

## BRIGHTON TOWN COUNCIL MEETING MINUTES

Tuesday, January 13<sup>th</sup>, 2026, at 6:30 pm

*\*Approved at the Brighton Town Council Meeting on February 10<sup>th</sup>, 2026*

### ATTENDANCE

**Council:** Scotty John (Mayor and meeting chair)

Council Members: Keith Zuspan, Lise Brunhart, Jeff Bossard, Carolyn Keigley

**Staff:** Polly McLean, Nate Rockwood, Jane Martain, Kara John, Laura Bossard

**Partners:** UPD- Anna Walker and Justin Hoyal, UFA- Craig Ellingson, Brighton Resort- Kim Doyle, BCCA- Barbara Cameron, Wasatch Front Regional Council- Madison Aviles

**Public:** Chad Smith, Wendy Smith, Brian Reynolds, Tara Paras, Phillip Mervis, Sheryl Facktor, Don, Carole McCalla, Jonathan Owens, Ulrich Brunhart, Kirk Boyington, Angus, Gavan, Katherine Anderson, 801-891-2000, Mark Brinton

### ANNOUNCEMENTS

Scotty John announced this is the first meeting he's conducted and to bear with him if it's clunky.

### PUBLIC INPUT. RECORDING 0:1:22.

- 1) **Tara Paras** was asked by their subdivision to talk about the traffic. They wonder if the Brighton parking lot has plans for adding directionals and signs. They've noticed Solitude uses light wands to direct traffic instead of stopping every car. They suggested staging cars to the far right of the loop so residents can pass. They suggested turning cars around at the bottom of the canyon when the parking lots are full. Otherwise, ticket holders circle the loop waiting for a spot and further back up traffic. They recommend only allowing a certain number of cars to enter the parking lots at the same time. She acknowledged this is a tall ask, but they would like help if possible.
  
- 2) **Philip Mervis** is a resident of Silver Lake Estates 2. He noted Solitude has reservations up until 3 hours before they close; the impetus to come up without a reservation is lessened. Brighton reservations end at noon, leaving 8 hours to come up without reservations. If Brighton extended reservations to the same parameters as Solitude, they would end at 5 o'clock and there would be less free for all that causes congestion. Part of the problem is that people have already paid for a pass. It gives an incentive to come up for an hour rather than saying, it's not a good day, I won't spend the money; but, because they've already paid, they will come. It took 45 minutes to go from Solitude to his home at Silver Lake Estate 2. When he got there, he was interrogated by a resort employee and had to show ID to get to his own home. It is not acceptable. This is a taking of a public asset by a private venture so they can optimize their load on their

mountain at our expense. It's time for the city to put their foot down and say, this has got to end. We have got to find a solution.

- 3) **Chad Smith** commented on item "h" on the agenda, Cottonwood Heights statement for the EA. He thinks it's well written and raises great points. We share common interests, whether the Town of Brighton is signing in support of that or making our own similar statement. He supports the town making a statement and not just leaving it up to individuals within the town. He hopes all individuals are also giving a comment for the EA. He thanked the council for caring about this crazy situation with the traffic.

#### **WRITTEN COMMENT**

- 1) **Carole McCalla**

*At the request of several homeowners on the Brighton Loop, including myself, I would like to request that Brighton Ski Resort revisit their parking plan. Solitude appears to have a superior system of getting cars off the road and parked. Could Brighton explore other options and work to get cars off the loop road in a more efficient manner? This could go a long way in helping with congestion issues. Thank you, Carole McCalla*

- 2) **Jolene Despain**

*To whom it may concern,*

*As canyon residents and skiers who love the area, we have watched with anticipation as UDOT and UTA have worked on ideas for developing a plan for traffic in Big Cottonwood Canyon. Thank you for your hard work on this project. Much of the traffic mitigation plan looks well thought out and good for the whole canyon.*

*Two concerns that I believe will adversely impact the community and the canyon are the bus lane from the fire station to the ski resort and the tolling that will start at Solitude on peak days throughout the ski season.*

*The idea of making a three-lane road is laudable and a bus lane around the circle at Brighton is necessary. However, highway 190 is a canyon road, with the creek on one side and steep mountains on the other side, making it difficult to add lanes, medians, and wide shoulders. The road should not be widened to the detriment of properties and homes on the road and in the circle.*

*Several of the homes/cabins will be devastated by UDOT making full and partial acquisitions of homeowner's property. Moving the road within five feet of a house will put the snow load against homes and on top of people's driveways. Plowing and snow blowing so close to homes will break windows and put the integrity of homes at risk. Homeowners have stated that because of FCOZ and other canyon setback regulations, their homes had to be built on a very specific footprint, closer to the road than they would have liked.*

*Widening the road around the circle is excessive and unnecessary. The top of the canyon*

gets 400+ inches of snow every winter and as UDOT plow drivers know all too well, along with plowing the snow, there must be room for snow storage. Widening the road to 38 feet does not accommodate room for snow storage.

A rough measurement of the road just past the Nordic Center measures 33-34 feet. The UDOT plan shows a 38-foot road. The picture of the typical section of road on the "Proposed Action Summary" shows a 4-foot median in the middle of the 2-lane road. Making a median between the lanes will be a major obstacle for plowing. As the snow piles up, there will be no room to put the snow, and the lanes will be made smaller and smaller throughout the winter. Rather than add a 4-foot median, the road would be better served with a yellow stripe down the middle of the two-lane road with bus lane only signs and wording on the road (as shown on page 3 of the "Proposed Action Summary"). An idea for a pilot program that could be implemented right now would be for the Brighton Resort parking lot people to put cones down the middle of the road where busses (and the Brighton employee shuttle) could drive on the left side of the road to the bus stop and cars can be directed to drive into the parking lot on the right side of the cones. This could be a small start to see how the bus lane could work. This would make a little work for the parking lot people, but they are already working hard to direct traffic around the circle as efficiently as possible, so setting up cones is not a stretch, and it costs almost nothing.

Making 5 feet shoulders on either side instead of 6 feet shoulders would be an easy fix so that UDOT doesn't have to acquire and take over homeowner's properties. These simple fixes would likely work for homeowners, snowplowing, and snow storage. These ideas are also inexpensive fixes compared to UDOT trying to acquire property, adding onto the existing road and building a concrete median in the middle of the road.

Highway 190 from the fire station to the Brighton bus stop is less than one mile. Although a middle bus lane is a good idea, adding a middle lane for such a short distance will not be worth the cost to properties, homes and to the environment. The road is narrow because the canyon is narrow—the creek, steep sides, drop-offs, and curves make it challenging to try to make a three-lane highway. There are several places where the creek is next to the road making it difficult if not impossible to add a third lane.

"Bus priority" has been a buzzword for several years but it has been ill defined. A possible solution for the transportation issue is that rather than adding a middle lane at the top of the canyon, we could start with a bus priority system. This could be achieved by using the bus activated light at the mouth of the canyon (Appendix 2B page 7 of the proposed action figure series) where the buses enter the road from the mobility hub. For this idea, three to four buses start up the canyon while the cars wait at the mouth. After 10-12 minutes, the light changes to let cars start up the canyon. Several minutes later, three to four buses head up the canyon while cars wait at the bus activated light. This could go on alternating buses and cars during the peak busy times. People would be eager to ride the buses because it would reduce their ride time and get them up in the canyon comfortably and quickly. This is an idea that is likely a work in progress and may

*need to be tried to see if it will work. But it could cut down on traffic considerably and canyon residents might be open to waiting a few minutes at the mouth rather than getting stuck in a long line of cars in the canyon.*

*These ideas lead to the concern regarding tolling in the upper area of the canyon starting at Solitude. The idea of punishing skiers for driving cars up the canyon seems counterintuitive to the proposals that UDOT and UTA have made for the canyon transportation. The main objective is to get people out of their cars and on the bus.*

*Many people want to ride the bus providing there is parking at the bottom of the canyon, and they don't have to stand on the bus uncomfortably while they wait in the line of the "red snake". As more people want the convenience of riding the bus, and getting up the canyon in a timely manner, there won't be such a need for tolling.*

*Tolling near the top of the canyon is awkward as people will get most of the way up the canyon then decide to turn around because they must pay a toll to go further. A possible \$20 toll was postulated at the open house that was held in mid-December, but there was nothing put forth about where the money from a toll would be spent. This is unacceptable and it needs to be made clear before tolling is implemented.*

*These are just some ideas for canyon transportation. Surely, more will be thought of as the UDOT environmental assessment is studied. Again, thank you for working on this difficult issue and considering all of these canyon ideas.*

*Sincerely,*

*Jolene Despain*

*7815 S Big Cottonwood Canyon Road*

*Brighton, UT 84121*

#### **MINUTES. RECORDING 0:13:23.**

Jeff Bossard moved to approve the minutes for the Town Council Meeting on December 9<sup>th</sup>, 2025, and Carolyn Keigley seconded the motion. The minutes were approved unanimously.

#### **UPD. RECORDING 0:13:59.**

**Dispatch, call 801-840-4000**

**Property checks, call 385-468-9920**

Detective Anna Walker reported in the month of December 2025, the Unified Police Department engaged in 243 calls for service in the Town of Brighton. Most notably, there were 12 reports of suspicious persons or vehicles, 2 search and rescue operations, and 9 reports of theft. 8 of the 9 incidents of theft occurred at the Brighton ski resort, and 7 of those 8 have already been solved. Officers pulled 38 vehicles out of ditches or snowbanks. They investigated 11 traffic accidents and responded to 26 parking complaints. Officers are working to be present in the areas where parking is a consistent problem. They've had a lot of complaints about the flow of traffic, specifically in the afternoons, as residents are attempting to get to their homes and traffic is bogged down from the fire station to Brighton resort.

Jeff Bossard recalled when Lee Arnold was with UPD and he would close the road at Cardiff when the parking lots reach capacity. Last weekend traffic was backed up all the way to Silver Fork which is a safety issue. He asked how we can temporarily shut down the road to allow traffic to clear out.

Detective Walker explained it's complicated for them to limit access to a public road. Carolyn Keigley added that Lee Arnold would share pictures of the events that caused him to shut down the road. Cars would be parked everywhere, including in the traffic lane, making it difficult to pass and it was a safety issue. Now, there are so many cars queued in the road just waiting to get to the resorts. Although an ambulance may still have trouble getting through, it's not the same safety issue.

Scotty asked how many of the vehicles given a tow assist were cited for the traction law. Detective Walker estimated about  $\frac{1}{4}$  of the vehicles they helped were cited for violating the traction law. Most issues occurred during inclement weather, and the vehicles often had legal tires and equipment. Two-wheel drive vehicles with three peak tires are technically legal, but it was observed they had more trouble.

#### **UFA. RECORDING 0:20:27.**

Chief Craig Ellingson had to leave to attend to a damaged vehicle. He provided a quarterly update in the packet and noted that although there has been less snow, there were more than average calls last month.

#### **SKI RESORTS**

#### **Solitude. RECORDING 0:21:30.**

**Amber Broadaway** provided a written report:

- We are now daily 8 AM lifts on Apex, Link & Moonbeam. With 7/8 lifts spinning we now have about 80% of our terrain open. The team is close to getting Honeycomb Canyon so keep your eyes peeled on the website for gate openings. Looks like we are heading into an extended high pressure period...
- Thanks to everyone who showed up to our first Community Day at the Solitude Nordic Center. It was an awesome turnout, hopefully many of you were able to get out and enjoy all of our FREE offerings. We look forward to making this an Annual Event.
- MLK weekend:
  - \*NEW\* Fire & Ice Festival at Last Chance Lodge all day on SAT, JAN 17. Trivia, DJ, Utah Mammoth Watch Party, Soli Parks Steel Showdown, Magic Show, Meet the Snowcats & Avy Dogs, S'mores, Food & Drink
- All month we are offering weekend clinics with our Snow Pros in bumps, steeps & carving. Check 'em out and consider honing your skills
- Our next Nordic Nights is on SAT, JAN 24
- As always check our Events Calendar on our website or consider downloading the new Ikon App

- Ikon passholders now get 50% off on their Friends & Family tickets for the remainder of the season
- Happy Birthday to Brighton Resort!
- Congratulations again to new Mayor, Scotty John

## **Brighton**

Due to a last minute change and issues connecting virtually, Kim Doyle gave a report during public comment, below. RECORDING 1:29:41.

### **PUBLIC HEARING. RECORDING 0:23:23.**

#### **a. Hold Public Hearing on Ordinance 2026-O-01-1 adopting a compensation schedule for elective and statutory officers for the Town of Brighton.**

Polly McLean and Nate Rockwood explained this is to memorialize the budget adjustment ordinance adopted last month. The compensation schedule was included in the staff report last month, but the amounts were not listed in the ordinance itself. This ordinance is to adopt the schedule as presented in the budget adjustment.

Carolyn Keigley moved to open the public hearing, and Jeff Bossard seconded the motion. The motion passed unanimously but there were no public comments. Carolyn Keigley moved to close the public hearing and Jeff Bossard seconded the motion. The motion passed unanimously.

#### **ACTION: Consider Ordinance 2026-O-01-1 adopting a compensation schedule for elective and statutory officers for the Town of Brighton. For discussion and possible action.**

Keith Zuspan moved to approve Ordinance 2026-O-01-1 adopting a compensation schedule for elective and statutory officers for the Town of Brighton and Jeff Bossard seconded the motion. The motion passed unanimously.

Keith Zuspan: Aye

Scotty John: Aye

Lise Brunhart: Aye

Jeff Bossard: Aye

Carolyn Keigley: Aye

## **BUSINESS**

#### **a. Review Construction Mitigation Plan. For discussion. *PACKET2 pages 19-20.* RECORDING 0:27:44.**

Scotty John explained there have been issues with construction vehicles parking in the middle of private roadways, especially in Pine Tree. Beyond being an inconvenience to those residents,

it's also a safety issue. Kirk Boyington addressed what citizens can do when this happens. During business hours, the MSD Building Department should be contacted, preferably by email, so that the incident can be tracked. Addresses should be included in the details as well as supporting photos, and even license plate numbers. There is also an app to download called Time Stamp: <https://apps.apple.com/us/app/timestamp-camera-basic/id840110184>. It gives the exact location and time the violation occurred, and then the MSD can address it with the property owner, and offender. Residents can also call the MSD office anytime during business hours. There are usually 1 or 2 inspectors in the canyon that can solve the issue.

The Construction Mitigation Plan is a document signed by the owner along with the permit application, so they are aware of the stipulations to not block the road. The MSD is collecting the form for projects that began before it was required. To enforce violations of the Construction Mitigation Plan, the MSD issues a stop work order, which incentivizes the homeowner to ensure the road is not being blocked. Residents with issues can also reach out to Kara for where to be directed for support. Kyle Morgan, Community Service and Support Officer, is also an avenue for addressing these issues during evenings and weekends and he can enforce issues as needed.

Polly McLean explained it's complicated to adopt an ordinance preventing vehicles from parking in the roadway on private roads. To create an ordinance to this effect, the roads would have to be declared quasi-public, which requires signatures from over half of the owners that abut the road. Alternatively, Polly is looking into the emergency access issue with the fire district to declare which roads have more than one home on them to allow enforcement if they are blocked.

**b. Local Administrative Advisor Program for the Wasatch Front Regional Council area.**

**Introduction by Madison Aviles, Administrative Advisor for WFRC. Informational.**

**RECORDING 0:36:20.**

Madison Aviles is the Local Administrative Advisor with the Wasatch Front Regional Council. The Utah Leagues of Cities and Towns created the LAA program three years ago to serve Utah's small cities and towns. It is designed for municipalities that are ULCT members, have a population of less than 10,000, and do not have city managers. ULCT partnered with Utah's seven associations of governments. Madison represents the Wasatch Front region and works with 15 communities that qualify for assistance. Her work is reactive to the needs of each community and some of the things she does are writing personnel policies, complex HR problems, and navigating the data privacy law. She's a point of contact between the WFRC and ULCT and can connect Brighton to resources such as grant opportunities, and training. Madison sends out a monthly newsletter with updates and can be contacted at [madison.aviles@wfrc.utah.gov](mailto:madison.aviles@wfrc.utah.gov).

**c. Continue discussion about paying for plowing on town roads. For discussion.**

**RECORDING 0:40:07.**

Nate Rockwood and Keith Zuspan relayed where we are in the process. Last year, the council reviewed documentation showing the roads the town paid to pave, which assumes the town's ownership and responsibility to maintain, however, the plan wasn't adopted. For the town to pay for plowing on town owned roads would require an RFQ/RFP to secure a company to carry out the service. Keith wondered if the town could approve an emergency purchase and determine a dollar amount that would equate to the work being done by the current contractor plowing the roads so they can be paid. Then an RFQ/RFP could be issued for the following 2026/2027 season. This could result in the same contractor we currently have, but the selection process for how we're spending money must be transparent.

Jeff Bossard remembered the council voting to implement a reimbursement program for people who lived on town owned roads to submit an invoice to the town. A policy was not written to this effect, money was not budgeted for this expense (although there is sufficient money in the contract budget), and a reimbursement form was not created.

Carolyn would prefer the contractor to work directly with the town rather than involve the individual homeowners in the process. She also noted that there is a different plow company in the Brighton Loop than in Silver Fork.

Keith clarified the intent is to only plow B&C roads that the town paved as represented in the document from the MSD Engineers. Scotty's concern with only plowing the roads the town is responsible for maintaining is the inequity it creates across the community. Right now, everybody pays their individual share for the road. We either need to pay for all town roads, including private roads, or decide if we want to do this because it could become a big issue. Nate explained the difference between public and private roads. The town owned roads are public, and the town is responsible for maintaining and operating those roads. The state collects a tax for B&C roads, and those funds are given to municipalities for maintenance of B&C roads, but it won't cover operations. The town can't refuse to maintain roads, but we can decide on the service level we want to provide, and plowing is a service we could decide not to provide. The town could put a policy in place to maintain private roads as well. When developers create subdivisions, they decide whether to dedicate roads to the municipality. Usually, they decide to keep them private when the roads don't meet the city's standards such as road width, amenities, curb and gutter, etc. Previous conversations considered a reimbursement program vs contracting with the various plow companies. One consideration is that the town doesn't want to reimburse private contracts because some homeowners pay for their driveways or to clean up the berms. The town would only pay for the number of owned road miles. We'd have to determine the specifications to be billed for, such as only plowing when a set number of inches of snow has accumulated.

Out of concern for downstream effects, Scotty asked how strong the impetus is for doing this. Lise noted attending the AMC meeting and asked several council members from other areas about taking on plowing. Everyone advised against taking on plowing because of the conundrum of public vs private roads and the inequities that could lead to lawsuits.

Polly referenced the 2017 Canyon Roads Maintenance Book that lists six roads considered the town's responsibility. Silver Fork Road, Old Honeycomb Road, Central Fork Lane, Pearl Park

Lane, Old Prospect Avenue, and Snow Haven Lane. All of them, except for Old Prospect Avenue and Snow Haven Lane, are defined as category two: plowed by property owners. She also noted 2017 was before we were a town. It was uncertain if our engineers had completed updating the book to reflect the Town of Brighton, but the descriptions are the same.

Scotty disclosed living on one of the town owned roads and is not comfortable letting the town pay for his plowing while other community members don't get the same benefit. Polly noted the maintenance book lists the town owned roads as category 2 with the following requirements: Lane Striping- No, Regulatory Signs- Yes, Speed Limit is 5-25MPH, Maintenance Season- Summer, Surface Type- Asphalt.

Jeff expressed the opinion that anyone living in a town expects a certain level of service provided by the town. In our town, we get a lot of snow, and the town should be providing the service of taking care of town-owned roads. Scotty would be persuaded if the service extended to the private roads to create equitability for all residents.

There was uncertainty if the council previously voted on approving the reimbursement program. It was agreed that staff will look at the meeting history on this topic to see if reimbursement should be given this season or if it can be further developed for consideration for next winter season. An update will be given next month.

- d. Appointments for Committee Liaisons with resolutions as needed: BCCA, CWC, UFA, UPD, COG, MSD, WFWRD, Mosquito Abatement, Animal Services, STR Subcommittee, Special Events Subcommittee, H.B.48 Citizen Committee. For discussion and possible action. *PACKET2 pages 21-27. RECORDING 1:05:08.***

It was decided to continue the council members in the roles they were previously appointed, and the new mayor will continue the previous mayor's assignments. The only entity requesting an appointment by resolution is the South Valley Mosquito Abatement District. It was noted the UPD board adopts their board based on council recommendations without a supporting resolution.

Scotty John- CWC, UFA, COG, Road Meeting

Keith Zuspan- WFWRD, MSD

Lise Brunhart- Council of Governments, STR Subcommittee, H.B.48 Citizen Committee, Social Media Communications

Jeff Bossard- Animal Services, Mosquito Abatement, STR Subcommittee

Carolyn Keigley- UPD, SLVLESA, STR Subcommittee, Special Events Subcommittee, BCCA, Road Meeting.

Polly noted that a third council member could attend the road meeting, but just to listen in and observe, not to participate. It is not a noticed public meeting, so a quorum is not allowed. A

public meeting is a meeting for the purpose of discussing, receiving comments from the public, about or acting upon a matter over which the public body has jurisdiction for advising power.

Keith Zuspan moved to approve Resolution 2026-R-1-1, appointing council member Jeff Bossard to the South Valley Mosquito Abatement District Board of Directors. Lise Brunhart seconded the motion, which passed unanimously.

Kieth Zuspan: Aye

Scotty John: Aye

Lise Brunahrt: Aye

Jeff Bossard: Aye

Carolyn Keigley: Aye

**e. Appointment for Mayor Pro Tempore. For discussion and appointment.**

**RECORDING 1:11:52.**

Jeff Bosard was willing to take the position of Mayor Pro Temp. The mayor and council agreed unanimously.

Kieth Zuspan: Aye

Scotty John: Aye

Lise Brunahrt: Aye

Jeff Bossard: Aye

Carolyn Keigley: Aye

It was noted from an emergency management point of view that if the mayor and the mayor pro temp. were both unavailable, our plan states the next person in charge would be designated by seniority, which in this case would be either Carolyn Keigley or Keith Zuspan.

**f. Adopt a resolution on financial procedures and designate Signers to Zion's Account. For discussion and possible action. RECORDING 1:13:52.**

Mayor John tabled this item for next month.

**h. Town Council Statement on Big Cottonwood Canyon Environmental Assessment. For discussion and possible action. PACKET2 pages 32-34.**

**RECORDING 1:14:19.**

This item was presented before item "g".

Scotty John explained he received the letter in the packet from Gay Lynn Bennion, and she asked the council to consider cosigning the letter. She's asking Sandy and Alta to do the same. Scotty felt it was a strong statement, and to the point in Chad's public comment, it's good to present as a unified front. He was in favor of submitting the letter to UDOT as a joint statement. Carolyn noted some of the issues are specific to Cottonwood Heights, but she and Lise want to support them. Keith and Jeff were also supportive of the letter as written.

Lise Brunhart moved to authorize the mayor to sign the Cottonwood Heights letter to the UDOT Environmental Assessment Program and to submit the letter before the January 19<sup>th</sup> deadline. Keith Zuspan seconded the motion. The motion carried unanimously.

Kieth Zuspan: Aye

Scotty John: Aye

Lise Brunahrt: Aye

Jeff Bossard: Aye

Carolyn Keigley: Aye

Carolyn shared that in her personal comment on the UDOT EA, she asked for the toll placement to be fluid in case it needs to begin further down canyon. It's proposed for below Solitude, but the concern is people taking parking spots at Silver Fork or Cardiff then riding the bus up to the resorts to avoid the toll. Polly noted paid parking is required at Cardiff already; people would only be avoiding the toll. Scotty mentioned this scenario is already on UDOT's radar as referenced in their presentation to the CWC during yesterday's public meeting. He will call Devan and express the shared concern and need for the toll location to be flexible.

**g. Training on Ethics and Conflict of Interest Statements and answer any questions related to Open Public Meeting Act requirements. Presented by Polly McLean. Informational. *PACKET2 pages28-31. RECORDING 1:21:42.***

This item was presented after item "h".

Polly McLean provided high-level training on ethics and the Open Public Meetings Act OPMA. Additionally, the council and mayor have completed the training videos from the Lieutenant Governor's office. The purpose of OPMA and the ethics act is to promote public trust and integrity, making sure that decisions are made in the public's interest, and to prevent the misuse of public office. Ethics applies to all elected officials, all municipal employees and all boards and agencies. You can't use your office for personal benefit. You must report any conflicts of interest, and act with honesty and impartiality. Utah is lenient in that you rarely need to recuse yourself, but you need to announce your perceived conflict of interest as it relates to where you live, work, financial interests, and familial relationships. A recent change for Brighton is that the town clerk now reports to the town administrator instead of the mayor to separate those roles. Conflict of interest forms are due every January to the Lieutenant Governor's office and to be updated on the town website. It is the council's duty to update those if conflicts change. Gifts can't be accepted unless the value is under \$50. Awards are allowed. Potential penalties for violation are dismissal, criminal, or rescinding a contract.

The importance of OPMA is transparency. Outside of a public meeting, discussions about town business can't be had by a quorum of council members (3 people). Chance meetings are ok such as riding a chair lift together or locals' night, but town business can't be discussed. It's ok to talk about scheduling a meeting but not discuss the substance. In emails, "reply-all" should not be used to prevent online discussion.

**PUBLIC INPUT. RECORDING 1:29:41.**

- 1) **Brighton Resort- Kim Doyle** reported Brighton will have an anniversary party on Sunday the 18<sup>th</sup> with fireworks, free s'mores, and music at all food and beverage locations around the mountain. She encouraged everyone to join the party.
- 2) **Sheryl Facktor** appreciates the council signing the Cottonwood Heights letter and asked for an addendum to advocate for the residents in Brighton [Silver Lake] Estates 1&2, and residents of the loop who will be affected by tolling. Homeowners who live below Solitude won't be affected. It's a hardship to get exemptions for their guests, service providers, family, Uber drivers, FedEx drivers, etc. If the goal is to disincentivize skiers, then tolling could be more narrowly tailored by having a booth at the lower Solitude parking lot, and another booth at the Brighton parking lot to capture day skiers. They are disproportionately impacted by day skiers. She thanked the council and asked that the town advocate for them in this letter since they are members of the town.
- 3) **Barbara Cameron** mentioned the EA proposes vault toilets at Cardiff Fork to replace the sewer toilets. She strongly opposes this for the following reasons:
  1. Funding availability. It's the first-time adequate trail heads are being funded by UDOT. It's a once in a decade opportunity to repair and fund those existing toilets at Cardiff.
  2. Public health and safety. Vault toilets are offensive to most visitors, and Big Cottonwood Canyon is not a Third World Canyon.
  3. Legality. Utah state statutes and county health ordinances mandate that a sanitary sewer system must be used if a restroom is within 300 feet of a sewer line. To make an exception in this congested trail head violates watershed best practices.
  4. Resources. There is adequate electricity on site for heat and light. There's also water nearby, although the reservoir may need repair. This is not a precedent of granting new water development. It is only repair of an existing water infrastructure.
  5. Expense. Vault toilets will be more expensive in the long run, because the Forest Service is already obligated to pay for the use of the sewer system, like every other user in the canyon. Plus, they will have to pay an added dump station fee, which is anywhere between \$300 to \$500 each time, which will be frequent in this crowded location.She asked that UDOT please consider updating the current restrooms at Cardiff Fork, because UDOT, in cooperation with the Forest Service, has the funding, the rule of law, the resources, and the authority to accomplish this long-needed trailhead improvement.

## REPORTS. RECORDING 1:35:36.

### Mayor's Report

**Scotty John** thanked Dan Knopp for setting a great foundation and teeing him up for a little easier sledding. He thanked the town council, past and present, for all the work they've done. He also thanked the citizens for being highly involved. There's a tremendous amount of engagement from many very smart people with a lot of good things to say; it's his goal as mayor to have communication within the town, as mentioned in the newsletter. He also thanked Zee, the new owner of Silver Fork Lodge, for hosting a very nice swearing in ceremony. Scotty attended the CWC symposium and noted the phenomenal representation and attendance by the Brighton community. Darren Perry's keynote presentation was incredibly inspiring and is publicly available. There were great presentations all around. Scotty focused on the transit and recreation aspect since transit / transportation / traffic is his number one priority. The symposium was an opportunity for networking. He met many mayors along the Wasatch Front.

Since taking office, he's met with Chief Burchette and Chief Dern at UFA. Alongside Carolyn, he met Chief Hoyal and Lieutenant Ackerman. He previously had an opportunity to get to know our lobbyists. He's met with all the town staff and the town council for what he calls "stop, start, continue". He asks what they want to see different, what they want to continue, and what should we start? He will ask for feedback as often as possible and truly wants to hear it. He met with Cottonwood Canyons Foundation and asked them to submit their request for funds to Nate for the budget but didn't think they needed to present it at a council meeting since we know them and the value they bring.

Scotty spoke with our new state legislator, John Arthur, about our priorities as he sees them, specifically traffic / transportation / transit. He also spoke about the issues with House Bill 48 which is now in effect as law. John was already aware of the issues and has heard from many people affected across the state of Utah. It's expected to be discussed a lot in this legislative session. The lobbyist and John will be keeping an ear to the ground as it progresses. Brighton's Citizens' Committee will share our feedback when we learn who will sponsor a potential amendment or replacement to the current law. Our town could have an outsized impact on shaping what the law should look like with our thoughtful suggestions, and although we're happy with the intention and the spirit of the law, the implementation is a bit of a mess.

### Council Members' Reports

**Keith Zuspan** reported the Zion's cash account has \$5,439. The PTIF account is our savings, and it's generated by the public through Community Resort Tax, Transient Room Tax, and now, the Public Transit Tax. The current balance is \$6.917M and we earned \$23,115 on that money in interest for December, which is about 4% annualized. For the year, we earned about \$275,000 in interest alone as income.

Keith acknowledged one of the new MSD Engineers in attendance. He appreciates the hiring the MSD is doing and their staffing is nearly 100% in many categories, which provides us with the support we need. He's been working with the MSD on privacy and security. Many of us are

operating on our personal computers, which is ok, but they can provide us with additional cyber security measures for the devices that use .gov addresses.

WFWRD had a hiccup during a recent snowstorm, and two pickups were missed when the driver saw the flashing lights for the traction law and turned around. Keith has been working with their new director, Evan Tyrell, on communication and training. They now understand that the traction lights can be turned on when snow is forecasted even if roads are clear. They will now pick up as soon as roads are clear.

**Lise Brunhart** attended the CWC symposium, newsletter meeting and continued the social media for the town.

She wrote down great quotes from Darrin Perry at the CWC symposium: "The health of the landscape shapes the health of the people". "Resilience is choosing community over solitude". Good data was shared supporting the proposed shuttle in Millcreek Canyon. They don't have a vendor identified for service yet. It was inspiring to think about it for our community. An agency called wasatchtransportation.com could provide turnkey shuttle services with their various vans and other vehicles.

She is working on the town's response to the legislature about H.B.48 to explain the caveats and amendments we need to see. She formed a citizen committee including Daniel Schlehuber, Brian Reynolds, Barbara Cameron, Jane Martain, Kara John, Kathy Anderson, and Chad and Wendy Smith. The group met today at Silver Fork Lodge to draft an intro and bullet points condensed from Barbara's list. Daniel has many contacts and suggests sending letters to towns throughout the state for their support and to see if they have letters to legislators that we could support. Lise and her husband Ulrich, one of Brighton's Planning Commissioners, estimated it could cost around \$500,000 for the town to create a grant program to help owners with fuels mitigation and home hardening.

**Jeff Bossard** learned from the MSD's emergency planner, Brian Buckhout about a grant similar to what Lise described, called the Community Wildfire Defense program:

<https://www.fs.usda.gov/managing-land/fire/grants/cwdg>

Jeff attended the Mosquito Abatement meeting yesterday. They completed the truth in taxation process for their very minimal tax increase, and they are beginning to plan for the next mosquito season. Contrary to what's commonly expected, Jeff learned a dry winter season, like we've had, can be worse for increasing the mosquito population because they tend to concentrate where there is water.

Jeff welcomed the mayor to his new position.

**Carolyn Keigley** also welcomed the new mayor and thanked him for running. Carolyn also attended the CWC symposium and is glad to learn Darren Parry's speech was recorded because she couldn't take notes fast enough on his beautiful statements. Throughout the rest of the presentations, speakers continually referred to things Darren said. She encouraged everyone to find the recording on the CWC website. Darren spoke for the Brighton Institute twice and she

recalls the reverence throughout the room and the impact he made. Carolyn was impressed by the presentation about the Park City shuttle that drops people at the Bonanza Flat trailheads. She's heard from Brighton residents wanting a discount to park in that area like those who live in Park City, but it's paid with a bond from Park City. They have a map to geolocate where people come from, and the majority come from the Salt Lake Valley to catch the shuttle, rather than driving to the trailheads via the Guardsman Pass Road. The concept opened ideas for our own local shuttles, including a suggestion to stage a shuttle to these areas out of Brighton Resort's parking lot, but parking there has become busier in the summer.

UPD is running smoothly. The SLVLESA drama is resolved.

### **Emergency Management Report**

**Jane Martain** didn't have anything to report.

**Communications. Newsletter Archive link: [Town of Brighton](#)**

### **BCCA Report**

Barbara Cameron remembered Darren Parry's talk when he said, "the Alpine wind braids prayers into our hair" and "the mountains stand like wise old relatives offering shade, silence and beauty, and they exemplify patience, clarity and endurance for all of us".

At BCCA, there was a lengthy discussion on the slow traffic up to the Brighton resort. The uphill red snake happens at 1pm and 4pm, and people wonder if the Brighton parking attendants could provide better access management. There are many entry and exit points that get jammed when people try to enter and exit at the same time. There was a discussion on H.B. 48 concerns, and people were grateful to Lise for her efforts. Monthly education on home hardening will be shared in the newsletter and posted at the mailboxes and dumpsters. There is hope for the town to design a program to partly reimburse families to have a survivable hardened home in case of wildfire. An expert assessor could evaluate each property, including vacant lots, and suggest a fuels reduction and fire mitigation plan. As Jeff suggested, the MSD could help us find those grants. Barbara reminded that the UDOT EA comment deadline is January 19<sup>th</sup>, and her main concern is the restrooms at Cardiff are slated to become vault toilets.

### **FINANCIAL REPORT**

- a. MSD Standard Financial Report: for the period from July 1 to November 30, 2025 (41.67% of Fiscal Year 2026). Informational. **PACKET2 pages35-37.**

Keith Zuspan noted we have \$800,000 budgeted with the MSD for their operations and support. We've spent 41% of that so far and we're expected to be at net 0 or slightly under the projected budget.

## **PROPOSALS FOR FUTURE AGENDA ITEMS**

- a. Transportation funding and shuttle concept for canyon communities. -Nate Rockwood advised removing this item after speaking with the lobbyist who recommended internal conversations with UDOT and UTA to see if they can give support before we create an independent solution.
- b. Updates after February 2026 Special Events subcommittee meeting and potential code revisions.
- c. Continue discussion about paying for plowing on town roads. For discussion.
- d. Progress report on Wasatch Transit Solutions, WATS, by Ralph Becker and Dan Knopp. – Recommended by Lise Brunhart.
- e. Representative from the CWC to present on the boundaries of the Central Wasatch National Conservation and Recreation Area, CWNCR, map. – Recommended by Lise Brunhart.
- f. H.B. 48 subcommittee report.
- g. Report from the consultant hired to help with general real estate and trail plans. Recommended by Jeff Bossard.

## **CLOSED SESSION**

None

## **ADJOURN**

Keith Zuspan moved to adjourn the meeting and Jeff Bossard seconded the motion. The meeting was adjourned unanimously at 8:38pm.



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Submitted by Kara John, Town Clerk