and work to partner with them.
41

42 There was no further public comment.
43

1 **K. COMMISSIONER COMMENT**

2
3 Mayor Peterson appreciated Mr. Fisher’s comments pertaining to UDOT and stated that recently
4 he has seen UDOT in a different light. Cottonwood Heights, through the Wasatch Front Regional
5 Council, developed a Wasatch Boulevard Master Plan that was presented to UDOT. They received
6 a commitment that Wasatch Boulevard will not just become another highway. From October 14
7 to 16 there will be three nights of meetings with their consultants to take input on the design of
8 Wasatch Boulevard. The community will be involved and they will listen to what they propose.
9 He indicated that UDOT is still engaged with respect to Cottonwood Heights and Wasatch
10 Boulevard.

11
12 **L. ADJOURNMENT**

13
14 **MOTION:** Mayor Silvestrini moved to adjourn. The motion passed with the unanimous consent
15 of the Board.

16
17 The Central Wasatch Commission Meeting adjourned at 5:28 p.m.

1 *I hereby certify that the foregoing represents a true, accurate and complete record of the Central*
2 *Wasatch Commission Meeting held Monday, October 7, 2019.*

3

4 Teri Forbes

5 Teri Forbes

6 T Forbes Group

7 Minutes Secretary

8

9 Minutes Approved: _____