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

Present: Commissioner Chris McCandless, Mayor Mike Peterson, Mayor Jeff
Silvestrini, Commissioner Jim Bradley, Mayor Jenny Wilson, Mayor Jackie
Biskupski, Commissioner Chris Robinson, Commissioner Harris Sondak

Staff: Executive Director Ralph Becker, CWC Legal Counsel Shane Topham,
Deputy Director Blake Perez, Communications Director Lindsey Nielsen

Excused: Commissioner Andy Beerman, Commissioner Carlos Braceras

A. OPENING

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

Chair Chris McCandless called the meeting to order at 4:04 p.m.

ii. The Commission will Consider Approving the Meeting Minutes of Monday,
July 1, 2019.

MOTION: Mayor Silvestrini moved to accept the minutes of Monday, July 1, 2019. Mayor
Peterson seconded the motion. The motion passed with the unanimous consent of the Commission.

B. PRESENTATION AND DISCUSSION ON CANYON SNOW TIRE
REQUIREMENTS, ENFORCEMENT, AND POLICY 4:05-5:00 P.M.

i. Kaitlin Marousis, UDOT Project Manager, will Present on the History and
Current Requirements for Snow Tires in the Tri-Canyon Area.

UDOT Project Manager, Kaitlin Marousis reported that she works with the Traffic and Safety
Division and moved to the area for the skiing. She addressed the updates to the chain up law that
were implemented last year. The updates to the law focused on improving operations in the canyon
and reducing the number of crashes. The goal is to keep traffic moving and was one of the reasons
the changes were made. Specific tire types were described. They also addressed the chain up
segments on all state highways and divided them into two classifications. Roadway Segments 1
are focused on vehicles with a gross vehicle weight of over 12,000 pounds and commercial traffic
primarily on the interstates in Central Utah. Class 2 is where they would like to impose the chain
law where there is a recreation focus such as the Cottonwood Canyons.

Rather than having date specific requirements, they will have event and weather specific
enforcement. Issues they currently deal with in the Cottonwood Canyons in terms of chain up
areas involve a small area in Little Cottonwood Canyon. It was noted that there is no pull off in
Big Cottonwood. There are also situations where people have chains in their vehicles but do not know how to properly use them. There are also many out of state visitors who are in rental vehicles, which typically are not equipped with chains. Ms. Marousis stated that they frequently see tires with very worn tread that will not function properly even with chains. In terms of enforcement, it is difficult to identify ratings on tires and rented SUVs do not always have four-wheel drive.

With respect to messaging and outreach, many visitors are from out of state and the number is increasing with multi-resort ski passes. UDOT representatives have contacted rental car companies and hotels in an effort to disseminate information. The desire was to warn travelers in advance so they do not find out about the requirements as they enter the canyon. Communication can be through websites and push locations. Public outreach materials under development were presented. One was a two-sided brochure addressing the traction requirements based on vehicle requirements. The backside includes a state map identifying the Class 1 and 2 roadway segments.

Mayor Peterson asked Ms. Marousis to elaborate on enforcement. Jake Brown from UDOT indicated that he visited every rental car company in the Salt Lake Airport and distributed the brochures. He also visited various hotels in Salt Lake City and left the brochures with them. Challenges that result from traffic backing up were described such as SUVs that do not have four-wheel drive and people stopping traffic while they put chains on.

Mayor Peterson asked about enforcement and stated that backups have an impact on the City of Cottonwood Heights. He asked what can be done to improve communication. Mr. Brown stated that he is in regular communication with UPD who tries to have officers at the Mouth of Canyon whenever possible. The officers do all of the police work in the canyon and are not always available. He recognized that more needs to be done such as having tires preapproved to enter the canyon. Ms. Marousis stated that one option was to have a reader that will scan cars as they pull up.

Mayor Wilson liked the idea but feared they were not yet able to get that level of operation in place. She expected there would be resistance from people who do not visit the canyons in the winter. She suggested they look at long-term opportunities. Mr. Brown stated that they are always trying to educate people. Another challenge is that rental car companies will not put snow tires on their vehicles. There are, however, special rental car agencies that rent four-wheel-drive vehicles. Unfortunately, the majority of visitors are unprepared and sometimes have to be turned around. Rental car agencies have indicated that it would be too expensive to put snow tires on their cars. There are also instances where Uber vehicles are unprepared and unable to get visitors up the canyon.


iii. CWC Staff and Board will Enter into Discussion Concerning Canyon Snow Tire Requirements, Enforcement, and Policy.
Sergeant Ed Twohill from the UPD stated that if they know there is going to be a canyon closure, they previously used a program but were unable to continue it because of cost. He stated that if they were required to stop every car, it would be difficult and there would be backups. Renderings were displayed to show the differences between all-season and snow tires. When there are signs posted indicating that chains are in effect and that snow tires are required, the fine for violations is $120. Other issues involve parking in prohibited areas.

Sergeant Twohill reported that they are working with the Justice Court and will be meeting with the Prosecutor in the coming days about enforcement. It was clarified that the requirement is for chains or two snow tires on the front area drive chain.

Mayor Peterson commented on the challenges of those traveling up and down the canyon. He pointed out that UDOT uses metering to help with that. He asked if that had been effective coming down the canyon. Sergeant Twohill stated that it is still an ongoing discussion but they are supportive. When a car slides off, traffic stops. In rare instances, they are able to pull a car out in five minutes but in most cases, it takes longer.

Mayor Sondak thanked Sergeant Twohill for all they do for the Town of Alta. He reported that the metering has been paid for by the Town of Alta, Snowbird, and Alta Ski Lifts Company in a three-way arrangement over the past few years. The two ski areas have subsidized the vehicle checkpoint at the bottom of the canyon. Not only is it a financial issue but a staffing issue as well. In addition, there is a safety issue because if the officers are in the middle of the road they are at risk.

Executive Director, Ralph Becker stated that currently this is done largely through the UDOT rule in terms of what is required. It is not in the state statute so any modifications to the standards would occur through rulemaking. Sergeant Twohill stated that there was discussion about trying to increase the fine. He stated that if there are three or four skiers in a car, it would be a $120 ticket or $30 per person. Mr. Becker addressed the rental car fees and stated that to them it is an enormous expense. He pointed out that a large number of rental vehicles are going into the mountains and should be required to have snow tires. He anticipated there would be a fair amount of push back should that be put forward. Detective Ralph Arnold suggested there be a push for the rental car companies to come into compliance. In conversations with the rental car companies, they have refused to equip their vehicles with the proper equipment. In addition, a person renting a car cannot put chains on it due to insurance liability issues.

Mayor Wilson suggested they prioritize the fee increase and ask Carlos Braceras if that is feasible. If UDOT is imposing the fee, she suggested they move forward. In terms of heightened interest by the Legislature on this issue, many would be sympathetic to understanding that some sort of fee or assessment on the person renting the car may be feasible. She also thought it was time to discuss systems for canyon winter use. She suggested they determine whether there is interest among the Legislative leadership for rental car adjustment fees or a requirement that anyone going into the canyon rent a certain type of vehicle.

Chair McCandless liked the idea of tags being placed on the windshields of vehicles that are in compliance. He also supported the idea of electronic metering at the bottom of the canyon and at
the entrance. That has already been tried and was successful. He suggested they look at electronic metering. Chair McCandless was of the opinion that the fines are inadequate but the penalties for multiple offenses should be greater. He also suggested that it be mandatory for rental car companies to disclose to those renting vehicles that two-wheel drive vehicles with street tires will not be permitted in the canyons and they will be turned away. He liked the idea of starting a business to put chains on at the mouth of the Canyon. He suggested they look at all of the options. He commented that merging lanes is a must especially at the mouth of the canyon.

Detective Arnold suggested having signage specifying that all ski traffic should use the far right lane. That will hopefully alleviate problems with school buses picking up students and allow emergency vehicles to pass. When doing enforcement at the bottom of the canyon, Sergeant Twohill stated that if a vehicle is from out of state, he will look at it closely. When cars are stopped, he provides them with information on where they can catch a UTA bus. Chair McCandless asked Detective Arnold to provide a list to Mr. Becker identifying what the Board can do to help.

Mayor Peterson acknowledged that the CWC has lofty goals going forward with UDOT regarding Wasatch Boulevard and stated that they understand the importance of doing what they can to help the UPD and UDOT. He believed this was one area where they can have an impact.

C. STAKEHOLDERS COUNCIL UPDATE AND DISCUSSION 5:00-5:10 P.M.

i. Stakeholders Council Chair and Vice Chair, Greg Summerhays and Dr. Kelly Bricker, will Provide an Update on the July Stakeholders Council Meeting and Work Moving Forward.

Stakeholders Council Chair Greg Summerhays reported that at their last meeting a presentation was made by John Thomas and Ralph Becker regarding the Cottonwood Canyons Transportation Action Plan (“CCTAP”) and the Little Cottonwood Canyon Environmental Impact Statement (“LCC EIS”). More specifically, they discussed the timeline for the project, screening criteria alternatives, and decision making. Appreciation was expressed to Messrs. Thomas and Becker for taking the time to conduct a thorough question and answer period. They also reiterated the fact that transportation is the primary focus of the Stakeholders Council.

There was also discussion on the Millcreek Canyon Shuttle Subcommittee. Brian Hutchinson agreed to lead the subcommittee and they have met twice so far. Mr. Hutchinson was thanked for agreeing to head up the committee. An update was given on the subcommittee and how they are moving forward. It was agreed that an abundance of cars in the canyon is the main problem and incentivizing shuttle use is their top priority. Key findings from the subcommittee included incentivizing shuttle use through toll booth fee restructuring, additional study of offering free shuttles, small fee shuttle and crowd management mechanisms, and the need for improved safety and canyon maneuverability. The subcommittee will continue to meet and bring additional recommendations to develop key pilot components. Their goal is to have a January 2020 launch. Their recommendation will also include exploring funding opportunities.

Mr. Summerhays indicated that Dr. Bricker gave a presentation about visitor capacity at their last meeting. There has been a recommendation to form a subcommittee to be led by Dr. Bricker
around the Visitor Capacity Subcommittee. About one dozen members of the Stakeholders Council have expressed an interest in serving in that capacity. At their next meeting, they will have a formal agenda item to formalize the subcommittee. That has resulted in discussion about additional subcommittees that might need to be formed. The Stakeholders Council expressed interest in forming additional subcommittees to address trails as well.

Mayor Wilson appreciated the engagement and ideas but wanted to make sure they are not creating redundancy. Chair McCandless asked Mr. Becker to do research and make sure that is not the case and report back to the Board at the next meeting. Mayor Wilson also asked that there be collaboration if a decision is made to move forward. Mr. Summerhays agreed that that would be a very important issue for them to avoid redundancy.

Mayor Silvestrini thanked Brian Hutchinson for the work he has done on the Millcreek Shuttle program.

D. RESOLUTION 2019-23 APPROVING ENTRY INTO INTERLOCAL COOPERATION AGREEMENTS FOR FUNDING WITH VARIOUS PUBLIC AGENCIES 5:10-5:15 P.M.

i. Consideration of Resolution 2019-23 Approving the CWC’s Entry into Funding Interlocal Agreements with Donor Governmental Entities.

CWC Legal Counsel Shane Topham reported that going forward the annual funding that members have committed to provide could occur in a couple of ways. One is to rely on the Interlocal Agreement. Some of the members may follow that course of action. The other way is to utilize a new Interlocal Funding Agreement with entities that prefer to proceed in that fashion. A proposed form was circulated several months earlier and some of the entities have already approved it. The purpose of the resolution was described.

Commissioner Robinson recommended they use a new bilateral form. He liked the template but was not sure how Summit County would continue with the existing Interlocal Agreement. Mr. Topham explained that there would be a separate Interlocal Agreement between the CWC and each of the member entities that choose to continue to participate. Language was added that would allow for it to continue. Commissioner Robinson liked the new agreement. Mr. Topham stated that so far, they have obtained signed Agreements from Salt Lake County, Millcreek, and Alta. A similar agreement is on the agenda for the following night’s Cottonwood Heights City Council Meeting.

Mayor Wilson asked if the differences were material. Mr. Topham explained that it is a form agreement and requires flexibility. The verbiage in the contract, however, remained substantially the same.

Mayor Sondak reported that the Town of Alta took the matter up at their last Town Council Meeting. He asked if anything they would be doing today would require them to revisit that. Mr. Topham assured him that it would not. It will simply authorize the CWC to enter into the Agreements that are submitted by the member entities.
MOTION: Mayor Silvestrini moved that the Board adopt Resolution 2019-23 approving the CWC’s entry into Interlocal Cooperation Agreements for funding with various public agencies and significantly authorize the CWC Chair and Secretary to sign such agreements. Mayor Biskupski seconded the motion. Vote on motion: Commissioner Sondak-Aye, Commissioner Silvestrini-Aye, Commissioner Peterson-Aye, Chair McCandless-Aye, Commissioner Bradley-Aye, Commissioner Wilson-Aye, Commissioner Robinson-Aye, Commissioner Biskupski-Aye. The motion passed unanimously.

E. RESOLUTION 2019-24 APPROVING AND RATIFYING ENTRY INTO AN EMPLOYMENT AGREEMENT WITH BLAKE PEREZ 5:15-5:20 P.M.

i. Consideration of Resolution 2019-24 Approving the Employment Agreement for Blake Perez, who will serve as Deputy Director of the Central Wasatch Commission.

Mr. Becker reported that at the last meeting during an Executive Session, the work of the Selection Committee was described. They recommended that Blake Perez be hired as the Deputy Director per the draft Agreement that was finalized and signed by Mr. Perez. The document now needs to be signed by the Board.

Mayor Biskupski asked if the salary offered was based on the most recent salary increase given to the previous employee. Mr. Becker stated that Mr. Perez is receiving less than the prior Deputy Director. The salary offered was based on experience and the specific circumstances.

Commissioner Robinson referred to Section 2 of the Agreement and was of the opinion that portions were in conflict. Mr. Topham offered to study the matter further but thought Section 2 should be read in conjunction with Section 9b. He suggested that the Agreement be passed and include in the motion a potential change to Section 2.

MOTION: Commissioner Wilson moved to pass Resolution 2019-24, approving and ratifying entry into an Employment Agreement with Blake Perez, who will serve as Deputy Director of the Central Wasatch Commission subject to a modification adding “...subject to Section 9” after the word “however” on line 6. Commissioner Peterson seconded the motion. Vote on motion: Commissioner Sondak-Aye, Commissioner Silvestrini-Aye, Commissioner Peterson-Aye, Chair McCandless-Aye, Commissioner Bradley-Aye, Commissioner Wilson-Aye, Commissioner Robinson-Aye, Commissioner Biskupski-Aye. The motion passed unanimously.

F. RESOLUTION 2019-25 APPROVING THE FIRST AMENDMENT TO AN INDEPENDENT CONTRACTOR AGREEMENT WITH DUTKO GLOBAL, INC. FOR GOVERNMENTAL AFFAIRS CONSULTING/LOBBYING 5:20-5:25 P.M.

i. Consideration of Resolution 2019-25 Approving the First Amendment to an Existing Contract for Governmental Affairs Consulting and Lobbying.

Mr. Becker reported that the proposed resolution addresses an ongoing contract with Bill
Simmons, the owner of DUTKO Global, Inc. to provide governmental relations services primarily in Washington, D.C. to help with the legislative actions being pursued. The contract goes back to before his time serving the CWC. The contract was amended to reduce Mr. Simmons’ fee by 40% but still provides the same services. It is essentially a one-year extension on the contract for a lesser amount. The cost was reduced from $8,083 per month to $5,000. Mr. Becker conducted research and found that the standard annual fee is less than was being paid and as a result, Mr. Simmons agreed to reduce his fee. Mayor Peterson recalled that there were concerns with the initial contract and the cost being too high. He applauded the effort to reduce that amount.


**G. RESOLUTION 2019-26 A RESOLUTION APPROVING ENTRY INTO AN INDEPENDENT CONTRACTOR AGREEMENT WITH RONALD DEAN 5:20-5:30 P.M.**


Mr. Becker reported that as they were looking at CWC staffing, Ronald Dean’s name came forward as someone who served as the Natural Resources Policy Coordinator for Senator Hatch. Mr. Dean recently retired and brings enormous experience and knowledge. Mr. Becker felt that utilizing Mr. Dean’s services would benefit the Commission enormously in their pursuit of the federal legislation. Previously, the potential of having Mr. Dean work for the CWC on a contractual basis was discussed. The Commission asked that the issue be investigated to see how it would fit within the existing budget and allocations.

Mr. Becker met with Ronald Dean to discuss his interest and availability and Mr. Becker felt he would be an asset to the CWC because of his knowledge and connections. Hiring Mr. Dean would not require any budget adjustments and would utilize the savings from the reduction in the contract with Bill Simmons and DUTKO. The contract would be on a monthly basis with an hourly rate not to exceed $3,000 per month and provides for termination at the will of the Commission or Mr. Dean. Mr. Dean would provide assistance both in Washington, D.C. and in Utah.

Mayor Wilson understood after working in Washington that with every two-year cycle there are new players. She appreciated the reduction and believed that one of the local primary needs is someone who is a known commodity and will have some influence with the Legislature. She was not sure Mr. Dean was the right person for that. She feared there was not enough flexibility in the budget going into the next session to ensure that they have the needed impact.

Mayor Biskupski shared similar concerns as Mayor Wilson but understood that Mr. Dean is better connected in Washington that locally. She and Mayor Wood both have lobbyists in Washington
so if they need more help there, the contract would allow them to engage the individuals hired since this is something their communities will benefit from. Mayor Biskupski also was not certain this was the right hire and was frustrated that there are not opportunities for multiple groups to submit for funding opportunities. This was not a process she would approve and would vote against the proposal.

Mayor Peterson suggested the concerns be addressed further and the priorities clarified. Chair McCandless agreed and supported tabling Resolution 2019-26 until they can meet with Mr. Becker and come up with a strategy that works for the Commission as a whole. He suggested that be done expeditiously. Mayor Biskupski agreed and suggested they identify the desired outcome.

**MOTION:** Commissioner Silvestrini moved to continue the matter. Commissioner Robinson seconded the motion. The motion passed with the unanimous consent of the Commission.

**H. EXECUTIVE DIRECTOR’S REPORT 5:30 P.M. – 5:40 P.M.**

**i. Executive Director Ralph Becker will Provide His Monthly Report to the Board.**

Mr. Becker reported that staff has continued to work on the federal legislation and the Stakeholders Council has continued its work in the transportation arena. That work has continued with UDOT and their consultants and great progress had been made. One of the areas of interest to the Board pertained to potential improvements to alleviate traffic congestion in the Canyons.

Communications Director Lindsey Nielsen reported that last month an Interlocal Agreement was approved between the CWC and the University of Utah for work on the Environmental Dashboard. During the month of July, that contract made its way through the appropriate departments at the University of Utah. Jim Ehrlinger was identified as a member of the project management team at the University of Utah and he has been involved with the project since the beginning. Mr. Ehrlinger is a member of the Steering Committee, is a distinguished Professor of Biology at the University of Utah and will be providing natural systems expertise. Mr. Ehrlinger reported that they have assembled a team with a great deal of experience and they are trying to make progress after there being very little progress over the last two years. He expected Phase 1 to be completed by Thanksgiving.

Ms. Nielsen stated that Mary Pendergast, Ph.D. from the Wild Utah Project has also been affiliated with and working on the project. Her knowledge has also been very valuable.

**ii. Consideration of Authorizing the Executive Director to Select (From Qualified Applicants) and Hire and Office Manager for the CWC for an Annual Salary not to Exceed $45,000 as Previously Budgeted.**

Mr. Becker stated that the budget included the hiring of administrative staff. Preliminary work was done on the job description and salary range and staff received assistance from the participating jurisdictions on properly establishing the position. Staff was prepared to advertise the position with the authorization of the Board.
Mayor Biskupski commented on the work being done on the Transportation and Recreation Area Act and asked if there were issues with having staff members being involved in those meetings. Chair McCandless had no objection. Mr. Becker reported that he has also been in communication with city staff. Mayor Biskupski asked that she and her staff be involved in the process.

**MOTION:** Commissioner Wilson moved to authorize the Executive Director to select (from qualified applicants) and hire an Office Manager for an annual salary not to exceed $45,000 as previously budgeted. The motion was seconded by Commissioner Sondak. The motion passed with the unanimous consent of the Commission.

1. **PUBLIC COMMENT**

Pat Shea reported that the Stakeholders Council is not only tasked with addressing transportation. It is to be an open forum for broad discussion on how to preserve what exists and make the canyons more accessible.

Mr. Shea stated that it also would be helpful to provide a summary of recommendations and options from presentations given at meetings. Doing so allows the group to focus on specific questions. Mr. Shea sent Chair McCandless and Carlos Braceras a letter regarding obtaining their records. Mr. Shea asked that copies also be provided to the other Board Members. He stressed the importance of focusing on both the present and the future.

With regard to the lobbying contract, Mr. Shea stated that he is a fiscal conservative. He remarked that half of the budget is spent on employment and/or consultants and suggested that when the Legislative Session begins in January, they will need flexibility. He saw no reason to have a Washington Lobbyist when they already have two. The political reality was that when Senator Hatch was in office, he had a great deal of influence. That is no longer the case with the Utah delegation. Until after the 2020 election, he believed they were spending a tremendous amount of money without knowing what the actual impact will be. At a minimum, Mr. Shea suggested the Board be provided with a weekly report from Bill Simmons.

Mr. Shea next addressed the Environmental Dashboard and considered it the most important thing for present and future generations. He hoped the Board would look at how the watershed is operating from a biological or scientific point of view.

Michael Maughan, President and General Manager of Alta Ski Area, was aware that car rental companies do not want to spend money to put snow tires on their cars but recognized that that cost is ultimately passed onto the consumer. Mr. Maughan asked that the Board continue to pursue a requirement that cars that enter the canyon have proper tires. He also suggested that the fines be increased. He acknowledged that enforcement is difficult. One alternative was to have enforcement take place in the ski area parking lots. Doing so would not prevent cars from getting up the canyon and once word gets out more people may come into compliance. Mr. Maughan pointed out that a significant number of rental cars come up the canyon without the proper equipment, which causes traffic congestion.
Mr. Maughan reported that in the past 60 days, the administrative land exchange process between the U.S. Forest Service and the four ski areas has come to an end. Differences in valuation between the properties being exchanged were too significant. In addition, the U.S. Forest Service was unwilling to take split estate properties and their legal counsel advised them not to take any properties with mine tunnels, which included most of the properties in the exchange. In addition, the Forest Service indicated that the properties that they would be willing to exchange are those with existing structures and parking lots. These were not the properties the ski areas were looking to develop.

While Congress could legislatively authorize a land exchange despite those issues, it was not likely and is probably not in the public best interest. Mr. Maughan stated that they were continuing to draft legislation for the Transportation and Recreation Area Act that may include land exchange provisions. If that is the case, they would want to be involved in the drafting stage of new legislation that would include land exchanges or have an impact on private and public lands under permit to the ski areas as well as the public lands between the ski areas that could be used for transportation solutions. The Board was encouraged to continue their efforts to provide recreational and transportation solutions that allow them to deal with the current and increasing demand while taking care of the environment, nature, and ecosystem in the canyon. Mr. Maughan stated that Alta Ski Area is nationally recognized for its environmental stewardship in the canyons and what they do to protect the environment within the ski area.

Paul Godot was pleased to see the police officer’s presentation by UDOT. He provided the Board with highlighted information and additional comments. Mr. Godot stated that much of what was presented by UDOT and the police officers was included in the document. One of the issues involving certification was the potential to beat the system. He recommended that language be drafted that when someone applies for the inspection that the registered owner be informed that if they operate the vehicle out of compliance doing so constitutes reckless conduct and creates a substantial risk of death or serious bodily injury to another person. Doing so is reckless endangerment and is classified as a Class A Misdemeanor. Enforcement options were discussed. Mr. Godot commented that no enforcement is an abuse of power by the State on the individual.

Carl Fisher expressed appreciation to the Board and was pleased to be able to engage with the stakeholders and have set meetings to discuss the issues. He commented that a great deal of collaboration occurs within the community as a result. He hoped they would continue to focus on the broader goal. Mr. Fisher suggested they address mass transit and reducing the number of cars in the canyons. He hoped that would be a greater priority. With respect to the federal designation, there seemed to be an imbalance in conversations about the human environment, roadways, and parking lots which comes at the expense of conversations about the natural environment. Mr. Fisher suggested that the landfill become a priority. Currently, the U.S. Forest Service is rewriting how it looks at NEPA and what gets public scrutiny.

Ed Marshall, a resident of Millcreek Canyon, spoke on behalf of himself, Log Haven Restaurant, and the owner of the land for the restaurant. Over the years they have repeatedly encountered non-government individuals and government staff and officials who treat Millcreek Canyon like the Cottonwood Canyons. They assume that it is a recreational canyon with the same problems and remedies. That is not the case. Mr. Marshall explained that the CWC has oversight over the
canyons and stressed the importance of the Board understanding the difference between the canyons. Millcreek has no ski resorts, no avalanche control, no traffic congestion problems, a small number of employees and volunteers, and few residents. There is a Boy Scout Camp, two small businesses, and one home with two residents. The lack of a traffic congestion problem is significant to the snow tire issue raised earlier. Mr. Marshall asked for clarification that the requirement of enforcing snow tires and chains will only apply to the State Highways in the Cottonwood Canyons. This issue is extremely important to Log Haven because visitors will not purchase snow tires just to come to their restaurant. Such a requirement would be catastrophic for Log Haven.

Chair McCandless asked Mr. Marshall to put his comments in writing and submit them to the Board. Mr. Becker reported that staff received an email to this effect from Mr. Marshall over a weekend. Chair McCandless stated that the issue would be discussed further at a future meeting.

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

J. COMMISSIONER COMMENT

Chair McCandless reported that the annual retreat is coming up and asked that discussion of the federal legislation be added to the agenda. Mayor Biskupski requested that the retreat be held on a Thursday and Friday rather than over a weekend. Mayor Silvestrini agreed.

Mayor Sondak commented that the chain law is enforced from the Alta side, they will have a problem cars that are not out of compliance as they have no place to keep them overnight. As a result, the Police Chief had been reluctant to ticket vehicles that are already there.

Commissioner Bradley stated that based on a previous discussion, the percentage of rental cars going up the Cottonwood Canyons is very high. Converting to snow tires will come at great expense. There was discussion of a program involving the issuance of parking vouchers at the bottom of the canyons where rentals cars could be parked. Mayor Peterson stated that UDOT’s Master Plan includes providing transportation hubs at the mouth of both canyons.

I. ADJOURNMENT

MOTION: Commissioner moved to adjourn. The motion was not seconded. The motion passed with the unanimous consent of the Commission.

The Central Wasatch Commission Meeting adjourned at 5:49 p.m.
I hereby certify that the foregoing represents a true, accurate and complete record of the Central Wasatch Commission Meeting held Monday, August 5, 2019.

Teri Forbes

Teri Forbes
T Forbes Group
Minutes Secretary
Minutes Approved: _____________________