

City Council and Redevelopment Agency Work Meeting Minutes

Date: November 19, 2025

Time: 5:30 p.m.

Place: Tooele City Hall Council Chambers
90 North Main Street, Tooele City, Utah

Council Members Present:

Justin Brady
Dave McCall
Ed Hansen (via telephone)
Maresa Manzione
Melodi Gochis

Staff Present:

Debbie Winn, Mayor
Matthew Johnson, City Attorney
Nathan Farrer, Assistant Public Works Director
Jamie Grandpre, Public Works Director
John Perez, Economic Development Director
Darwin Cook, Parks and Recreation Director
John Perez, Economic Development Director
Jon Gossett, Planning Commissioner
Kelley Anderson, Planning Commissioner
Chris Sloan, Planning Commissioner
Police Chief Adrian Day
Paul Hansen, City Engineer
Shilo Baker, City Recorder
Loretta Herron, Deputy City Recorder

Minutes Prepared by Shilo Baker

1. Open City Council Meeting

Chairman Brady opened the meeting at 5:30 p.m.

2. Roll Call

Dave McCall, Present
Ed Hansen, Present via telephone
Justin Brady, Present
Melodi Gochis, Present

Maresa Manzione, Present

3. Mayor's Report

The Mayor reported that she attended a ribbon cutting for the remodel of the USU-Tooele building at the west end of Vine Street. She said it is a very inviting place to learn, and she hopes our community will remember that we have a full university here for them to take classes and receive degrees. She said it a beautiful place and it was a very beautiful event.

The Mayor also attended the opening of the remodel of Macey's. She said Macey's has been in our community for 25 years. The remodel is beautiful. They committed a lot funds to remodel the store to serve our residents. They were grateful for the attendance and the support from our community. The Mayor said that Macey's is a great partner in our community and supports a lot of organizations – they sell our concert tickets for us – and we appreciate their partnership.

The Mayor announced that Paul Hacking, the President of the Tooele Technical College, has now officially retired. The Mayor attended his retirement event last Friday. She said that the College will never be the same without Paul – he brought the college to a new level in the last 8½ years, and she is grateful for his partnership, and their help with our economic development. She said when businesses come here they are excited to have a partner who can help train their employees with the skills they need.

The Mayor also mentioned that John Perez had notified the local television stations about all of the new stores that have opened, and the record numbers they are experiencing with their openings. She said there have been really wonderful news articles from KSL and Fox13, and we appreciate them covering this story. She said the links to those articles are on our social media. John is receiving a lot of phone calls from businesses who saw the articles and now want to be in Tooele.

4. Council Members' Report

Councilwoman Manzione echoed the sentiments that Mayor Winn expressed about how beautiful the USU remodel is. Councilwoman Manzione attended staff meeting this week and said what a great staff the City has. She attended pre-development earlier in the day. The Mayor and Councilwoman Manzione met with Representative Nicholeen Peck to talk about the Midvalley Highway and the letter of support the City has sent to the legislature. Councilwoman Manzione also attended the ULCT LPC virtually on Monday and said there were interesting discussions on property tax and other items that will be coming up in the legislature and recommended that the others listen to that meeting if they hadn't yet had the opportunity.

Councilwoman Gochis reported that she attended the Student Gala Dinner Award Night at the TTC. She echoed Mayor Winn's sentiments about Paul Hacking and his contributions to our community and mentioned what a great representative he has been of our community. Councilwoman Gochis mentioned that she attended a virtual town hall meeting with Representative Curtis on November 7, 2025. She also attended the Veterans Day Breakfast, and thanked Dave McCall for the good job he did spearheading and organizing the event at St. Marguerites Catholic Church for our veterans. Councilwoman Gochis also reported that she participated in the post-election audit and recognized Tracy Shaw and her staff for conducting a successful election. She also attended the Utah Women Leading Government with Councilwoman Manzione in West Valley City and mentioned that it is always good to learn from trusted leaders. She regretted that she missed some of the ribbon cuttings, but was able to attend the Macey's ribbon cutting and said she loved the new bread robot. She expressed her appreciation for the many good partnerships the City has with many of our businesses in the City.

Councilman Hansen said he attended many of the same events and that it had been a very busy couple of weeks. He mentioned that last Wednesday night the Council met to verify the results of the election and again congratulated those who won the election. Councilman Hansen also attended the Planning Commission meeting last Wednesday night.

Councilman McCall reported that he attended the Arts Council meeting and most of the ribbon cutting events that had been mentioned. He also attended the Veterans Day Breakfast.

Chairman Brady reported that he attended Mayor Winn's weekly staff meeting, and echoed his same sentiment that the City staff is excellent and does a good job. Chairman Brady announced that tomorrow night is the North Tooele City Special Service District meeting that he will be attending. Chairman Brady also reported that he and Councilwoman Manzione have been helping with Planning Commissioner interviews and will have some names at the next Council meeting to present to the Council for appointment.

5. UDOT Tooele Valley Connectivity Study

Presented by Travis Hair, UDOT Transportation Project Manager – Emerging Areas & Geoff Dupaix, UDOT Region 2 Planning Manager

UDOT Transportation Project Manager Travis Hair provided an overview of the agency's ongoing Tooele Valley connectivity study, which primarily focused on SR-138 and SR-112 due to the critical need for improved east–west mobility in the valley. While SR-36 has its own future needs as a north–south corridor, Travis emphasized that significant growth within the County has made local east–west connectivity the most urgent priority for moving traffic efficiently. He noted that the study—initially scoped as a six-month effort—is now nearing completion—has included extensive coordination with all valley communities (Tooele City, Tooele County, Grantsville, Erda, and Lake Point). Key findings show that State Roads and Sheep Lane are currently failing and will continue to get worse if changes are not made. While the Midvalley Highway remains important, it functions primarily as a north–south corridor and does not address valley-wide east–west movement. He mentioned that as the State, and Tooele County, continues to grow and more houses are built, a strong local network with additional connectivity is needed throughout the valley; and regional collaboration throughout the valley is very important to ensure that this plan works. The study identified that there are significant delays on the state network based on locations of major development, and the study focused on answering the question, how would additional east–west routes distribute traffic through the area?

Using population and employment forecasts based on zoning, port development, and known projects, the study anticipates a 50% increase in growth by 2050, with most population growth in Grantsville and Lake Point and employment growth in the unincorporated port areas. Much of the workforce currently commutes to the Wasatch Front, but future trends are anticipated to keep more residents working locally, further elevating the need for east–west travel. Travis said the plan assumes the following improvements through 2050 because they had already been identified in the long-range plan: SR-138 Widening, SR-36 Widening, SR-112 widening, Midvalley Segment 1 Widening, and Midvalley Segment 3 New Construction. Initial runs did not include the middle segment of Midvalley (Segment 2) because that is not currently in the long-range plan as a phased project. It is planned for eventually, but not in the current plan.

Travis outlined existing and projected capacity analysis. The current state network (SR-36, SR-112, and SR-138), as it should, holds a majority of traffic volume and it gets pretty congested. Daily Vehicle-Hours Traveled are projected to grow from 33,100 today (with 6% Daily Vehicle Hours of Delay) to 53,000 by 2032 (8% delay), and to 104,600 by 2050 (18% delay).

He outlined several recommended improvements, including extending 33rd Parkway west to connect with Durfee Street in Grantsville, extending 2000 North through the County along the Army Depot to SR-36, extending 2400 North to Sheep Lane, creating new east–west connections across the northern end of the valley connecting SR-138 and Midvalley, collaboration on access points for efficiency and safety, and localized network changes and additions to provide redundancy and choices. These improvements would reduce projected 2050 delay from 18% to approximately 15%, helping to relieve congestion by expanding and balancing the transportation network.

Planning Manager Geoff Dupaix highlighted that while Midvalley Highway provides benefits to parts of the valley, and helps alleviate north-south traffic from SR-36, it does not sufficiently improve the overall state and county roadway systems. He addressed questions that Mayor Winn asked about future Midvalley Highway phases. Mayor Winn said she had been told that Phase 1 is what has already been built and Phase 2 is everything that still needs to be constructed, not just a middle section, but the whole section from SR-138 to SR-36, and that Phase 3 is the widening of what is already built (Phase 1). Travis said under current UDOT discussions, and for this study, Phase 1 refers to the north end (which is already built), Phase 2 is the middle section, and Phase 3 is the south section. This is also how it is currently referred to in the long-range plan. The region's long-range transportation plan will next be updated in 2027, and those phases may be referred to differently.

The Mayor mentioned that Tooele County is currently pushing to receive funding (paying a lobbyist) to move this project up on the project list, or get this project on the list. Tooele City has been working with representatives to help push the Midvalley construction in entirety, and she asked if the City had the correct approach with the legislature. Geoff said that additional analysis and internal UDOT discussions say that building Phase 3, just the southern end of the highway, built with no connector in the middle is not beneficial. What would be most beneficial would be to get the middle section built and extended all the way to SR-36. This would provide the most substantial regional benefit. Mayor Winn agreed. Geoff clarified that the study supports a Midvalley Highway that connects from SR-36 to SR-138 even if the full corridor does not initially include five lanes throughout, noting that a single lane in each direction could still be effective. He added that the City may pursue improvements to the southern portion if desired, though the greatest regional impact lies in completing the entire highway.

Both Geoff and Travis stressed that study recommendations and long-range plans are revenue-dependent and do not guarantee construction, though the plan will significantly influence UDOT's future decision-making. There was discussion about the insufficiency of current Road B and C funds and the challenge of aligning transportation funding with statewide emphasis on affordable housing, and those should be the conversations with legislators. They stressed the importance of corridor preservation, including early identification and acquisition of right-of-way, which secures long-term mobility benefits.

Travis provided an overview of anticipated SR-112 improvements between SR-138 and SR-36, which include a five-lane configuration with a center turn lane, a multi-use path on one side of the roadway, and a sidewalk on the other. He explained they looked at access management strategies designed to enhance safety, maintain roadway operations, and support planned future connections and signal locations. UDOT's review of existing access agreements emphasizes aligning streets to keep traffic flowing efficiently, ensure consistent rules for developers and property owners, and protect the long-term functionality of the corridor. Access management does not eliminate access but instead organizes and coordinates it—maintaining driveways where appropriate, adapting to changing development conditions, and ensuring access points are placed in safe, planned locations. Potential future signal locations along SR-112 include intersections at 2000 North, milepost 5.3, 1200 West, and the Midvalley Highway.

Travis and Geoff concluded the presentation by encouraging Tooele City to apply for available funding for projects, especially for updating the City's Master Transportation Plan. They shared a list of funding sources, including TPA funding for master planning, and recommended contacting UDOT Local Government Program Engineer Chris Potter for guidance, noting that several programs remain underutilized and receive only a few applications each year.

They asked if the Council had any questions. Councilman McCall asked if most funding sources required a match. They answered most have some match to varying degrees. Councilman McCall also asked if UDOT has connections with the Railroad. He said the city has needs for additional rail crossings. Geoff replied that UDOT does have a rail division and that Brad Palmer, head of UDOT Rail Division, would be a great

resource to contact to discuss this topic. They said that it is not law, but UP typically requires that if one at-grade crossing is opened, two at-grade crossings must be closed. Chairman Brady emphasized that the UP rail splits our community in half and without being able to cross the railroad it makes east-west connections a struggle. Geoff agreed crossing the railroad is challenging, but other communities have been able to make it work, specifically using Bluffdale as an example, but those communities usually pay for the infrastructure improvements. Chairman Brady said it is difficult for residents to understand that development follows growth and waits for developers to build roads. The City does not have funding to build roads. Travis encouraged the City to hold developers to infrastructure improvements. He said if the developers are making the impact, then they should be held to making the improvements.

Councilwoman Gochis said the study says Sheep Lane is a failure and asked if Sheep Lane is a state or local road. Travis replied that it is a local road, but it carries a lot of traffic and carries a lot of the load, especially commercial traffic. Travis and Geoff said Midvalley would benefit Sheep Lane to a point, but its benefit is that it gives people another option to SR-36. Councilwoman Manzione said a lot of Tooele City residents are using Sheep Lane to access Midvalley. Travis and Geoff mentioned that Lake Point's Master Transportation Plan identified another interchange between Exit 99 and Midvalley. They expressed that the challenge for our valley is that everything goes to I-80, but having multiple points of dispersal and multiple connections to I-80 will help. Councilwoman Gochis asked if there are discussions for a traffic signal at Sheep Lane and SR112 and Travis and Geoff answered that there is a light planned for that intersection and is scheduled to go in next spring.

The Council thanked UDOT for the information and thanked Travis and Geoff for presenting.

6. Discussion Items

a. **Discussion on an Amendment to Tooele City Code 7-9-2 which Restricts People from Living in RV's Except within Approved and Licensed Recreational Vehicle Parks**

Presented by Adrian Day, Police Chief

Chief Day presented this item for Council consideration to determine whether there is interest in bringing forward a future code amendment related to RV parking on private property operated by qualifying nonprofit organizations. He explained that the City continues to experience significant challenges with RVs, particularly since the Switchpoint Homeless Shelter opened. The Tooele County Housing Authority recently contacted him regarding RVs being forced to leave the shelter's parking lot under existing City code. After speaking with a shelter supervisor, he learned that individuals actively receiving services at the shelter are being allowed to remain in the parking lot, prompting the question of whether the City should modify its ordinance to expressly permit this arrangement. The proposed change—referenced in the Council packet—would allow RV parking on the shelter's private property while individuals are receiving services, provided specific conditions are met.

Chief Day recommended requiring four criteria for such allowances: (1) the private lot is owned by a 501(c)(3) nonprofit organization; (2) whose purpose is to assist the homeless; (3) provides access to showers and bathrooms; (4) and provides a daily meal. He noted that these requirements would prevent other private entities from permitting extended RV habitation on their properties. The Chief also referenced two recent incidents in which Switchpoint requested police assistance to remove RVs whose occupants were not complying with shelter rules; both were addressed by the Police Department. He also cited an incident reported earlier that day at the Switchpoint facility in West Valley City, where an individual being asked to leave had rammed his vehicle into a police car (KSL article).

Chief Day explained that the proposal conflicts with the City's existing camping ordinance, which currently prohibits camping on private property for more than five (5) consecutive days. A time limit was not included in the draft amendment, but under current law, occupants could remain for five (5) days, and the five-day period would restart if they left for one (1) full day. Councilwoman Manzione expressed that a time restriction should be included. Chairman Brady asked whether a maximum number of RVs should be identified and inquired whether RVs could be directed to the rear of the shelter property; the Chief clarified that the rear area is only a drive-through and vehicles would block traffic if parked there. The Chief also noted that prior issues with tents on the shelter grounds have been resolved following discussions with Switchpoint.

Councilwoman Gochis asked how the proposal would impact RV parking on public properties, which remains a recurring problem. Chief Day explained that RVs camping on public property are cited and required to leave within 30 minutes once notified; failure to comply may result in warrants and arrests and the RV being impounded, although impound lots are often reluctant to accept RVs. He referenced a recent case at Walmart involving an individual who had been there for an extended period of time. He clarified that the proposed amendment would not change enforcement on City property and would apply only to qualifying 501(c)(3) nonprofits meeting all four recommended criteria. Chairman Brady asked whether other nonprofits—such as NatSu or local rehabilitation facilities—might be unintentionally covered; Chief Day responded that very few organizations meet all criteria, but additional language could be considered, such as excluding entities receiving Medicaid funding.

Councilwoman Gochis again asked about RVs that had been observed at the swimming pool and library parking lots, and the Chief reiterated that camping is not permitted on any City property under any circumstances; if they meet the code definition of camping, then once notified, occupants have 30 minutes to vacate. Chairman Brady also sought clarification on the term "Licensed Recreational Vehicle Parks," which was confirmed to refer to designated RV parks rather than to RVs themselves.

Councilwoman Manzione expressed openness to considering the proposed amendment if it includes a five-day limit. Chairman Brady stated he would be willing to revisit the issue but emphasized the need for clear, unambiguous language that avoids unintended interpretations. Chief Day concluded by stating he will conduct further research and will bring this back item back at a later date.

7. Closed Meeting ~ Litigation, Property Acquisition, and/or Personnel

Chairman Brady stated there was a need for a Closed Meeting due to litigation and/or property acquisition.

Motion: Councilwoman Manzione moved to proceed to a Closed Meeting to discuss litigation and/or property acquisition. Councilman McCall seconded the motion. The vote was as follows: Councilman McCall, "Aye"; Councilman Hansen, "Aye"; Councilwoman Gochis, "Aye"; Councilwoman Manzione, "Aye"; Chairman Brady, "Aye". There were none opposed. The motion passed 5-0.

The public meeting recessed at 6:28 p.m. The Council reconvened for the Closed Meeting in the Large Conference Room.

Chairman Brady called the Closed Meeting to order at 6:31 p.m.

Roll Call: Councilwoman Maresa Manzione, Councilwoman Melodi Gochis, Councilman Ed Hansen (via telephone), Councilman Dave McCall, and Chairman Justin Brady

Also in Attendance: Mayor Debbie Winn; Matt Johnson, City Attorney; Shilo Baker, City Recorder; Police Chief Adrian Day; Paul Hansen, Contract City Engineer; Jamie Grandpre, Public Works Director; Nathan Farrer, Assistant Public Works Director; Darwin Cook, Parks & Recreation Director

No minutes were taken during the closed meeting.

8. **Adjourn**

Upon conclusion of the Closed Meeting, Chairman Brady adjourned the meeting at 6:46 p.m.

*The content of the minutes is not intended, nor are they submitted, as a verbatim transcription of the meeting.
These minutes are a brief overview of what occurred at the meeting.*

Approved this 3rd day of December, 2025


Justin Brady, City Council Chair