

**Minutes**  
Regional Growth Committee  
Meeting of August 21, 2008

A meeting of the Regional Growth Committee was held on Thursday, August 21, 2008 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

**Welcome and Introductions**

**Mayor Bruce Burrows**, Chairman, called the meeting to order at 9:35 a.m. Mayor Burrows welcomed committee members and guests. The following were in attendance:

**Members, Representatives & Alternates Present:**

Lewis Billings	Mayor, Provo City / MAG
Bruce Burrows	Mayor, Riverdale City
Mick Crandall	UTA
Louenda Downs	Davis County Commission
Jim Horrocks	Air Quality Board
Kelly Lund	FHWA
Alan Matheson	Envision Utah
JoAnn B. Seghini	Mayor, Midvale City
Dan Snarr	Mayor, Murray City
Jeff Carr (for Keith Squires)	Utah Department of Public Safety
Walt Steinworth	UDOT
Gary Uresk	Woods Cross City
Jan Zogmaister	Commissioner, Weber County

**Non-Members Present:**

Mary DeLoretto	UTA
Bryan Dillon	FHWA
Teri Newell	UDOT
Jon Osier	Kennecott Land
Steve Pastorik	West Valley City
Lynn Vinzant	Clinton City
Wayne Bennion	Wasatch Front Regional Council
Chuck Chappell	Wasatch Front Regional Council
LaNiece Dustman	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Val John Halford	Wasatch Front Regional Council
Pam Jorgensen	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council

**Members / Representatives excused:** Commissioner Meghan Holbrook, Mayor Joe Johnson

**1. Approval of Minutes**

**Jim Horrocks** moved that the minutes of the Regional Growth Committee meeting held May 15, 2008 be approved as written. **Commissioner Jan Zogmaister** seconded the motion and the minutes were unanimously approved.

## 2. Opportunity for Public Comment

There were no comments

### 3a. ACTION on Adoption of Proposed Amendments (#2) to the Regional Transportation Plan

Ned Hacker, WFRC, reported that the proposed amendments (#2) to the Regional Transportation Plan were released for public comment June 25 through July 31, 2008 and that an open house was held on July 10 and 17. Mr. Hacker reviewed each of the projects and the proposed amendments as follows:

#### Weber County

##### **SR-108 (West Haven) – extend Midland Drive (from Hinckley Drive intersection-3650 South/2600 West to 1900 West/SR-126)**

The SR-108 Environmental Impact Statement recommends moving the terminus of the project from the intersection of SR-108 and the Hinckley Drive extension to the intersection of SR-108 and 1900 West/SR-126.

**Proposed Amendment:** Add SR-108 from the intersection of the Hinckley Drive extension to 1900 West/SR-126 to Phase 1 of the RTP.

#### Davis County

##### **700 South (Layton) – Main Street to Flint Street**

The South Layton Interchange Environmental Impact Statement recommends the interchange connection to the west from Main Street to Flint Street. This project spans the railroad corridor, including UTA's FrontRunner line and provides a connection to the overflow park and ride lot on the west side of the railroad tracks to help decrease traffic on Gentile Street.

**Proposed Amendment:** Move the section of 700 South from Main Street to Flint Street from Phase 2 to Phase 1 of the RTP.

##### **Legacy Connector (Farmington) – North Legacy to Legacy Parkway and I-15**

The City of Farmington and UDOT recommend including a project connecting North Legacy and the Legacy Parkway.

**Proposed Amendment:** Add a project connecting North Legacy and the Legacy Parkway to Phase 2 of the RTP. This project would include potential north-south alignments from I-15 on the west side of Farmington City.

##### **Designate the Denver and Rio-Grande Western Corridor (D&RGW) as a Transit and Trails Corridor – 400 North in West Bountiful to 3300 South and Midland Drive in West Haven –**

The Utah Transit Authority (UTA) requested that the portion of the D&RGW corridor they own be designated as a future transit corridor so the right-of-way can be protected and preserved. The corridor is currently designated in the Rails to Trails program and is in use as a trail.

**Proposed Amendment:** Add to the RTP designate the D&RGW corridor as a transit and trails corridor.

#### Salt Lake County

##### **11400 South (South Jordan) – Redwood Road to Bangerter Highway**

The 11400 South Environmental Impact Statement and Record of Decision have cleared this section of the project corridor. UDOT recommends extending the terminus of the project from Redwood Road to Bangerter Highway.

**Proposed Amendment:** Move the section of 11400 South from Redwood Road to Bangerter Highway from Phase 2 to Phase 1 of the RTP.

**5600 West (Herriman) – Herriman Parkway/12600 South to Main Street/13000 South**

The City of Herriman recommends the construction of 5600 West (from Herriman Parkway/12600 South to Main Street/13000 South) in Phase 1. The project on 5600 West would facilitate the movement of traffic generated from a new high school and junior high in Herriman.

**Proposed Amendment:** Move the section of 15600 West from Herriman Parkway/12600 South to Main Street/13000 South from Phase 3 to Phase 1 of the RTP.

**Frontage Road west of I-215 (West Valley City) 3500 South to 4100 South**

West Valley City received funding from the state legislature to construct a north-south frontage road just on the west side of I-215 from 3500 South Interchange to 4100 South.

**Proposed Amendment:** Add the frontage road west of I-215 from 3500 South interchange to 4100 South to Phase 1 of the RTP.

**7800 South (West Jordan) – New Bingham Highway to Airport Road/4350 West**

UDOT and West Jordan City recommend reconstruction of 7800 South between the New Bingham Highway and Airport Road/4350 West.

**Proposed Amendment:** Move the section of 7800 South from the intersection of New Bingham Highway to Airport Road/4350 West from Phase 2 to Phase 1 of the RTP.

**I-215 (Taylorsville) – Grade Separated Interchange at 5400 South**

UDOT and Taylorsville City recommend a grade separated interchange at I-215 and 5400 South in Phase 1 of the RTP. With preliminary information from the Salt Lake County East-West Corridors Study this interchange would potentially improve east-west travel on both 6200 South and 4700 South.

**Proposed Amendment:** Add a grade separated interchange at I-215 and 5400 South to Phase 1 of the RTP.

Mr. Hacker asked for questions and comments on the proposed amendments. In answer to a question as to how making these changes will affect other projects that are currently on the RTP, Mr. Hacker stated that it wouldn't affect them at all. He also noted that the amendments meet air quality requirements and are within the fiscally constrained guidelines for the RTP. There were also comments and questions regarding preserving right-of-way for future transportation corridors.

**ACTION: Commissioner Louenda Downs** moved that the RGC recommend that the Regional Council that the proposed amendments to the Regional Transportation Plan be adopted. The motion was seconded by **Jim Horrocks** and passed unanimously.

**3b. ACTION to Make Potential Amendments (#3) to the Regional Transportation Plan Available for Public Review**

In commenting on the Proposed Amendments to the RTP, Mr. Hacker said that the WFRC is responding in part to the results of environmental impact studies, the availability of funding and plan refinement.

The Wasatch Front Regional Council received the following additional requests to add projects by amendment into the RTP 2007-2030. Mr. Hacker said the thirty-day public comment period would be from September 6 through October 6, 2008. He added that following the public comment period the Salt Lake COG, RGC and Regional Council will each have the opportunity to review the projects and evaluate the public comments prior to amending the RTP. Mr. Hacker then reviewed the proposed amendments as follows:

## **Salt Lake County**

### **7200 West (West Valley City and Salt Lake County) – SR 201 to 3500 South**

The City of West Valley and Salt Lake County recommend widening 7200 West to 2 lanes in each direction with a center turn lane (from SR 201 to 3500 South).

**Proposed Amendment:** Move the section of 7200 West from SR 201 to 3500 South from “unfunded needs” to Phase 1 of the RTP.

### **6200 South (West Valley City and Salt Lake County) – 5600 West to SR 111**

The City of West Valley and Salt Lake County recommend construction/widening of 6200 South (from 5600 West to SR 111) in Phase 1.

**Proposed Amendment:** Move the section of 6200 South from 5600 West to SR 111 from Phase 2 to Phase 1 of the RTP.

### **Mountain View Corridor (Western Salt Lake County) – Interstate 80 to Salt Lake/Utah County Line**

The Mountain View Corridor (MVC) Final Environmental Impact Statement (EIS) recommends a phased construction of the facility (from Interstate 80 to the Salt Lake/Utah County border) in each of the three phases of the RTP.

#### **Proposed Amendment:**

**Phase 1 - (2007-2015) -** Preserve all Right-of-Way for all phases of the project for the entire corridor and construct a two lane (in each direction) limited access arterial with signalized intersections, from I-80 to the Salt Lake/Utah County border.

**Phase 2 - (2016-2025) -** Convert the Phase 1 arterial facility to a freeway, replacing intersections with grade separated interchanges and adding auxiliary lanes.

**Phase 3 - (2026-2030) -** Implement the MVC freeway project as described in the 2030 RTP and FEIS (3 general purpose lanes and an HOV lane in each direction).

### **4570 West (Riverton) – 12600 South to 13400 South**

The City of Riverton recommends the construction of 4570 West to 2 lanes in each direction with a center turn lane (from 12600 South to 13400 South) in Phase 1.

**Proposed Amendment:** Add the section of 4570 West from 12600 South to 13400 South to Phase 1 of the RTP.

### **Riverton Boulevard (Riverton) – 4570 West to 13400 South**

The City of Riverton recommends the construction of Riverton Boulevard to 2 lanes in each direction with a center turn lane (from 4570 West to 13400 South) in Phase 1.

**Proposed Amendment:** Add Riverton Boulevard from 4570 West to 13400 South to Phase 1 of the RTP.

### **4150 West (Riverton) – 12600 South to Riverton Boulevard**

The City of Riverton recommends the construction of 4150 West to 2 lanes in each direction with a center turn lane (from 12600 South to Riverton Boulevard) in Phase 1.

**Proposed Amendment:** Add the section of 4150 West from 12600 South to Riverton Boulevard to Phase 1 of the RTP.

### **MVC/Bangerter Highway Connector ~ 13400 South – Eliminate Freeway to Freeway Connection (between MVC and Bangerter Highway at ~13400 South)**

The City of Riverton recommends the elimination of the MVC/Bangerter freeway to freeway connection (from Bangerter Highway to MVC at ~13400 South) from the RTP (Phase 2).

**Proposed Amendment:** Eliminate the freeway to freeway connection between Bangerter Highway and MVC, at - 13400 South from the RTP.

**13400 South (Riverton/Herriman) – 2700 West to Bangerter and MVC to 5600 West**

The City of Riverton recommends a change in the functional classification of 13400 South (from 2700 West to Bangerter and MVC to 5600 West) from a major collector to minor arterial in Phase 1. Based on the City Master Plan the facility will be widened to 3 lanes in each direction with a center turn lane.

**Proposed Amendment:** Change the functional classification of 13400 South (from 2700 West to Bangerter Highway and MVC to 5600 West) in Phase 1 of the RTP from a major collector to a minor arterial.

**Bangerter Highway Grade Separated Interchange at 13400 South (Riverton)**

The City of Riverton recommends the project be moved from Phase 2 to Phase 1 of the RTP. This interchange would potentially improve travel on Bangerter Highway and east-west travel on 13400 South.

**Proposed Amendment:** Move the grade separated interchange at Bangerter Highway and 13400 South from Phase 2 to Phase 1 of the RTP.

**13400 South (Riverton/Herriman) – 3600 West to MVC – 4800 West**

The City of Riverton recommends the widening of 13400 South to three lanes in each direction with a center turn lane (from 3500 West to MVC – 4800 West) in Phase 1.

**Proposed Amendment:** Add to Phase 1 of the RTP the section of 13400 South from 3600 West to MVC.

**Mayor Seghini** commented on the media reports of many accidents on SR 201. She asked why there are so many accidents. Mr. Hacker reported that he frequently commutes to work on SR 201 and feels excessive speed is a factor. **Kelly Lund** (FHWA) added that heavy truck usage might also be a factor.

**Teri Newell**, UDOT, said the end result of changes in the schedule for acquisition of property in the Mountain View Corridor and construction of sections of the project will hopefully be the acquisition of all the property needed for the entire project at build-out with possibly a smaller but completed facility through the entire corridor in the near term. This policy will put UDOT in a better financial situation during Phase 1 of the RTP while maintaining the integrity of the project. It should not result in reduced funding for other projects. **Commissioner Downs** replied that Davis and Weber County's interests are concerned that Phase 2 projects may be impacted heavily and do not wish to have the North Legacy Highway put on the "back burner" while funding is focused on the Mountain View Corridor during Phase 2.

**Ms. Newell** commented that the phasing of improvements as called for in the RTP is allowing UDOT and other sponsors to build portions of projects, as they are needed. The Mountain View Corridor (MVC) will be a good example of that. A smaller facility will not require the interchanges to be built at the same time as one big project. They can be added as needed. In response to a comment from **Mayor Burrows** about the cost of interchanges, **Ms. Newell** said that ultimately the MVC in Salt Lake County will have four lanes in each direction and interchanges. Phase 1 of the project, if accepted, will have two lanes in each direction and no interchanges. The interchanges are estimated to cost between \$30 and \$50 million each in current dollars. Not building unneeded interchanges will free up funds. Saved funds can be used to pay for other aspects of the project such as corridor preservation.

**Jim Horrocks**, Utah Air Quality Board, expressed concern that too much of the cost of the MVC was being shifted to Phase 2. He also expressed concern that some of the funding used for improving MVC intersections might be wasted if an interchange was constructed within a few years. He also commented on air quality patterns associated with intersections (as opposed to "free flowing" traffic. **Ms. Newell** replied that intersections would only be constructed where

future interchanges are planned. Thus there will be an unimpeded flow of traffic for a mile and a half on average through the corridor. UDOT's main concern is how to make the best use of available funding and interchanges, unsupported by traffic flows are not cost effective at this point. Acquiring rights-of-way, pushing the highway as far south as possible, and an initially smaller facility seem to be the best options. **Mr. Horrocks** asked if it would not be better to follow the original plan and stop road construction in Phase 1 at 13400 South. Then full interchanges could be built at locations such as SR 201 and 3500 South.

Ms. Newell and Mr. Horrocks continued to discuss the merits of a smaller lengthier facility and/or interchanges. Ms. Newell commented on factors such as donated property within the MVC that has focused UDOT's attention on the south end of the project. However, as UDOT continues to refine its planning efforts it may enforce the need for interchanges in places identified above.

In response to a question from Mr. Horrocks, Mr. Hacker said the air quality model used by the WFRC will be applied to the proposed improvements prior to the next Regional Council meeting.

As will be noted, six of the requested amendments to the RTP involved projects in Riverton. Mr. Hacker said he did not have a total estimated cost for these projects but Riverton has committed at least \$11 million to them. The projects affect the area between the MVC and Bangerter Highway (east and west) and between 12600 South and 13400 South. A modeling of the entire region will yield information about the impact of these proposed projects on air quality. Riverton's motive in requesting amendments to the RTP to accommodate these projects is to facilitate development within the affected areas. Also it acknowledges changes in UDOT's plans for a continuation of the MVC beyond a previously proposed connection with the Bangerter Highway.

Mr. Hacker commented that no additional funding is being sought from the WFRC. The proposed projects do not necessarily impact the MVC. They are surface street projects. In response to a question from Commissioner Downs, Teri Newell commented that the MVC, below 13400 South, previously in Phase II of the RTP as a "full freeway", moves to Phase I as an arterial roadway. In response to a question from Commissioner Downs, Mr. Hacker said the WFRC staff is working with UDOT to determine the cost of the arterial road, as opposed to a freeway with interchanges, more capacity lanes and much more concrete (but the same amount of right-of-way). A complete financial analysis of the modified MVC is not currently available. He said the analysis might be complete in time for the next Regional Council Meeting.

**Mr. Horrocks** said he has three major concerns about the proposed amendments, one had to do with fiscal impacts, the second air quality, and the third, surface analysis tied into air quality. He said he was prepared to make a motion to recommend to the Regional Council the proposed amendments be released for public comment but would like answers to the questions and concerns stated above. In response to a question from **Gary Uresk**, Mr. Hacker said it was his understanding that existing development in that portion of Riverton is "mixed use". It was noted that development interests in the area might be paying for part of the cost of highway improvements, probably including the provision of rights-of-way. Some committee members expressed a desire to have more "background" about development taking place or planned for the area. In response to a question, Mr. Hacker said it was his understanding that Riverton had either spent or committed \$11 million to the projects.

**Wayne Bennion**, WFRC pointed out that the action being requested by Riverton is to add the proposed projects to the RTP. A few of the projects are collector roads. Riverton may, at some future time, ask for federal funding once the projects are part of the RTP, but they are not currently asking for any funding commitment from the Regional Council. By way of response, it was noted that Riverton is asking that their projects be considered in Phase 1. There is a

growing trend of sponsors wanting to move their projects up from Phase 2 and Phase 3 to Phase 1 – there must be some fiscal impact.

**Chuck Chappell**, WFRC commented that the RGC's rigorous review of the proposed project amendments is healthy and helpful to the planning process. However, the action being requested is a recommendation to the Regional Council that the proposed amendments be released for public comment. He explained the tight time table for receiving public input prior to the Regional Council being able to take formal action the amendments at it's October 23, 2008 meeting and how requests for additional information requested by RGC members could be provided as part of the public hearing process. There is absolutely no implication that the RGC is approving or disapproving projects. It is the intention of staff to provide RGC members with the analyses that have been requested as well as a summary of public comments for their next scheduled meeting. He then requested that they not require a second round of discussion before recommending the initiation of the public review process to the Regional Council due to the meeting scheduling problems.

In response to a question, Mr. Chappell said the information requested by the RGC could be made available as part of the public review process.

**ACTION:** **Jim Horrocks** moved that the Regional Growth Committee recommend to the Regional Council they release for public comment the proposed amendments (#3) to the Regional Transportation Plan provided the following items were completed: 1) a thorough financial analysis is completed on the projects to determine the fiscal impact to the other phases of the RTP; and 2) the air quality conformity analysis is completed. **Mayor Dan Snarr** seconded the motion and the motion was unanimously approved.

#### **4. ACTION to Recommend Creation of an Air Quality Committee**

**Wayne Bennion**, WFRC, reported that at the May meeting of the Regional Council, staff was asked to prepare a proposal to create an Air Quality Committee. He referred members and others to the Draft Resolution and accompanying information from the packets they received prior to the meeting. Mr. Bennion reviewed the Description & Organization information and said that the Wasatch Front Regional Council (WFRC) over the past several years has had a goal to improve air quality throughout the region as part of its transportation planning process.

Mr. Bennion then discussed the **Purpose** for creating an Air Quality Committee:

1. To keep the Council informed through the Regional Growth Committee (RGC) about critical air quality issues that affect transportation plans.
2. To keep the Council informed through the RGC about transportation plans that affect air quality.
3. To make recommendations to the Council through the RGC on policy issues related to air quality, including transportation control measures (TCM) to be included in future sections of the State Implementation Plan.
4. To represent the Council and advocate Council interests related to clean air and improved mobility to the media, the legislature, and other interested groups.
5. To promote strategies adopted by the Council for improving air quality.

In answer to a question of whether there was not already a committee within the Wasatch Front Regional Council that could "take on" this task without creating a new committee, Mr. Bennion stated that there is in place an Interagency Consultation Team (ICT) that looks solely at things on a technical level. It is felt that the Air Quality Committee would be a policy level group to specifically focus on air quality.

**Mayor JoAnn Seghini** commented that this committee is extremely important because we could lose our funding if we don't come into conformity. She also commented that it is important to get the public involved and that this Committee would work with all the other agencies that are involved with air quality to get the message to the Council of Governments. The COG's could then set some goals and objectives that the public could relate to.

**ACTION: Commissioner Louenda Downs** moved to recommend to the Regional Council the creation of a new Air Quality Committee. The motion was seconded by **Alan Hansen** and was unanimously approved.

#### **5. ACTION on Draper Transit Corridor Locally Preferred Alternative**

**Mary DeLoretto**, UTA, using a slide presentation, explained that the Wasatch Front Regional Council's Long Range Transportation Plan identified the Draper Transit Corridor Project as a two-track extension of the existing UTA North-South TRAX line from its current terminus at 10000 South in Sandy to about 14600 South in Draper along the UTA-owned right-of-way.

The Draper Transit Corridor Environmental Impact Statement (EIS) was initiated in the fall of 2007. Sponsored by UTA and coordinated and supported by local jurisdictions, UDOT and WFRC, the draft EIS is anticipated to be complete by Fall 2008.

Based on a thorough technical evaluation and public input, the stakeholders of the Draper Transit Corridor Project have designated a Locally Preferred Alternative (LPA). The LPA alignment is on the UTA owned right-of-way between 10000 South and 12300 South and is described in the Resolution of the Wasatch Front Regional Council Endorsing the Locally Preferred Alternative as Identified in the Alternatives Screening Process for the Draper Transit Corridor Project. Potential station locations are still under review in Sandy (10600 and 11400 South) and Draper (11800 South / 700 East, 12300 South 1300 East / 13900 South and 14600 South). (A copy of the Resolution and the map were distributed to members and those in attendance)

Ms. DeLoretto said that the LPA is consistent with the WFRC's Regional Transportation Plan adopted in May 2007. She further stated that the Regional Council's approval of the LPA will complete the requirements for UTA to continue to move the project forward into engineering and construction.

**ACTION: Mayor JoAnn Seghini** moved that the RGC recommend to the Regional Council the adoption of the Draper Transit Corridor Locally Preferred Alternative. **Gary Uresk** seconded the motion. The motion unanimously passed.

#### **6. ACTION on Self-Certification of the Transportation Planning Process**

**Wayne Bennion**, WFRC, informed members that each year the Wasatch Front Regional Council and the Utah Department of Transportation are required to certify that the transportation planning process in the region meets all federal planning requirements. He reported that WFRC and UDOT staffs have worked together to evaluate how well the federal requirements are being met and based on this effort, a Resolution has been prepared certifying the planning process for the region. A copy of the Resolution and the Certification Determination were included in the packets distributed prior to the meeting.

**ACTION: Mayor JoAnn Seghini** moved that the Regional Growth Committee recommend to the Regional Council that they approve the Resolution of the Self-Certification Planning Process. The motion was seconded by **Commissioner Louenda Downs** and passed unanimously.



## 7. INFORMATION on Visioning Wasatch Choices 2040

**Val John Halford** reported that in February of this year Commissioner Downs requested that the WFRC staff create an image library to accompany Wasatch Choices 2040. Now, after six months in the making, the WFRC was pleased to present the image library entitled *Visioning Wasatch Choices 2040*. Its purpose is to provide visual examples of well-planned land use applications and transportation systems that implement the growth principles and strategies previously published in Wasatch Choices 2040. Citizen planners (city councils, county commissions, planning commissions, etc.) who refer to the image library will be able to better visualize how implementation of the growth principles and strategies will shape their communities. They will also be able to better visualize mixed-use neighborhoods, transit oriented developments and higher density villages.

Members and those in attendance viewed the *Visioning Wasatch Choices 2040* DVD that includes four short movies. Two of the movies feature the City Creek Center and Birkhill at Fireclay flythrough animations. Additionally, a population study, age pyramid charts and a comprehensive planning glossary have been included. Mr. Halford said there are over 2,000 images available on the DVD which citizen planners throughout the Wasatch Front Region will be able to use to visualize growth principle applications for future planning and development within their communities.

Mr. Halford concluded by saying the DVD is still being refined but should be available to city and county planners and other persons very soon.

## 8. Other Business

- At the August meeting **Mayor Burrows** requested staff to survey RGC members and representatives and ask for their comments regarding the best day, time and month the Regional Growth Committee meetings are held. Forty-five e-mails were sent and eleven responses were received. Ten respondents indicated they would like the meetings to remain as currently scheduled while one indicated a desire to change the day of the week to Monday, Wednesday or Friday.

After discussion it was decided that the meetings would remain as already scheduled. There will be no change to the meeting schedule at this time.

- **Val John Halford** reported briefly that in May, John Bennett, Executive Director of the Quality Growth Commission, met with the Regional Growth Committee and requested a list of "needs" be provided that his office could address directly. Mr. Halford said a letter has been drafted with a list of needs to be presented to the Regional Council at their meeting next week for approval.
- **LaNiece Dustman** gave a brief update on the progress being made in a continuing study of "Green Infrastructure" possibilities in the region. Ms. Dustman said that the WFRC is working with the Utah State Department of Natural Resources to develop a scope of work, a budget and to identify a steering committee.

Ms. Dustman reminded members that "Green Infrastructure" refers to an interconnected network of open spaces and natural area (greenways, wetlands, parks, forest preserves and native plant vegetation) that ideally should link communities. It is a nationally recognized collaborative approach for land use planning designed to meet the needs of all segments of the community.

**9. Next Meeting**

The next meeting of the Regional Growth Committee will be held at **9:30 a.m. on THURSDAY, October 16, 2008** in the offices of the Wasatch Front Regional Council.

The meeting was adjourned at 11:10 a.m.