



CITY COUNCIL MEETING
Minutes
Tuesday October 21, 2025

Council Chambers
7505 South Holden Street
Midvale, Utah 84047

MAYOR: Mayor Dustin Gettel

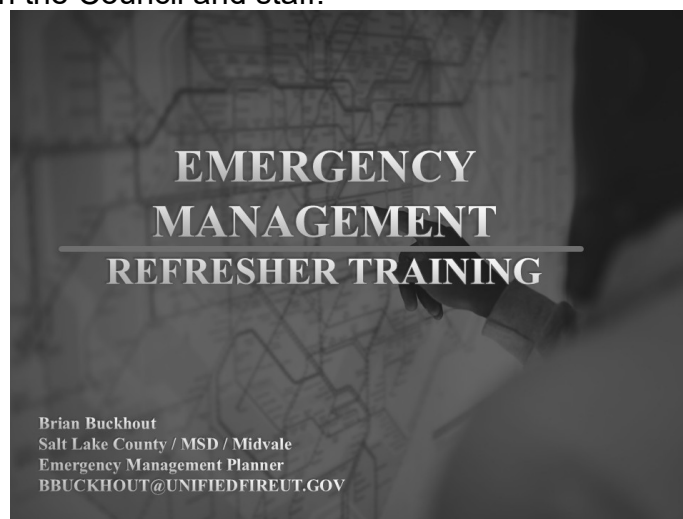
COUNCIL MEMBERS: Council Member Paul Glover
Council Member Bonnie Billings
Council Member Denece Mikolash
Council Member Bryant Brown
Council Member Heidi Robinson - Excused

STAFF: Matt Dahl, City Manager; Rori Andreason, HR Director/City Recorder; Garrett Wilcox, City Attorney; Glen Kennedy, Public Works Director; Mariah Hill, Administrative Services Director; Adam Olsen, Community Development Director; Wendelin Knobloch, Planning Director; Brian Buckhout, Emergency Planner; Branden Anderson, City Engineer; Jonathan Anderson, Planner II; Katie Thorne, Community Development Executive Assistant; Laura Magness, Communications Director; Chief April Morse, UPD; Chief Nathan Kay, UFA; and Josh Short, Network.

6:00 p.m. – WORKSHOP

- National Incident Management System (NIMS) Training [**Brian Buckhout, Emergency Planner**]

Brian Buckhout provided a high level overview of the National Incident Management System training with the Council and staff.



OVERVIEW

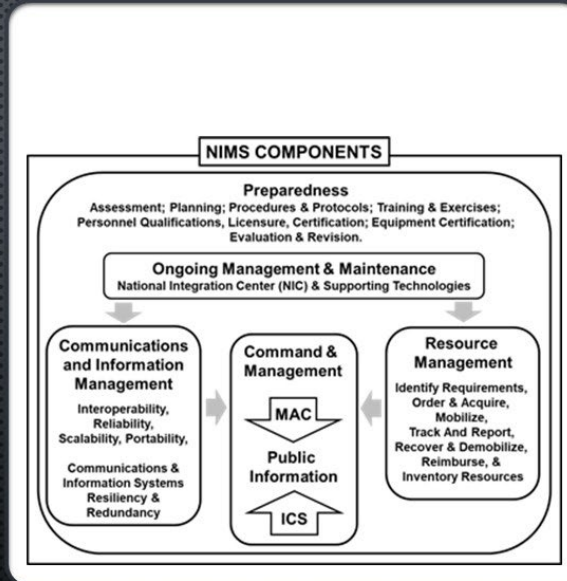
- I. NIMS/ICS overview
- II. Elected official's role in emergency management
- III. Prevention and mitigation
- IV. Preparedness
- V. Response
- VI. Recovery
- VII. Emergency Management Essential function
- VIII. Lessons learned in managing an incident



Leadership's Intent: To provide a high-level overview of the national incident management system (NIMS), incident command system (ICS) and the 5 phases of emergency management for the continue purpose of empowering local decision makers in emergency management and how best to response to a future events.

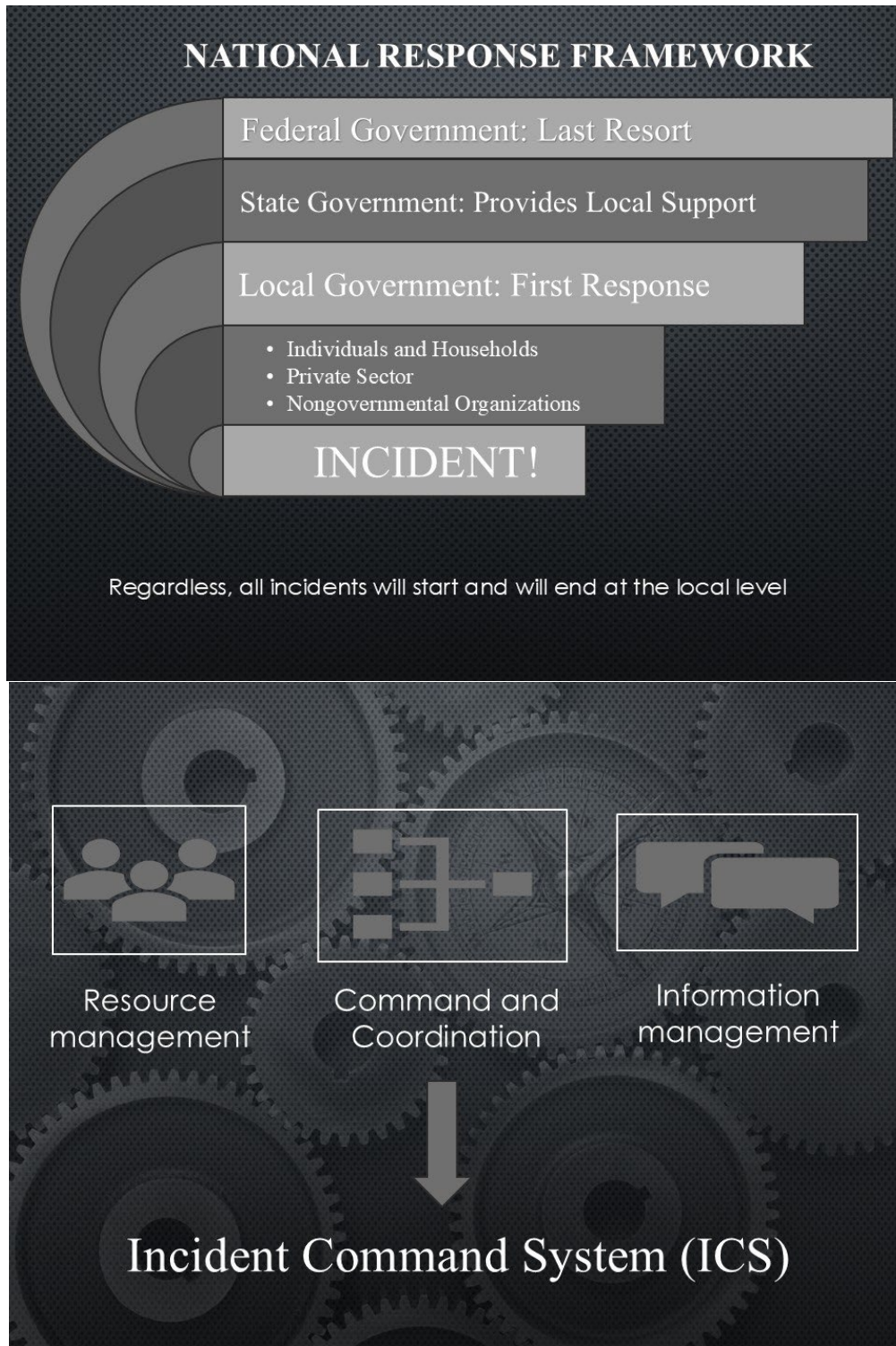
NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS)

NIMS is a systematic approach and proactive framework that enables all levels of government, non-governmental organizations (NGOs), and the private sector to work together to mitigate, respond to, and recover from an incidents.



WHAT IS NIMS?

NIMS Is	NIMS Is Not
<ul style="list-style-type: none"> A comprehensive, nationwide, systematic approach to incident management, including the command and coordination of incidents, resource management, and information management 	<ul style="list-style-type: none"> Only the ICS Only applicable to certain emergency/incident response personnel A static system
<ul style="list-style-type: none"> A set of concepts and principles for all threats, hazards, and events across all mission areas (Prevention, Protection, Mitigation, Response, Recovery) 	<ul style="list-style-type: none"> A response plan
<ul style="list-style-type: none"> Scalable, flexible, and adaptable; used for all incidents, from day-to-day to large-scale 	<ul style="list-style-type: none"> Used only during large-scale incidents
<ul style="list-style-type: none"> Standard resource management procedures that enable coordination among different jurisdictions or organizations 	<ul style="list-style-type: none"> A resource-ordering system
<ul style="list-style-type: none"> Essential principles for communications and information management 	<ul style="list-style-type: none"> A communications plan





INCIDENT COMMAND SYSTEM (ICS)

A standardized, on-scene management system used to coordinate the response to an emergency, regardless of its cause or complexity

INCIDENT COMMAND SYSTEM



- **Standardized Structure:** A nationally recognized framework for managing emergencies of all types and sizes under the National Incident Management System (NIMS).
- **Unified Chain of Command:** Establishes clear leadership through an **Incident Commander (IC)** or **Unified Command** to direct all response operations.
- **Common Terminology:** Promotes effective communication and coordination across multiple agencies and jurisdictions.
- **Modular Organization:** Scalable structure that expands or contracts based on incident complexity—only functions needed are activated.
- **Defined Roles & Responsibilities:** Operations, Planning, Logistics and Finance Admin

INCIDENT COMMAND SYSTEM

- **Utilizes Incident Action Plan (IAP):** Central document that outlines objectives, strategies, and resource assignments for each operational period.
- **Span of Control:** Optimal supervisor-to-subordinate ratio (typically 1:5) ensures manageable oversight.
- **Resource Management:** Standardized processes for ordering, tracking, and demobilizing personnel and equipment.
- **Accountability & Safety:** Ensures personnel accountability, responder safety, and adherence to established operational procedures.
- **Integrated Communications:** Enables interoperable systems and clear information flow across all responding agencies.
- **Flexibility:** Adaptable to any incident—from small local events to complex multi-jurisdictional disasters.



COORDINATION

Emergency Operation Center

EOC's are physical or virtual locations where staff, stakeholders, and partners gather to provide support for an incident.

Organizations may use a variety of terms for their operations or coordination centers.

Emergency Operations Centers and Emergency Coordination Centers have both been used by SLCoEM but represent the same facility.



EOC FUNCTIONS

- **Collect, share, and disseminate information**
- **Support resource needs and requests**
- **Coordinate plans and determine current and future requirements**
- **Support public communications**
- **Conduct liaison with partners**
- **Support the policy and legal needs of decision makers**

MULTI-AGENCY COORDINATION GROUP (MAC)

AKA Policy Group

- Part of the off-site incident management structure of NIMS
- Made up of agency administrators or executives from stakeholder agencies impacted by or provide resources committed to the incident
- Do not perform incident command functions or replace operation functions
- Act as a policy-level body
- Support resource prioritization and allocation
- Make cooperative multi-agency decisions
- Enable decision-making among elected and appointed officials with those managing the incident





JOINT INFORMATION CENTER (JIC)

The **Joint Information Center** integrates incident information and public affairs into a unified organization that provides consistent, coordinated, accurate, accessible, timely and complete information to the public and stakeholders during incident operations.

JOINT INFORMATION CENTER (JIC)

MULTIAGENCY COORDINATION GROUP

Offsite policy guidance and
Resource prioritization and allocation

MAC
"Policy Group"

EMERGENCY OPERATIONS CENTER:

Support incident command, and/or other
operations and coordination centers

Emergency
Operations Center

INCIDENT COMMAND

On-scene incident management

Incident
Command

Joint Information System

The **Joint Information Center** JIC manages the joint information System to ensure coordinated and accurate public messaging among all levels: ICS, EOC and MAC Group.

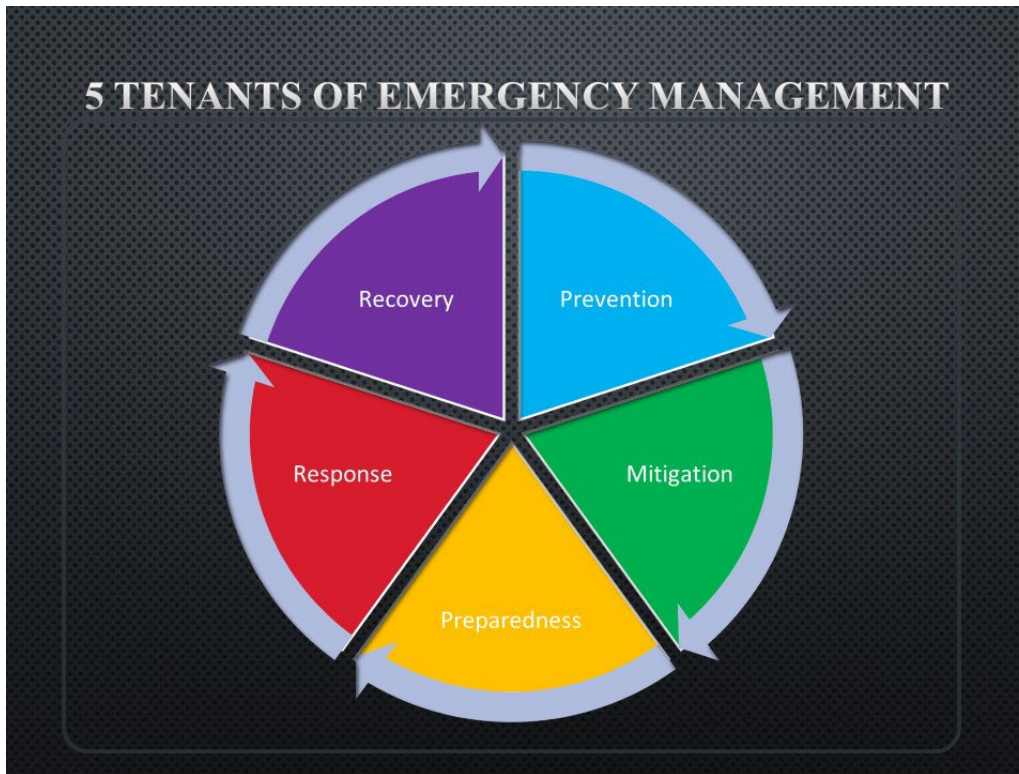
ELECTED OFFICIAL'S ROLE IN INCIDENT COMMAND

- Delegate authority for on-scene operations to IC/UC
- Provide policy guidance on priorities and objectives
- Activate specific legal authorities
- Facilitates resource coordination and support to the incident command through the EOC

Overview of the Senior Officials' Role

In most jurisdictions the Senior Official is responsible for:

- **Ensuring the safety of the citizens and protection of property**
- **Ensuring the continuity of government**
- **Activating specific legal authorities (disaster declarations, evacuations, state of emergency, or other protective actions)**
- **Delegating Authority for Incident Command to an IC/ UC**
- **Coordinating with the PIO to keep the media and public informed**
- **Requesting assistance from State agencies through the EOC**
- **Resolving any resource allocation conflicts**
- **Coordinating with other Sr. Officials & whole community partners**
- **Participating in a Multiagency Coordination Group (MAC)**



PREVENTION & MITIGATION

The diagram shows a three-step process for prevention and mitigation:

- Identify Threats & Hazards
- Give Threats & Hazards Context
- Establish Capability Targets

Below the process flow is a Venn diagram illustrating the relationship between Hazards and Community Assets:

- Hazards:** Location, Extent / Magnitude, Impact, Previous Events, Future Probability
- Community Assets:** People, Structures, Systems, Valued Activities, Natural, Historic, and Cultural Resources
- RISK:** The intersection of Hazards and Community Assets.

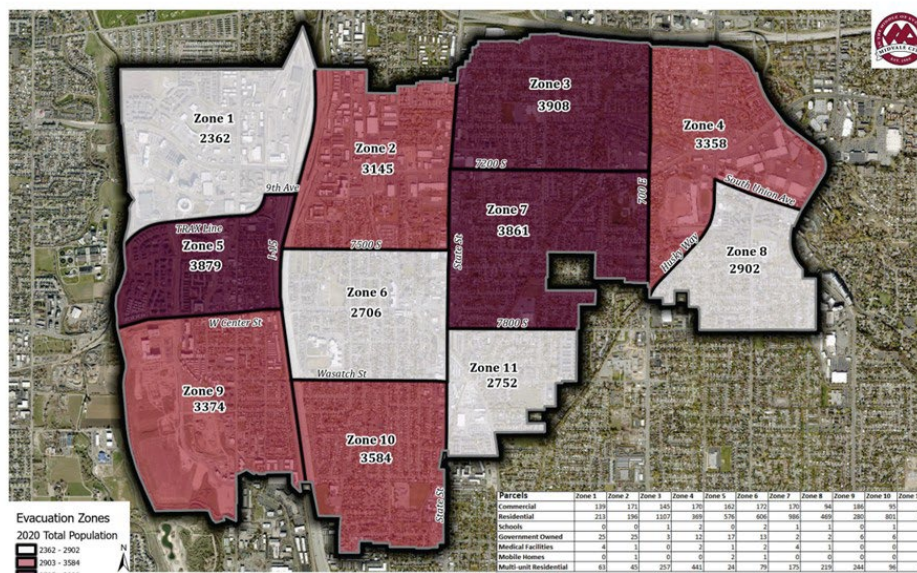
Objective: Reduce or eliminate long-term risk to people and property from hazards before disasters occur

- Risk Reduction Focus: Address root causes, not just disaster response.
- Sustainability: Integrate mitigation into community planning and development.
- Cost-Effectiveness: Every \$1 spent on mitigation saves an average of \$6 in future disaster costs (FEMA).
- All-Hazards Approach: Applies to natural, technological, and human-caused threats.

PREPAREDNESS

- Understood as proactive Readiness: Establish plans, systems, and resources before incidents occur.
- Preparedness Best Practices include:
 - Understand emergency management plans, policies and laws
 - All-Hazards Planning: Prepare for any event—natural, technological, or human-caused.
- Whole Community Approach: Engage government, private sector, nonprofits, and the public. (Blue sky vs gray sky)
 - **Coordination:** Strengthen relationships with partner agencies and stakeholder through the power of networking
- Capability-Based Planning: Focus on essential core capabilities defined by NIMS and the National Preparedness Goal.
 - Know your capabilities and limitations
- Continuous Improvement: Test, evaluate, and revise plans through exercises and after-action reviews.
- Build trust before the incident (networking is crucial)

Example of preparedness: Evacuation Zones



Response Phase

Protect life, property, and the environment through immediate actions to contain or stabilize an incident.

- Notification and activation is essential to a timely response
- Establishing command and support staff early is paramount to the success of the mission
- Response is broken down into Information management and resource request
- Information management consist of coordination, communication and collaboration
- Situational reporting and briefings is core to emergency management

INFORMATION MANAGEMENT

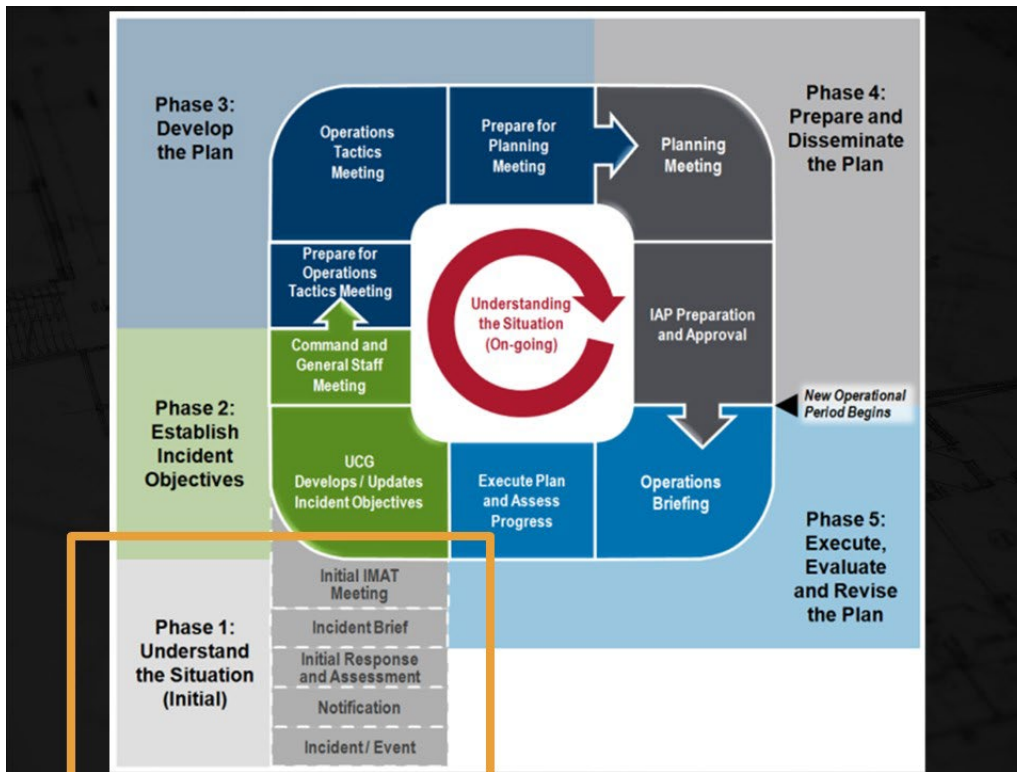
City Virtual Emergency Operation Center: Microsoft Teams

- Centralized Database with mobile Accessibility 24/7
- Ensures continuity of operations - allows seamless handover of tasks
- Trial tested in real world scenarios
- Collaboration tool to facilitate and expedite both response and recovery
- Easy to scale and user friendly



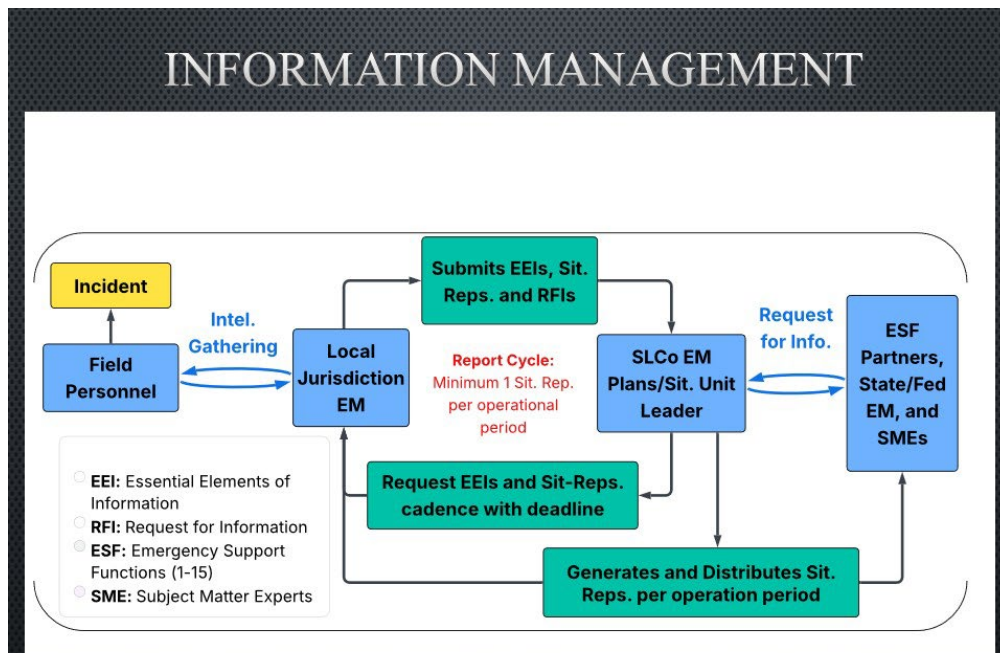
What is on file:

- Templates: Situation reports, Alert messaging, Proclamation language, Position checklist
- Contact list: Emergency Support Functions
- Maps: Evacuation Zones, GIS data, county Emergency management maps
- Resource Information and request forms
- MOUs with supporting partners
- Plans: Emergency Management Plans and Hazard mitigation Plans, Event Action Plans
- Incident Command System forms: 205 (Comms), 208 (Medical), 202 (Objective)



Information Management: Initial Phase





RESOURCE REQUEST

Local jurisdiction should consider requesting resources:

- When ongoing impact assessment verifies local resources are or will be exhausted
- When neighboring jurisdictions also cannot source the request
- When private sector is unable to provide or provide in required timeframe
- When resources are time sensitive and requires higher levels of government to expedite and facilitate
- When resource is rare and only can be sourced by public sector (Example: National Guard)

RESOURCE REQUEST CONTINUED

Process to request resources:

- Resource request should include activating your EOC and Proclamation
- All resources should be requested via Web EOC an web base platform
- Both personnel or equipment can be requested
- All request should be itemized and urgency noted
- Some resources have their own process, still should be sent to county EM for documentation and cost reimbursement purposes
- Even resources that are sourced by county or state can be billed back to the jurisdiction
- Coordinate equipment and personnel request from deployment to demobilization

EMERGENCY SUPPORT FUNCTIONS

ESF #1 Transportation	ESF #2 Communications	ESF #3 Public Works & Engineering	ESF #4 Firefighting	ESF #5 Information and Planning
ESF #6 Mass Care, Emergency Assistance, Temporary Housing, & Human Services	ESF #7 Logistics	ESF #8 Public Health & Medical Services	ESF #9 Search & Rescue	ESF #10 Oil & Hazardous Materials Response
ESF #11 Agriculture & Natural Resources	ESF #12 Energy	ESF #13 Public Safety & Security	ESF #14 Cross-Sector Business and Infrastructure	ESF #15 External Affairs

Emergency Support Functions (ESFs) is the grouping of governmental and certain private sector capabilities into an organizational structure to provide support, resources, program implementation, and services that are most likely needed to save lives, protect property and the environment, restore essential services and critical infrastructure, and help victims and communities return to normal following domestic incidents.

Initial Response Summary

Notification

- Public Alert and Warning, notify local and supporting jurisdictions, local stakeholders, and elected officials to come together and formalize a response.

Initial Response

- Activate Emergency Operation Center for information and resource management.
- Bridge with County Emergency Management Division for support and subject matter expert's advisory.
- Deploy Staff: Activate City staff to support the incident if requested:
 - Example: Deploy building Inspectors post earthquake
- **Resource Management**
 - Assess gaps in response measures and source required resources
 - Coordinate equipment and personnel request from deployment to demobilization
 - Leverage Liaisons and emergency support functions

Incident Brief and Command Meetings

- City EOC staff will host coordination calls and objective meetings to provide situation awareness, identify gaps, direct response and through reports and briefings.

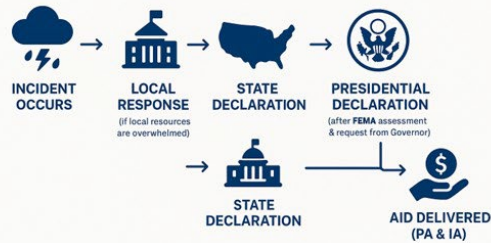
Recovery Phase: Starts with Impact assessment in response phase

- Impact assessments may prompt to task a recovery task force and performs Initial Damage Estimates and Preliminary Damage Assessments
- First determine if the incident is stable, reducing or cascading into a more hazardous situation before deploying
- Consider Secondary Factors
 - Weather forecast, Human factors
- Consider Cascading Effects
 - Initial event led to other failures in infrastructures or lifelines
- Consider critical infrastructure and community lifelines
 - Aids in impact assessments and scaling up or down our response and recovery



A "LIFELINE" ENABLES THE CONTINUOUS OPERATION OF CRITICAL GOVERNMENT AND BUSINESS FUNCTIONS AND IS ESSENTIAL TO HUMAN HEALTH AND SAFETY OR ECONOMIC SECURITY.

DISASTER DECLARATION PROCESS



Proclaim a local state of emergency: When local damage is too costly to recover and/or resources are projected to be exhausted

- Elevates support to the next level of government, requesting State and Federal assistance in response and recovery.
- Starts the cost sharing process for the jurisdiction to financially recover.
- Proclamations requesting will require damage assessment reports to start State/Federal cost recovery measures
- **Aid is distributed through types of programs: Individual Assistance (Individuals and private sector) and Public Assistance (Public sector and certain nonprofits)**
- **Both aid programs require damage assessments broken down into cost and proof (pictures, repair estimates)**

Public Assistance (PA)

Public Assistance (PA) program provides grants to local government to help communities recover from a State and presidentially declared disaster.

- Funds the restoration of public facilities and infrastructure, such as roads, buildings, and utilities, to their pre-disaster condition
- Damage cost threshold to grant State and Federal cost recovery is based on population and cost indicator per capita
 - 2026 Fiscal year is \$ 4.86 per capita.
 - County population of 1.18 Million holds a damage threshold of \$5.7 Million
 - State damage Threshold is \$6.3 million
- State Declaration: Grants a 75% Cost sharing of total damage
- Federal Declaration Grants a 75% + State 18.75% cost sharing = County 6.25% of cost abortion
- Cost sharing is granted by 7 categories

Category A (Debris Removal)

Category B (Emergency Protective Measures)

Category C (Roads and Bridges)

Category D (Water Control Facilities)

Category E (Public Buildings and Equipment)

Category F (Public Utilities)

Category G (Parks and Recreations Facilities)

* Additional programs for Historic sites

Individual Assistance (IA)

Individual Assistance (IA) is a State and/or Federal program that provides financial aid and services to individuals and households affected by a declared disaster.

- The program is designed to help survivors recover by covering necessary expenses and serious needs that cannot be met through other means, such as insurance
- Additional programs: Critical Appliance grant, Document Recovery: Birth records, Passport, titles
- Agricultural support for farmers
- Low interest loans from the Small Business Administration (SBA): Max 4% APR for businesses and as low as 1% APR for single family homes
- Note that IA recovery is more difficult to be granted and determine the damage threshold has been met
- Aid is often advertised and consulted at a Local Assistance Center (LAC) weeks after the incident

Common Lessons Learned in Emergency Management

- Not proclaiming when requesting cost reimbursement or resources
- Not initiating recovery day one of an incident
- Not vetting information before reporting as fact
- Sending internal reports to external partners or the public (leverage your PIO)
- Working in silos, not knowing what the other sections are doing and not sharing with neighboring jurisdictions or back to the incident command post
- Not leveraging subject matter experts, Liaisons, Agency Rep and stakeholders
- Backchanneling request or information
- Overpromising aid to residents
- Mission Creep - a gradual shift in objectives during a campaign
- Not holding coordination calls for imminent risk or advance planning
- Not scaling to the incident
- Not providing enough details that drive the team to decision making
- Analysis paralysis when life safety is at risk – Do not wait for the perfect plan
- Not staffing for handover and continuity of operations
- Not delegating authority
- Prioritizing optics over operations
- Self Deploying – Never self deploy!
- Losing Span of control (more than 5 personnel) – Immediately request personnel

TRAINING OPPORTUNITIES

Register for a FEMA student ID ([FEMA Student Identification \(SID\) System - FEMA SID](#)) and begin free online training

Create a Utah Training (Utrain) account train.org/utah/ and view UTA's DEM statewide training Calendar: [Training | DPS - Emergency Management](#)

Announcements will be made for upcoming county emergency training and exercises

Highly recommend G0402: ICS Overview for Senior Officials (Executive, Elected and Appointed): In person at UFA HQ at SLCo ECC, 4-hour course with certificate upon completion and County ECC tour

7:00 p.m. – REGULAR MEETING

Mayor Dustin Gettel called the business meeting to order at 7:01 p.m.

I. GENERAL BUSINESS

A. Welcome and Pledge of Allegiance

B. Roll Call - Council Members Denece Mikolash, Bryant Brown, and Bonnie Billings were present at roll call. Council Member Paul Glover attended electronically. Council Member Heidi Robinson was excused.

C. Unified Fire Authority Report

Chief Nathan Kay introduced Chief Russell, Assistant Chief, to Administration and Planning. Chief Kay said he reports to Chief Russell for the liaison duties and Chief Russell will be attending City Council meetings with Chief Kay quarterly.

Chief Kay began by going over the quarter three report. They had a call volume of 1,061 incidents with 455 or about 43 percent being emergent. The top calls were four structure fires and four vegetation fires. The top EMS calls were 80 Sick People and sixty-four short falls. They had an arrival time at the 90th percentile mark with a time of 6 minutes and 38 seconds.



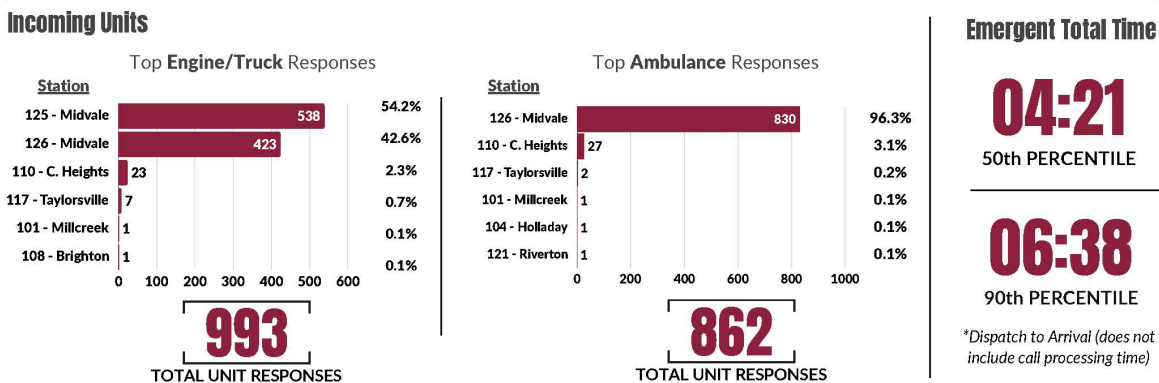
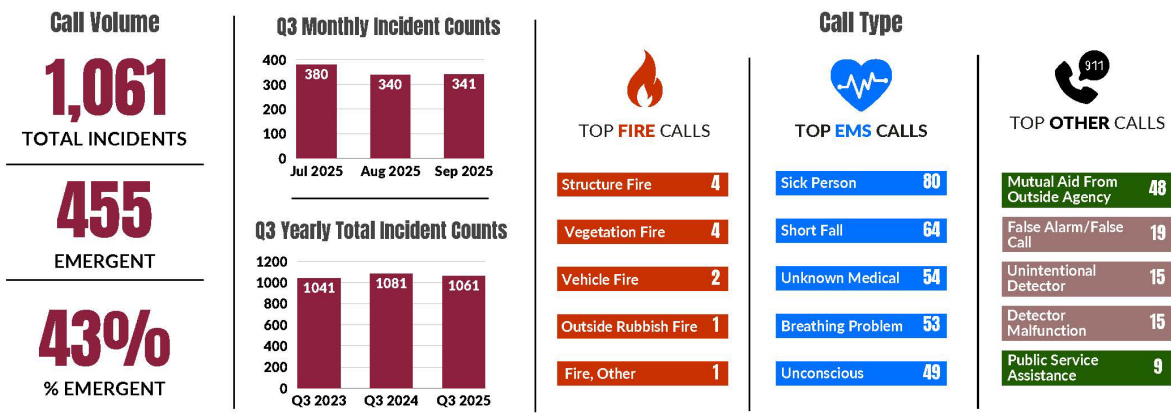
UNIFIED FIRE AUTHORITY
QUARTERLY REPORT

MIDVALE CITY

QUARTER 3

JUL. 1, 2025 - SEPT. 30, 2025

MIDVALE CITY LIAISON
Operations Chief Nate Kay
801-661-3982
nkay@unifiedfireut.gov



The Chief reported that they are nearing graduation of the recruit camp, this will add twenty new firefighters to the team. He also reminded everyone that UFA's EMS division provides public CPR courses. The next class is this Saturday from 9-1 at station 126. To sign up visit <https://unifiedfireut.gov/classes/cpr-class/>.

Chief Kay said the safety message this month, as we transition into winter, is a reminder to be cautious with heating devices and make sure that flammable materials are at least three feet away from portable heaters and make sure your carbon monoxide detectors are working.

II. PUBLIC COMMENTS

Luke Maynes, Secretary for Midvale Community Council, said their website is live at <https://midvaleecc.org/>. The Beautification Committee is hosting a Halloween decoration contest; you can nominate any business or home. There will be prizes awarded to the winners. The next meeting is Wednesday, October 29th at 6:00 pm at the Ruth Vine Tyler library and anyone is welcome to attend. The Community Council is partnering with the Boys and Girls Club and will be collecting donations at the meeting for their fund drive. They will deliver the donations to the Boys and Girls Club the following day. The Boys and Girls Club is having a Halloween party this Friday. They are looking for

volunteers to help with setting up and take down of the party, there will be more information on the website. He said the Community Council has received their EIN number and are applying for registration as a 501c3. At the next meeting they will be breaking out into smaller committees: Active Transportation, Events, Beautification, and Communications where they will begin planning initiatives to be completed for this year and over the next year.

Mayor Dustin Gettel asked specifically what type of donations they are looking for.

Luke Maynes said anything that would go to Deseret Industries, like clothing, furniture, small appliances, toys, books, etc. He said if the donation is made to the Boys and Girls Club, they are partnered with Savers, and they will receive something in exchange for the donated items.

Dave Hamilton said he would like to speak about the beautification project on Twin Peaks Street. His neighbor, Lana Stewart, went up and down that street asking questions of all the residents; she spoke to 29 of 41 residents. She asked if they wanted speed humps on the street; do they like them where they are; and do they like the two at the top and bottom of the street. Eighteen people (62%) said yes, they want speed humps on the street. Seventeen people (58%) said they like them where they are, nine do not. Twenty-two people (75%) said they don't like the two at the top and bottom of the street, four said they do like them. One resident would like a speed hump closer to her house and nine residents think the speed humps are too high.

Dave Hamilton said he thinks they are a waste of money because they are not effective. He explained how drivers drive on the speed humps and also the history of abnormal driving events he has witnessed on the street over the last 42 years. Mr. Hamilton said he would like to have the speed humps removed.

Matt Dahl said Midvale City no longer installs speed humps.

Mayor Dustin Gettel said they are working with the contractor that installed the speed humps on Twin Peaks Street to remove the incorrect type of humps that are there and install the correct style.

Sue Armitage, Midvale resident, thanked the City Council for more garbage cans on Main Street. She said she would still like additional benches along Main. When she lived in Sugarhouse, they had a Community Emergency Response Team. She said she would like to talk to someone about scheduling a CERT training for Midvale involving the Community Council and any interested residents.

Mayor Dustin Gettel clarified that Midvale City has Emergency Plans, but this training would be strictly for residents.

Vitalia Sun and Keerthana Perla, Youth Council participants, said they were following up on the issue of glass recycling in Midvale City. They presented their glass recycling

initiative to the Council in September, and since then they have met with John Lair, the CEO of Momentum Recycling, the only glass recycling company in Utah. He confirmed that the municipalities that provide recycling glass in public spaces see an increase in recycled glass. Their calculations say that it will only cost pennies per household per year for one additional public glass collection bin. The economic and environmental benefits on top of the reduced landfill use will have a phenomenal return on investment for the community. They started engaging with Midvale residents online and in person to gauge the interest of public recycling. The response has been overwhelmingly positive. Over 95% of residents they talked to are in favor of additional collection sites. Over two hundred residents have signed a petition asking the city to study the prospect of adding more glass recycling bins. They had copies of the petitions to leave with council, and they thanked the council and staff for responding to their emails and listening. Vitalia Sun asked about the timeline of when potential locations can be explored and plans can be implemented.

Mayor Dustin Gettel said that it's difficult to say exactly what a timeline would be, but he will know more on the timeline by the next meeting he has with Vitalia and Keerthana.

III. COUNCIL REPORTS

A. Council Member Bonnie Billings – expressed gratitude to the Community Council for their efforts. Please support them. She reminded residents that ballots have arrived and encouraged everyone to please vote.

B. Council Member Paul Glover – agreed with Council Member Billings about the election and encouraged everyone to please vote in the election.

C. Council Member Heidi Robinson - Excused

D. Council Member Bryant Brown – had nothing to report.

E. Council Member Denece Mikolash – reminded everyone that the Trick or Treat event is happening this Saturday on Main Street, and they will be holding a costume contest. Also, she said she is supportive of the glass recycling efforts. She thanked the Community Council for their efforts and while she is out campaigning for the upcoming election she urges residents to join the Community Council and get involved.

IV. MAYOR REPORT

A. Mayor Dustin Gettel said he echoes what was said about the election. As of today, 375 people in Midvale have voted and they expect about 4,000 to vote. He met with Rabbi Benny Zippel, who is interested in partnering with Midvale City in hosting a Menorah this year if the Council agrees that this is something the city should do. He said he also supports glass recycling.

V. CITY MANAGER REPORT

A. Matt Dahl said the Council is a problem-solving group and he appreciates the comments that they provide to help better serve the community. He has recently identified areas that can be improved. He thanked Council Member Brown for working tirelessly for his district and recently notifying him of construction issues that need attention. He recognized that plans have changed and explained what the changes were and how they will be moving forward. He apologized for the lack of effective communication on current issues and said he will work on improving future communication with residents when plans change.

Council Member Bryant Brown said that it seems like once an issue is recognized we are good at being reactive, but he would like to see better notice before complaints come in, especially when we are closing a main road.

VI. PUBLIC HEARING

A. RECEIVE PUBLIC COMMENT REGARDING THE MIDVALE CITY TRANSPORTATION CONNECTIVITY ELEMENT OF THE GENERAL PLAN

Wendelin Knobloch said Tyler Smithson from Parametrix is the project manager and will introduce the City Council to the methodology, analysis, and recommendations of the Transportation Connectivity Plan during the meeting.

The Utah Legislature created the requirement for a Transportation Connectivity Plan within the general plan context during the 2025 legislative session (Senate Bill 195). It identifies priority connections for people driving, walking, biking, and taking transit.

The law states that enhancement of transportation connectivity, as defined by the projects highlighted in this plan, shall receive priority consideration in UDOT's funding process.

Public notice has been provided to affected entities as required by Section 17-3-9.B of the Municipal Code and Section 10-9a-204 of Utah State Code. No comments have been received in response to the public notice or during the public hearing before the Planning Commission. The Planning Commission recommended approval of the proposed general plan element unanimously.

Tyler Smithson, Parametrix, reviewed the Transportation Connectivity Plan.



MIDVALE CITY
 TRANSPORTATION CONNECTIVITY PLAN

I. Executive Summary Plan Contents

Chapter 1: Executive Summary

Chapter 2: Steering Committee Summary

Convened targeted meetings with the Steering committee to identify barriers, coordinate land use and infrastructure planning, and align priorities.

Supported collaboration with adjacent jurisdictions to address regional gaps and ensure continuity of multimodal connections.

Deliverable: Steering committee summary with identified priority connections.

Chapter 3: Impediment Analysis

Identify and evaluate barriers that limit transportation connectivity across Midvale's street, bike, pedestrian, and transit networks. This includes:

- Conducting a GIS-based barrier analysis identified physical constraints such as rivers, canals,

highways, railroads, and disconnected road grids.

- Review of land use and ownership data to identify right-of-way constraints, easement issues, and potential relocation challenges.
- Screening for environmental and regulatory constraints, including floodplains, wetlands, and land use policy conflicts.

Deliverable: Impediment matrix, including barrier type and recommended mitigation strategies, that is organized into fiscally constrained and unconstrained project list.

Chapter 4: Priority Project Cost Estimates & Funding Sources

Planning-level cost estimates based on similar projects and regional cost data, tailored to project type (trail, bridge, road extension, etc.).

Review of applicable **funding sources**, including:

- State and federal programs (eg., TIF, TIF, CMAQ, TAP)
- Local and regional options (eg., transportation impact fees, corridor preservation funds)
- Private sector partnerships or developer contributions.

Funding readiness assessment to help the City prioritize connections based on feasibility, match potential, and grant alignment.

Deliverable: Project sheets for each priority connection summarizing cost, funding strategies, and implementation readiness.



Aerial View of City Park. Source: Parametrix

- Executive Summary
- Steering Committee
- Impediment Analysis
- Priority Projects
- Funding Sources
- References

Project Mandate

Utah Senate Bill 195 (2025)

By July 1, 2027, all municipalities located within Metropolitan Planning Organization (MPO) boundaries must update the transportation and circulation element of their general plans, as mandated by Utah's S.B. 195 (2025).

Purpose and Opportunity

S.B. 195 presents an opportunity for cities to:

- Identify priority connections that overcome physical barriers (e.g., rivers, canals, rail lines, disconnected roads)
- Improve multimodal access: for vehicles, transit riders, pedestrians, and bicyclists—to key destinations such as:
 - Employment centers
 - Schools and universities
 - Parks and recreational areas
 - Commercial and cultural hubs

Key Requirements

For each priority connection, cities must:

- Estimate Cost
- Identify potential funding sources: federal, state, local, private.
- Describe impediments to construction

City Reporting Responsibilities

- Municipal progress toward plan updates
- Jurisdiction roadway grid network study status
- Construction impediment and funding strategies

Why This Matters

- General plan updates are mandatory under state law.
- Plans must be multimodal and destination-focused—not car-centric.
- Cities that provide project-specific detail and emphasize equitable access will be better positioned to:
 - Integrate with regional transportation planning efforts
 - Compete for funding through state and federal prioritization programs



Aerial View of Brigham Junction City Center. Source: Google Earth

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II. Steering Committee

Both virtual and in person meetings occurred between August 4 and October 21st, 2025.

Steering Committee Feedback

- Visuals:** Suggestions were made to use drone photos instead of aerial imagery and to create clearer project maps.
- Project Clarifications:** by providing details on the scope of funding, feasibility, and consistent naming for projects.
- City Feedback:** The City requested justification for projects linked to new facilities like the Union Park Rec Center and pointed out potential issues on corridors such as Wasatch and State Streets.
- Updates:** The list was updated to reflect projects already funded or under construction, with some projects being moved to a secondary list.
- Impediment Analysis:** More data was requested, including active transportation crash data, an origin-destination map, and hotspot analysis.
- Prioritization and Clarity:** Recommended improving project prioritization analysis.
- Revisions:** Updates to project components such as improving map legibility with supporting narratives, annotations, and contrast.
- Data and Costs:** The City asked for a more in-depth data analysis to support project priorities. They also requested potential funding sources and detailed cost estimates.
- Specific Feedback:** Comments highlighted underestimated costs, the need for right-of-way (ROW) acquisition, and clarification on widths.
- Design Issues:** Anticipating neighborhood opposition to a proposed toplan crossing, the team was asked to explore design alternatives, such as retaining left turns or using a HAWK signal instead.

Project Timeline

Project Timeline	August 4: Kick-Off meeting
	August 26: Steering Committee #1
	September 16: Steering Committee #2
	October 7th: Steering Committee #3
	October 8th: Planning Commission
	October 21: City Council
November 1: WFRC Reporting	



Aerial View of TRAX and State Street. Source: Parametrix

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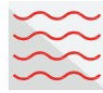
III. Impediment Analysis

To better understand the challenges shaping Midvale's transportation network, the Connectivity Plan evaluates six categories of impediments. For each category, a mapping analysis was conducted by overlaying single-themed maps to create composite visuals that reveal patterns and key problem areas. These categories highlight how physical barriers like waterways and steep slopes limit direct routes, how highways and railroads divide neighborhoods, how crash clusters and poor performance compromises safety, how missing sidewalks and bikeways create critical gaps, how land use or ownership restricts alignments, and how social and economic disparities affect equitable access.

Together, these insights demonstrate that overcoming physical barriers and addressing systemic constraints is essential to improving multimodal access, expanding opportunity, and building a more connected city.

Physical & Natural Constraints

- Rivers and creeks
- Canals
- Floodplains
- Steep slopes



Infrastructure Barriers

- Highways
- Transit alignments
- Railroads
- Disconnected grids



Safety & Performance

- High Risk Network
- Crash clusters
- Active transportation crashes
- Congestion



Active Transportation Gaps

- Trails and greenways
- Bicycle activity
- Sidewalk gaps
- Unsafe crossings



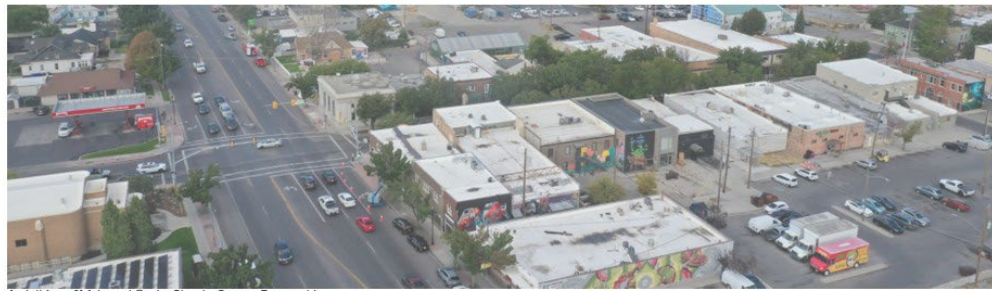
Land Use & Ownership Conflicts

- Zoning
- Parcel ownership
- Easements
- Redevelopment areas



Equity & Access Barriers

- Healthy Places Index
- Transportation noise
- Limited access to opportunity



Aerial View of Main and Center Streets. Source: Parametrix

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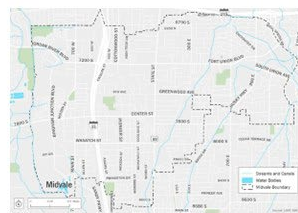
References

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Physical & Natural Constraints

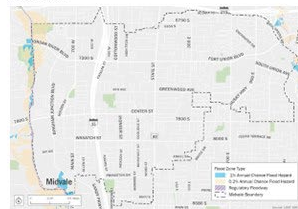
The physical and natural impediment analysis for Midvale is presented through a layer map series that highlights key geographic constraints to development and connectivity. Waterways form barriers that interrupt roadway and trail continuity, often requiring costly crossings such as bridges or culverts, while their natural flow paths complicate urban expansion. Flood zones introduce another layer of limitation, restricting the type and

density of permissible development and posing ongoing risks to property, infrastructure. Finally, steep slopes create substantial challenges for both construction and accessibility, increasing costs, engineering complexity, and the potential for erosion and landslides. Together, these natural features shape where and how Midvale can expand its transportation network and land use patterns.



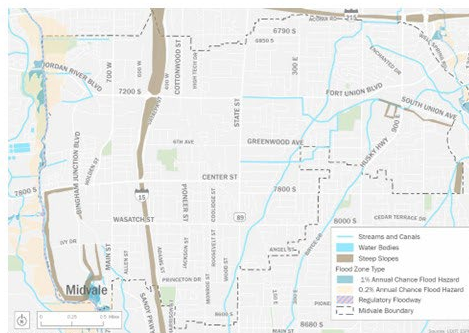
Waterways

Rivers, creeks, and canals act as physical barriers to movement, requiring bridges or culverts, and their natural flow paths complicate urban development and transportation continuity.



Flood Zones

Flood Zones represent a major natural impediment by limiting the type and density of development allowed, which restricts land use and poses a chronic risk to property and infrastructure.



Composite Map



Steep Slopes

Steep Slopes are a significant physical impediment to construction and accessibility, increasing the engineering difficulty, cost of infrastructure extension.

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Infrastructure Barriers

Primary arterials, highways, and railroads are the primary infrastructure barriers, functioning as formidable, high-speed divisions that cut through Midvale's urban core and compromise community cohesion. These divided corridors create disconnected neighborhoods where residents face limited and often unsafe choices for getting around.

The overall result is a segregated infrastructure that severely impedes equitable access to essential services, public facilities, key transit stations, and economic opportunities across Midvale City.

Specifically, major intersections pose a significant impediment to the emerging multi-modal network because their design is dominated by the prevailing use of automobiles. This auto-centric focus reduces safety and space for pedestrians and cyclists.



Composite Map



Major Roads

Major roads function as physical infrastructure barriers, demanding wider rights-of-way that consume land, create long, hazardous pedestrian crossings, and sever direct community connections.



Railroads

Railroads present a hard infrastructure barrier that geographically divides the city, creating bottlenecks at grade crossings, and severely limiting east-west mobility for all transportation modes.



Neighborhoods & Traffic Signals

Major roads and railroad infrastructure contribute as barriers between neighborhoods and districts. Micromobility and improved crossings/traffic signals can help to support safe, direct, and continuous connections.

Executive Summary / Steering Committee

Impediment Analysis

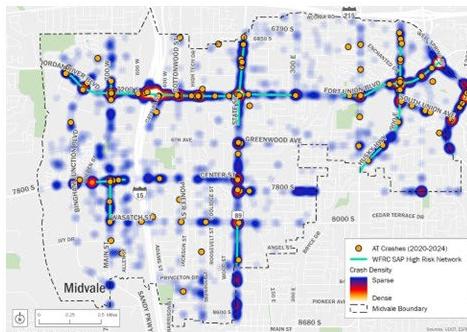
Priority Projects

Funding Sources

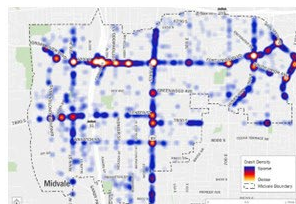
References

Safety & Performance Issues

The three maps collectively reveal a systemic safety crisis. As illustrated, locations where high crash density occur on major corridors, often corresponding to the WFRCS High-Risk Network, resulting in repeated exposure for active transportation users to serious harm due to infrastructure designed to prioritize vehicle speed and throughput over human safety. This persistent pattern of crashes underscores the urgent need for a shift in performance metrics, moving from prioritizing vehicular flow to ensuring a safe system for all users.

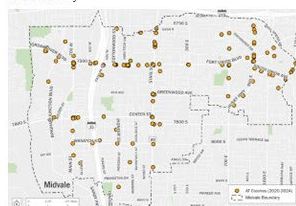


Composite Map



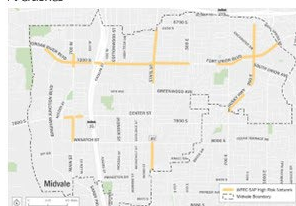
Crash Density

This map identifies areas of highly concentrated accidents, directly correlating to specific infrastructure design flaws and revealing critical performance failures in the city's current street network.



AT Crashes

AT crashes between 2020 and 2024 highlight the severe safety hazard and performance shortfall for non-motorized users, showing that infrastructure currently fails to protect the most vulnerable road users.



High Risk Network

This map highlights key corridors prioritized for high-volume travel, which inherently pose the greatest safety and performance impediments due to high speed and complex conflict points.

Executive Summary / Steering Committee

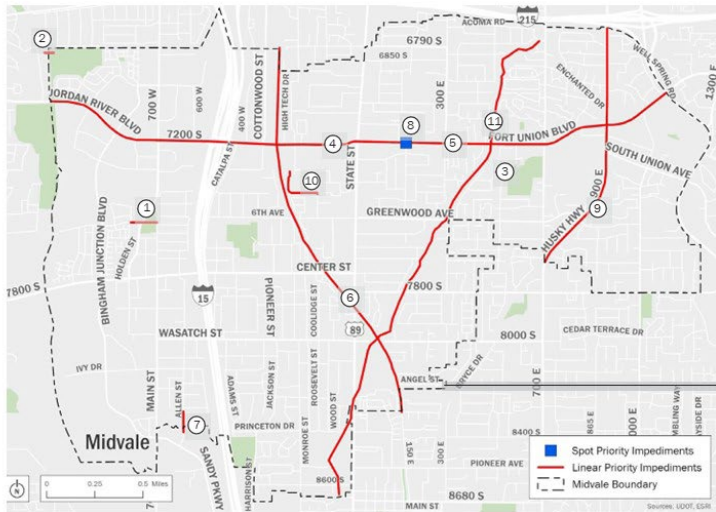
Impediment Analysis

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Priority Projects Map



The Priority Projects Map highlights a range of investments, from quick-build, low-cost improvements to long-term projects requiring substantial resources and vision. In total, the map identifies nine linear projects totaling approximately 10.1 miles, along with one spot improvement project that addresses a key network gap.

Priority Project List

1. Tuscany View Road Extension
2. Bingham Junction Park Bridge to Jordan River Pkwy
3. Union Park Trail Connection
4. Fort Union Blvd Parallel Pathway
5. Fort Union Blvd Separated Bike Lane
6. Porter Rockwell Trail
7. Allen Street Connection
8. Fort Union & Ramanee Drive Crossing Improvement
9. 900 East 47th Improvements
10. Maple Street Active Transportation Connection to TRAX Station
11. Salt Lake - Jordan Canal Trail

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Priority Project List

Tuscany View Road Extension

- New Road extension to Holden Street
- Cost- \$\$
- Medium Complexity
- Medium Duration

Bingham Junction Park Bridge to Jordan River Parkway

- 110 LF New Bridge, connecting trail, signage
- Cost- \$
- Low Complexity
- Short Duration

Union Park Trail Connection

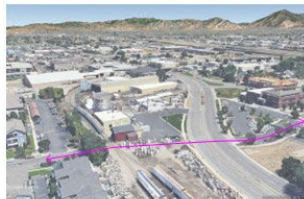
- 500 LF New Sidewalk, ADA Curb Ramp
- Cost- \$
- Low Complexity
- Short Duration

Fort Union Boulevard (West City Limit to Ramanee Drive)

- Sidewalk from City Limits to Ramanee Dr
- Cost- \$\$\$
- High Complexity
- Long Duration

Fort Union Boulevard (Ramanee Drive to Union Park Avenue)

- Separated Bike Lane (Ramanee to City Limits)
- Cost- \$\$\$
- Medium Complexity
- Medium Duration



TUSCANY VIEW ROAD EXTENSION



BINGHAM JUNCTION PARK BRIDGE



UNION PARK TRAIL CONNECTION



FORT UNION (WEST CITY LIMIT TO RAMANEE)



FORT UNION (RAMANEE TO UNION PARK)

IMAGE SOURCES: GOOGLE EARTH

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MIDVALE CITY TRANSPORTATION CONNECTIVITY PLAN

Porter Rockwell Trail
2.4 Miles shared Use Path within UTA right of way in Midvale, Phase 1 - Julie Anna Drive to Winchester St

- Cost-\$\$\$\$
- High Complexity
- Long Duration

Allen Street Connection
Street network improvement

- Cost-\$
- Low Complexity
- Short Duration

Fort Union & Ramanee Drive - Crossing Improvement
HAWK or Toucan, ADA Curb Ramps

- Cost-\$
- Low Complexity
- Short Duration

900 East - AT Improvements
Enhanced linear active transportation facility

- Cost-\$\$\$\$
- Medium Complexity
- Medium Duration

Maple Street - TRAX Connection
Neighborhood connection to light rail station

- Cost-\$
- Low Complexity
- Short Duration

Jordan - Salt Lake Canal Trail
3.37 mile active transportation facility.

- Cost-\$\$
- Medium Complexity
- Medium Duration

Alternative route from Fort Union Station to Center Street

Alternative Route from 7500 S to 8000

MAPLE STREET

JORDAN - SL CANAL TRAIL

IMAGE SOURCES: GOOGLE EARTH

Executive Summary / Steering Committee / Impact Analysis / Priority Projects / Funding Sources / References

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MIDVALE CITY TRANSPORTATION CONNECTIVITY PLAN

Jordan and Salt Lake City Canal Trail

Active Transportation Project

Looking north from 7500 South. Source: Google Street View

EXISTING CONDITIONS

PURPOSE
To serve as a regional north-south active transportation trail improving the quality of life of residents and visitors

PLANNING EFFORTS
Midvale Canal Trail Feasibility Report (2023)

FACILITY TYPE
Mixed-use path

TOTAL PROJECT EXTENTS
1-215 to southern city boundary

Midvale City Transportation Connectivity Improvement				
Planning Level Cost Estimate				
Jordan and Salt Lake City Canal Trail - 17,810' Length (3.37 Miles)				
Item	Unit	Unit Cost	Quantity	Cost
Segment #1	EA			\$1,059,980
Segment #2	EA			\$3,303,106
Segment #3	EA			\$5,227,133
Segment #4	EA			\$1,786,085
Construction Cost Subtotal				\$11,376,314
Inflation				16%
Total Project Cost				\$13,196,424

Notes:

- This is a planning level cost estimate with a bias/range of -50% to +200%.
- Segments #1-4 estimates were pulled from the Midvale Canal Trail Feasibility Report (2023)

PROPOSED SECTION

Typical Canal Trail Sections

PROJECT DESCRIPTION
The Jordan and SLC Canal Trail is a proposed multi-use path initiative designed to enhance neighborhood and regional connectivity by providing essential pathways for active transportation, supporting residents commuting to work, traveling to school, recreation, and accessing key destinations. This project holds strategic importance as it directly supports the newly furthers statewide Utah Trail Network vision.

IMPEDIMENTS

- Jordan and Salt Lake City Canal
- Private Property
- Active Transportation Gaps

Source: Midvale Canal Trail Feasibility Report (2023)

Executive Summary / Steering Committee / Impact Analysis / Priority Projects / Funding Sources / References

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V. Funding Sources

Federal

There are currently numerous federal funding opportunities available for pedestrian and bicycle transportation projects. The programs can fund many of the project types identified within this plan, including bike lanes, sidewalks, pathways and trails, road diets, and more. Predominate sources of funds include:

- **Active Transportation Infrastructure Investment Program (ATIIIP).**
 - This is a competitive grant program specifically for building connected active transportation networks. It's a key source for large-scale projects.
- **Carbon Reduction Program (CRP).**
 - Provides funds to states and MPO's to reduce carbon emissions from the transportation sector. Projects that reduce vehicle miles traveled, like bicycle and pedestrian facilities, are eligible.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).**
 - Funding for transportation projects and programs that reduce congestion and improve air quality. The construction of bicycle or pedestrian facilities serving commuter transportation and promoting AT.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE).**
 - This grant funds a wide range of surface transportation projects, including active transportation.
- **Surface Transportation Block Grant Program (STBG)**
 - Funding active transportation programs in the Salt Lake - West Valley Urbanized Area. These

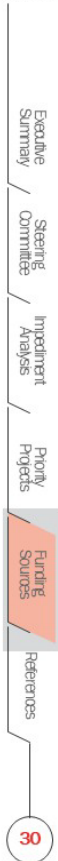
funds can be used to improve transportation alternative set-aside program along existing streets and intersections.

State

- **TFActive**
 - Provides funding for non-motorized and pedestrian transportation projects that mitigate congestion on the state highway system.
- **TIFFirst and Last Mile**
 - Non-motorized and pedestrian transportation project that provide connections to a public transit system.
- **Utah Trail Network**
 - A network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities.
- **TFHighway**
 - Provides funding for state highway capacity projects—things like new lanes, interchanges, or highway expansions. It's focused on moving vehicles efficiently along the state highway system.
- **Recreational Trail Program (RTP)**
 - Administered by the Utah Division of State Parks and Recreation, RTP is a federally funded grant program that aids the construction, restoration, and maintenance of recreational trails.
- **Community Development Block Grants (CDBG)**
 - Administered by the Department of Housing and Urban Development, CDBG funds can be used for public facilities, including sidewalks and multi-use paths, especially in low-to-moderate-income communities.

Local

- **Transportation Alternatives Program**
 - Funding the construction and planning of bicycle and pedestrian facilities within the Salt Lake Urbanized Area. Typically distributing \$2,000,000 for AT infrastructure projects per year.
- **Local Option Sales Tax**
 - A local option sales tax for transportation that can be a source of matching funds or even direct funding for local active transportation projects.
- **Regional Transportation Choice Fund (S.B. 136)**
 - Fourth quarter sales tax revenue will be split by .10 for UTA, .05 for cities, and .05 for Salt Lake County. This fund can be spent on a variety of transportation projects, including active transportation.
- **Active Transportation Fund (S.B. 128)**
 - Funding provided annually for projects on the County's Active Transportation Plan (ATIIIP).
- **Redevelopment Agency of Midvale City**
 - Provides funds for various aspects of projects within RDA project areas (Bingham Junction) such as planning, infrastructure, construction, public art, and wayfinding.



Wendelin Knobloch said that one of the motivations of the city to complete this process early is so the projects in this plan will receive a higher priority in the funding process.

MOTION: Council Member Bonnie Billings MOVED to open the public comment section of the hearing. The motion was SECONDED by Council Member Paul Glover. Mayor Gettel called for discussion on the motion. There being none, he called for a vote. The motion passed unanimously.

There were no public comments.

MOTION: Council Member Bonnie Billings MOVED to close the public comment section of the hearing. The motion was SECONDED by Council Member Bryant Brown. Mayor Gettel called for discussion on the motion. There being none, he called for a vote. The motion passed unanimously.

ACTION: Consider Ordinance No. 2025-O-20 which adopts the Midvale City Transportation Connectivity Element of the General Plan.

MOTION: Council Member Bryant Brown **MOVED** to Approve Ordinance No. 2025-O-20 Adopting the Midvale City Transportation Connectivity Element of the General Plan with the findings in the staff report. The motion was **SECONDED** by Council Member Bonnie Billings. Mayor Gettel called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Paul Glover	Aye
Council Member Heidi Robinson	Absent
Council Member Bryant Brown	Aye
Council Member Denece Mikolash	Aye
Council Member Bonnie Billings	Aye

The motion passed unanimously.

VII. CONSENT AGENDA

A. CONSIDER MINUTES OF OCTOBER 7, 2025

B. CONSIDER ORDINANCE 2025-O-18 WHICH AMENDS SEVERAL SECTIONS WITHIN CHAPTER 17-7-11 OF THE MIDVALE CITY MUNICIPAL CODE ENTITLED MAIN STREET FORM BASED CODE. THE AMENDMENTS CLARIFY PROVISIONS RELATED TO NOISE, OUTDOOR DINING, COOKING, LIGHT POLLUTION, SIGNAGE, AND BUILDING USES

C. CONSIDER RESOLUTION NO. 2025-R-62 ADOPTING THE MIDVALE CITY STORM WATER MASTER PLAN

MOTION: Council Member Paul Glover **MOVED** to Approve the Consent Agenda. The motion was **SECONDED** by Council Member Bryant Brown. Mayor Gettel called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Bryant Brown	Aye
Council Member Denece Mikolash	Aye
Council Member Bonnie Billings	Aye
Council Member Paul Glover	Aye
Council Member Heidi Robinson	Absent

The motion passed unanimously.

VIII. ACTION ITEMS

A. CONSIDER RESOLUTION NO. 2025-R-63 AUTHORIZING THE EXECUTION OF A LEASE AGREEMENT WITH MIDVALE MAIN PARTNERS, LLC, AND

WAIVER OF THE ASSOCIATED ANNUAL RENT FOR THE USE OF A NEWLY CONSTRUCTED BULB-OUT LOCATED ON THE EAST SIDE OF THE BUILDING AT 7598 S. MAIN ST., MIDVALE, UT 84047

MOTION: Council Member Bryant Brown MOVED to TABLE ACTION ITEM A. RESOLUTION No. 2025-R-63 to the next council meeting on November 18, 2025. The motion was SECONDED by Council Member Bonnie Billings. Mayor Gettel called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Denece Mikolash	Aye
Council Member Bonnie Billings	Aye
Council Member Paul Glover	Aye
Council Member Heidi Robinson	Absent
Council Member Bryant Brown	Aye

The motion passed unanimously.

B. CONSIDER RESOLUTION NO. 2025-R-64 AUTHORIZING THE APPROVAL OF A LEASE AGREEMENT WITH THE DAUGHTERS OF THE UTAH PIONEERS FOR THE PLACEMENT OF A HISTORICAL MARKER LOCATED AT 7650 S LIND LANE, MIDVALE, UT 84047

Katie Thorne said the Daughters of Utah Pioneers, the property owner of the Drown Cabin located at 7650 S Lind Lane, wish to enter into a lease agreement which will allow for the construction and placement of a new monument to hold the historical marker for the cabin located at 7650 S Lind Lane. This agreement has been reviewed by the City Attorney. The key terms outlined in the agreement include:

- The Daughters of Utah Pioneers will retain sole ownership of the monument. Daughters of Utah Pioneers will be responsible for maintaining the monument in good and safe condition, free from graffiti and damage.
- The City will maintain sole ownership of Pioneer Park. This agreement will not create any Daughters of Utah Pioneers leasehold or other property interest in Pioneer Park.
- The lease agreement shall be in effect for a period of fifty (50) years.
- The Daughters of Utah Pioneers fabrication, construction, and installation of the monument must be completed in a safe, good workmanlike manner and in compliance with all applicable laws. Daughters of Utah Pioneers will be solely responsible for all costs and expenses for the fabrication, construction, and installation of the monument.

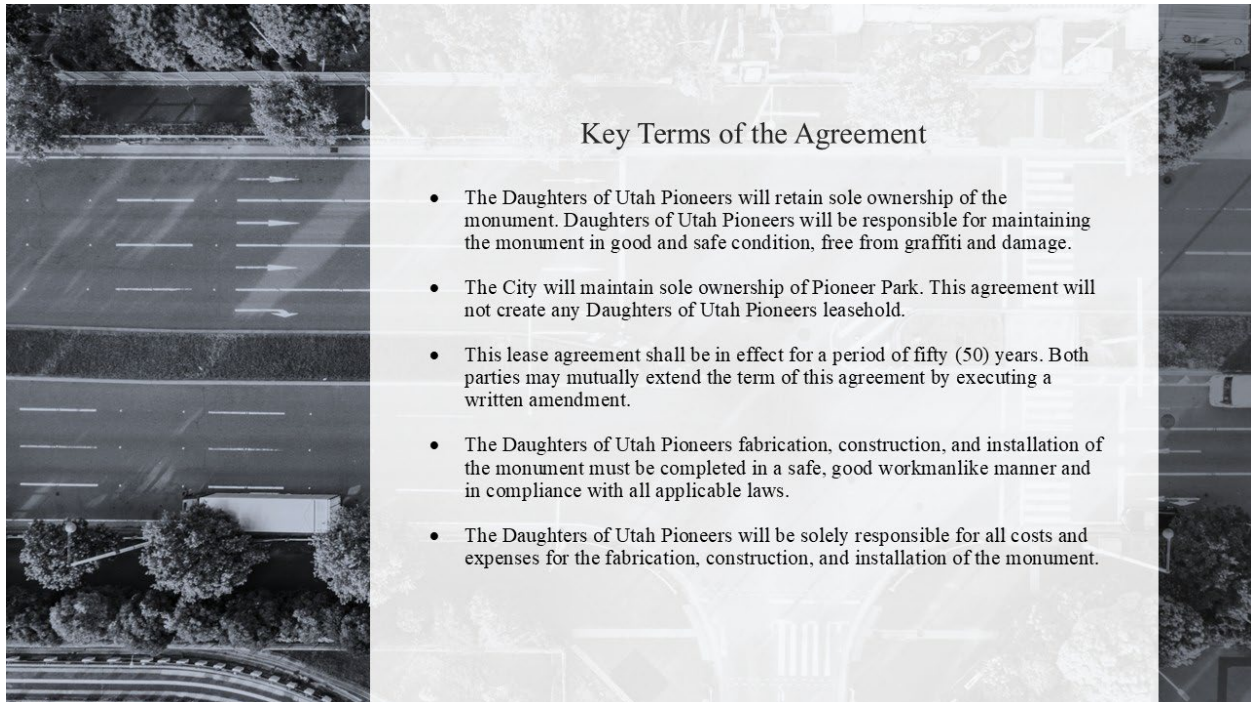


Community Development

Lease Agreement with
The Daughters of Utah
Pioneers

Proposed Improvements





Key Terms of the Agreement

- The Daughters of Utah Pioneers will retain sole ownership of the monument. Daughters of Utah Pioneers will be responsible for maintaining the monument in good and safe condition, free from graffiti and damage.
- The City will maintain sole ownership of Pioneer Park. This agreement will not create any Daughters of Utah Pioneers leasehold.
- This lease agreement shall be in effect for a period of fifty (50) years. Both parties may mutually extend the term of this agreement by executing a written amendment.
- The Daughters of Utah Pioneers fabrication, construction, and installation of the monument must be completed in a safe, good workmanlike manner and in compliance with all applicable laws.
- The Daughters of Utah Pioneers will be solely responsible for all costs and expenses for the fabrication, construction, and installation of the monument.

Staff Recommendation

City staff recommends approval of the Lease Agreement with the Daughters of Utah Pioneers for the construction and placement of a new monument to hold the historical marker for the cabin located at 7650 S. Lind Ln, Midvale, UT 84047.

Council Member Bryant Brown shared a story about this area from 17 years ago to illustrate how fast things change.

Council Member Denece Mikolash expressed appreciation to staff for moving so fast on this issue.

Mayor Dustin Gettel expressed how interesting the story and area is.

MOTION: Council Member Denece Mikolash **MOVED** to Suspend the Rules and Approve Resolution No. 2025-R-64 Authorizing the Approval of a Lease Agreement with the Daughters of Utah Pioneers for the Placement of a Historical Marker Located at 7650 S. Lind Lane, Midvale, UT 84047. The motion was **SECONDED** by Council Member Bryant Brown. Mayor Gettel called for discussion on the motion. There being none, he called for a roll call vote.

The voting was as follows:

Council Member Bonnie Billings	Aye
Council Member Paul Glover	Aye
Council Member Heidi Robinson	Absent
Council Member Bryant Brown	Aye
Council Member Denece Mikolash	Aye

The motion passed unanimously.

C. CONSIDER RESOLUTION NO. 2025-R-65 AMENDING THE HARVEST DAYS FESTIVAL COMMITTEE BYLAWS.

Matt Dahl said the Harvest Days Festival Committee (Committee), established on March 15, 2022, is responsible for providing leadership, planning, and staffing for Midvale's annual Harvest Days Festival. The Committee is comprised of five community members and two alternates, all appointed by the Mayor, with the Chair position requiring City Council approval. Each Committee member serves a one-year term.

Currently, alternate members lack decision-making responsibilities unless a committee member is absent. In such cases, an alternate member can step in to meet the quorum requirements and vote.

Mayor Dustin Gettel has requested a change to the bylaws to allow all seven members to fully participate in meetings and make decisions. Staff has prepared a draft amendment to the bylaws that would give all seven members the right to vote and remove the role of alternate. Per City policy, this change requires City Council approval.

To expedite the confirmation process, staff is requesting the suspension of the rules governing the discussion and approval process. This will allow the newly formed committee to commence planning Harvest Days 2026.

Mayor Dustin Gettel said they found that the alternate participation was low because the alternates weren't needed to vote, and they didn't feel like members of the group. He is hoping with this change the participation in meetings will improve.

MOTION: Council Member Bonnie Billings **MOVED** to **SUSPEND** the rules and Approve Resolution No. 2025-R-65 Amending the Harvest Days Festival Committee Bylaws. The motion was **SECONDED** by Council

Member Bryant Brown. Mayor Gettel called for discussion on the motion. There being none, he called for a roll call vote.

The voting was as follows:

Council Member Paul Glover	Aye
Council Member Heidi Robinson	Absent
Council Member Bryant Brown	Aye
Council Member Denece Mikolash	Aye
Council Member Bonnie Billings	Aye

The motion passed unanimously.

X. ADJOURN

MOTION: Council Member Paul Glover MOVED to adjourn the meeting. The motion was SECONDED by Council Member Bryant Brown. Mayor Gettel called for discussion on the motion. There being none, he called for a vote. The motion passed unanimously.

The meeting adjourned at 8:01 p.m.



**Rori L. Andreason, MMC
H.R. DIRECTOR/CITY RECORDER**



Approved this November 18, 2025