**MINUTES OF THE CENTRAL WASATCH COMMISSION (“CWC”) TRANSPORTATION COMMITTEE MEETING HELD MONDAY, MAY 10, 2021, AT 3:00 P.M. THE MEETING WAS CONDUCTED ELECTRONICALLY VIA ZOOM**

**Present:**  Mayor Dan Knopp, Chair

Mayor Mike Peterson

 Councilor Max Doilney

**Staff:** Ralph Becker, CWC Executive Director

 Blake Perez, CWC Deputy Director

 Kaye Mickelson, Office Administrator

**Others:** Robert Sampson

Helen Peters

 Abi Holt

 Will McCarvill

 Kirk Nichols

 Carl Fisher

 Gay Lynn Bennion

 Patrick Shea

**OPENING CENTRAL WASATCH COMMISSION TRANSPORTATION COMMITTEE MEETING**

1. **Commissioner Dan Knopp will Conduct the Meeting as Chair of the Transportation Committee, (the “Board”) of the Central Wasatch Commission (“CWC”).**

Chair Dan Knopp called the meeting to order approximately 3:00 p.m.

The Legislature, pursuant to Section 52-4-207(4), required the Committee to make a determination, which was as follows:

‘This meeting will occur only electronically, without a physical location, as authorized by the Governor’s Executive Order, dated March 18, 2020 (the “Governor’s Order”), and related legislation enacted by the Utah Legislature since that date. Conducting this meeting with a physical anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. The public may remotely hear the open portions of the meeting through live broadcast by connecting to the following Zoom meeting.’

**MOUNTAIN TRANSPORTATION SYSTEM (“MTS”) DISCUSSION**

1. **Draft MTS Consensus Document – The Committee will Review and Discuss a Draft MTS Consensus Document and Make Recommendations to the CWC Executive Committee and CWC Board.**

Chair Knopp opened up discussions related to the Mountain Transportation System (“MTS”) Draft Consensus Document. He thanked Catherine Kanter and Mayor Mike Peterson for their input on the document. Chair Knopp believed that the Draft MTS Consensus Document was strong but there were areas that might need to be tweaked. Mayor Peterson recognized the Central Wasatch Commission (“CWC”) Staff for their hard work.

CWC Executive Director, Ralph Becker pulled up a redline version of the Draft MTS Consensus Document. Chair Knopp wished there was more in the document pertaining to long-term, high-capacity transit modes. However, he understood that there was not currently a consensus on that. He suggested that the Transportation Committee walk through the redline comments. Mr. Becker reported that most of the suggested changes were intended to clean up the document. It was no longer in memo form but was drafted as a statement from the Commission. Mr. Becker made note of a sentence that was added to state:

* The Commission will continue to become informed about transportation modes.

Chair Knopp wondered if that sentence could be expanded on. A lot of effort had been put into the exploration of transportation modes besides buses and road widening. Mayor Peterson believed that several Commission Members either had a preference or were leaning toward a preference for a high-capacity transportation mode, but they were not ready to make a formal recommendation because additional time or information was needed.

Councilor Max Doilney felt that a consensus was something that the CWC continued to struggle with. If that word was not so critical, it would be possible to state in the document:

* While most of the Commissioners had a preference or were leaning toward a preference, a consensus had not yet been achieved.

Councilor Doilney was not sure that the CWC was close to reaching a consensus for a long-term transportation mode. He did feel there was consensus around the fact that the capability to move people in and out of the canyon via bus needed to be increased. Additionally, tolling would be critical. Mayor Peterson noted that it was important to clarify that any references to buses in the document were not endorsements of the Utah Department of Transportation (“UDOT”) Little Cottonwood Canyon Environmental Impact Statement (“EIS”) Draft Alternatives. The CWC was not supporting one of the UDOT bus alternatives. They were simply stating that buses need to be part of the transportation solution. Chair Knopp wondered if it would be possible to add:

* The majority of the Commission has come to realize that buses are probably not the long-term transportation solution.

Mayor Peterson suggested that the language not be included in the draft but added as a note for the Commission. Mr. Becker added the suggestion to the redline version. The note read:

* Ask the Commission if they are prepared to say that buses are not the long-term solution.

Mayor Peterson reminded the Transportation Committee that CWC Ex-Officio Member, Carlton Christensen from Utah Transit Authority (“UTA”) had hinted that it would be difficult for buses to be the long-term transportation solution. Chair Knopp pointed out that buses are also the most expensive transportation solution when everything is factored in.

Councilor Doilney had a difficult time believing that the Commission would reach a consensus. As a result, it may be difficult to include everything that everyone wanted to say in the MTS Draft Consensus Document. However, he supported the document and liked the redline suggestions. Chair Knopp noted that a first read of the document could indicate that the CWC supports buses as the transportation solution. He did not believe that was accurate. Mayor Peterson agreed that the document needs to clearly state that the CWC does not support the UDOT bus alternatives. Discussions were had about how to best state that position.

Mr. Becker believed that the majority of the Commission would agree with the statement that buses are not the long-term solution. He noted that there may be some strong feelings among a few Commissioners who still wanted to pursue buses as the long-term solution. He felt it was worth continuing to discuss. Councilor Doilney did not want to alienate anyone or cause a rift within the Commission. He commented that it was important to remain cordial and work together. Mayor Peterson looked at his notes from the previous CWC Board Meeting. Nearly everyone had referred to buses as part of the solution rather than the long-term solution.

Mayor Peterson asked if the redline changes had been shared with Ms. Kanter. Mr. Becker reported that he was scheduled to speak with her later in the afternoon as she had been unable to attend the Transportation Committee Meeting. Mayor Peterson believed she would be pleased with the changes as they add more clarity.

Mr. Becker discussed the section of the MTS Draft Consensus Document related to Visitor Use Capacity. He reported that the CWC previously spent time working with the U.S. Forest Service, UDOT, and others to address the question of visitor capacity. It was originally referred to as carrying capacity. However, that language was met with firm resistance. It was then referred to as visitor management, but the Forest Service was unhappy with that language. It ended up being called visitor use. Mr. Becker explained that the CWC had been careful not to use language that would trigger outside resistance. Mayor Peterson felt the word choice was critical.

Mr. Becker overviewed the section related to Watershed Protection. It was broken out into a separate section to make sure it was emphasized. He also highlighted the section related to Traffic Demand Management. It included a reference to the Wasatch Boulevard Master Plan. Mayor Peterson noted that Wasatch Boulevard was critical to all of the transportation modes.

Chair Knopp reported that the MTS Draft Consensus Document would be reviewed with Ms. Kanter that afternoon. He would ensure that she was comfortable with all of the redline changes and then the document would be brought to the full Commission. Chair Knopp reiterated that he would like the Commission to weigh in on a long-term plan for a high-capacity transportation mode. Mayor Peterson suggested that it be brought up as a discussion question. Discussions were had about the section related to federal legislation as well as avalanche sheds.

Mr. Becker believed that all of the Commissioners wanted to reduce traffic congestion. However, he wondered if that meant fewer vehicles in the canyons or virtually no vehicles in the canyons. It was something that could be discussed further in the future.

Mayor Peterson asked if the Transportation Committee Members would receive a revised draft before the MTS Draft Consensus Document goes to the full Commission. Chair Knopp reported that he would go through the redline version with Ms. Kanter and then a copy could be sent back out to the Transportation Committee Members. CWC Deputy Director, Blake Perez explained that the document would be presented to the Executive Committee on May 17, 2021. Following that meeting, it would be sent out to the entire CWC Board. However, the CWC Board had already seen the first draft. It was also posted on the Utah Public Notice website.

**PUBLIC COMMENT**

Chair Knopp opened the public comment session.

*Patrick Shea* commented that the inadequacy of the Visitor Use Study was a glaring error. He noted that the time had been limited to two weeks. Dr. Kelly Bricker was the person that everyone expected it to be awarded to, given the integrated nature of what she was going to be doing with the Environmental Dashboard. He commented that the decision seemed to be a fundamental mistake in terms of obtaining proper data. Mr. Shea also discussed the MTS and stated that an interim solution of expanded bus service throughout the valley could be done in three to five years. He commented that an investment in an aerial gondola or cog rail system would not make sense as it would be for the benefit of private enterprises.

*Carl Fisher* referenced a comment made by Mayor Peterson during the Transportation Committee Meeting about the Commissioners’ desire for more information on transportation solutions. He felt it was important to point out in the MTS Draft Consensus Document that the CWC did not believe the UDOT Little Cottonwood Canyon EIS would be the source of that additional information. Mr. Fisher explained that the UDOT scope did not consider integration with valley transportation or how a transportation system would impact Big Cottonwood Canyon.

There were no further public comments. The public comment session was closed.

**ADJOURNMENT**

The Central Wasatch Commission Transportation Committee Meeting adjourned at approximately 3:36 p.m.

***I hereby certify that the foregoing represents a true, accurate, and complete record of the Central Wasatch Commission Transportation Committee Meeting held Monday, May 10, 2021.***

Teri Forbes

Teri Forbes

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Minutes Secretary

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