

UTAH TRANSPORTATION COMMISSION MEETING

Friday, June 27, 2025; 8:30 a.m.

Roy City Council Chambers, 5051 South 1900 West, Roy

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The June 27, 2025 meeting of the Utah Transportation Commission was called to order at 8:30 a.m. by Chairman Jim Evans. Commissioner Brad Dee led the Pledge of Allegiance, and introductions of Commission members, UDOT staff and others were made and included the following:

Jim Evans, Chairman
Natalie Gochnour, Commission
Kevin T. Van Tassell, Commissioner
Brad Dee, Commissioner
Bruce Adams, Commissioner
Tom Jacobson, Commissioner
Carlos Braceras, UDOT Executive Director
Ben Huot, UDOT Deputy Director
Bob Pelly, UDOT STIP Coordinator
Heather Barthold, Commission Assistant
Ivan Hartle, UDOT Programming Director
Keriann Noble, UDOT Communications
Boyd Humpherys, UDOT Region Three Deputy Director
Corey Nelson, UDOT Region One
Dave Adamson, UDOT Region One
Diana Leka, UDOT Right of Way
Elizabeth McMillan, UDOT Communications Director
Jared Beard, UDOT Region Four Deputy Director
Josh Sletten, UDOT Program Development Deputy Director
Josh Van Jura, UDOT Trails & Transit Director
Kendall Draney, UDOT Region Two Program Manager
Lisa Zundel, UDOT Region Two Deputy Director
Matt Maass, Division of Aeronautics Director
Mitch Shaw, UDOT Region One Communications
Nathan Lee, UDOT Technology and Innovation Director
Nathan Peterson, UDOT Region One Deputy Director
Paul Egbert, UDOT Region One Program Manager
Peter Asplund, UDOT Policy and Legislative Services Deputy Director
Rob Clayton, UDOT Region Three Director
Rob Wight, UDOT Region One Director
Robert Stewart, UDOT Region Two Director
Ross Crowe, UDOT Right of Way Director

Ryan Halverson, UDOT Region One
Shelley Peterson, UDOT Right of Way
Tiffany Pocock, UDOT Program Development Director
Troy Peterson, UDOT Operations Director
Ivan Marrero, FHWA Utah Division Administrator
Brigitte Mandel, FHWA Utah Division Deputy Administrator
Adam Cowie, Lindon City
Ben Wood, City Weekly
*Blake Thomas, Salt Lake City
Bob Dandoy, Roy City
Brad Lundahl, Logan Land Owner
Bryan Lundahl, Logan Land Owner
Carolyn Lundberg, Lindon City
Dan Olson, Santaquin City
Dave Haymond, Utah General Aviation Association
Holly Daines, Logan City
Jake Sawyer, Utah House of Representatives
Jamie Evans, Evans Grader
Jeff Gilbert, Cache MPO
Jeff Hanson, Utah Business Aviation Association
Jeremy Lapin, City of Saratoga Springs
John Crofts, Davis County Commission
Kim Schettler, Logan City
Lesa Cook, Logan City
Lyndsay Peterson, North Logan City
Lynn Jacobs, Salt Lake City
Matt Andrews, Roy City
Noah Gordon, Lindon City
Paul Lindhardt, Logan City
Rebecca Dilg, Utah Broadband Center
Sheri Bingham, Hooper City

**indicates virtual participation*

LOCAL AREA PRESENTATION

Paul Egbert, UDOT Region One Program Manager, reported on recently completed, current and upcoming projects in the area. Region One serves Davis, Weber, Morgan, Box Elder, Cache and Rich counties, which includes a population of 861,674, an area of 9,830 square miles, 69 State routes, and 2,655 lane miles. Since 2023, 47 projects valued at \$961.6 million have been constructed in Weber County, which has a population of 276,000, an area of 659 square miles, 26 State routes, and 177 total lane miles. Ryan Halverson, UDOT Region One Planner, reported on long range transportation plan projects and studies, including the 2024 Riverdale Road Interchange concept study.

PUBLIC COMMENTS

Mitch Shaw, UDOT Region One Senior Communications Manager, read comments received by email:

[Landry H. wrote about concerns with the construction phasing of Mountain View Corridor:](#)

“As it stands now, the segment between Old Bingham Highway and Porter Rockwell Blvd. is set to have grade-separated interchanges before 3500 and 4100 South. As anyone who has had to deal with

rush hour traffic going from SR-201 onto southbound MVC can attest, there is severe congestion caused by the at-grade intersection at 3500 South. There have also been too many accidents along the MVC at these intersections, many of which have been fatal. I believe that making MVC in its entirety a freeway going forward should be top priority in preventing accidents and saving lives. Stoplights and high speed roads are a terrible mix! Similarly, UDOT should follow suit with SR-201 west of 7200 West to I-80 and have grade-separated interchanges for the traveling public. What is keeping this from happening as soon as possible?"

[LaNiece Davenport, Mountainland Association of Governments MPO Director, wrote in support of the Northern Utah County Transportation Planning and Environmental Linkages \(PEL\) Study:](#)

"MAG is deeply invested in the sustainable growth and mobility of our region. This study will enhance our ability to better analyze and effectively plan for key transportation corridors in Utah County. When we integrate environmental considerations early in the planning process we are able to move projects forward with more efficiency, fewer delays and with higher levels of feasibility and certainty. The expected outcomes of this PEL approach - a clear implementation roadmap with prioritized actions, a resolution on key infrastructure questions like the Utah Lake Crossing, and a foundation for future environmental approvals with PEL-informed data and decisions designed to expedite subsequent NEPA and other regulatory processes - will result in a more unified, actionable, and consensus-driven plan. We are confident that UDOT, in close coordination with MAG, participating cities and other stakeholders, will lead this effort in a way that meets project objectives, is informed by robust analysis, incorporates public input, and delivers actionable recommendations for a more mobile and sustainable future. Thank you for your support of this very important study."

[Commissioner Adams asked if UDOT responds to the comments received.](#) Carlos Braceras, UDOT Executive Director, said that the UDOT staff can always speak to comments as they are made and answer questions, but also that the team takes those comments, evaluates them, and comes back to the Commission with recommendations. Commissioner Adams wondered if it would be appropriate to recognize that we receive each comment and will address it, just so the people commenting know they've been heard and the Department will handle comments made.

[Siblings Bryan Lundahl, Kim Lundahl Shuttler, Lesa Lundahl Cook and Brad Lundahl](#), are property owners who will be directly affected by the Logan Main Street, 100 East to 200 East connection, said they fully support UDOT's current route and plan, and want the project to happen, saying the Y to X and the 100 East to 200 East connections need to be implemented for traffic flow, safety, air quality, and for the integrity of Logan Main Street. Bryan said their property has been in their family since 1939, and for the past two and a half decades, it has been held hostage to the routing of the road connection, and has been subject to paying the highest taxes due to multiple use and high density. He said most preparation for the connections have already been made, including Logan City spending millions to widen 200 East from Center Street to 300 South, and the Riverwoods apartment complex being prohibited from constructing one of their buildings to facilitate an easement for the connection to the south. Bryan said there is just one small connection left to make it all work, and after 25 to 30 years, the indecision needs to end; he said the road needs to be put through or taken off the master plan once and for all. He said he and his family's vote is to put the road through. He said he personally, along with hundreds and thousands of others, suffers through bottleneck issues on south Main Street at least twice daily, and with the current number of multi-family housing being built and the projected growth of Cache County, it's obvious that traffic numbers will only increase. He said that the synergy of the Y to X connection and 100 East to 200 East is brilliant engineering and planning on UDOT's part; a step in the right direction in improving traffic flow and reducing the demands on Logan Main Street. Although their property will be directly affected by construction, Bryan and his family fully support the plan, and hope the decision will be made to benefit thousands of Cache County citizens, rather than an outspoken few opponents. He asked the group to please move forward with the Y to X and 100 East and 200 East connections. Kim added she appreciates the environmental concerns are taken seriously and that NEPA standards are followed.

She thanked the group for showing that we can work with population growth and support the environment at the same time.

[Blake Thomas, Salt Lake City Senior Advisor of Real Estate and Capital Projects](#) expressed his support for the S-Line Extension project and the Trax Orange Line Environmental Study. He said we have already seen the incredible private investment that followed the construction of the S-Line and it is a prime example of a public transportation projects driving economic activity and growth on previously underutilized land. He said extending the S-Line into the heart of the Sugarhouse business district would build on that success, and make Sugarhouse a truly connected neighborhood, bringing old and new residents straight to key commercial hubs in the city. Blake also said the Trax Orange Line is a critical piece for improving access to downtown venues, major league sports games, and in the future, to major events like the 2034 Winter Olympic and Paralympic games and Salt Lake Temple Open House. Additionally, the Orange Line will promote the University of Utah by providing a quick and convenient route straight from our State's premier research institution to the Salt Lake City International Airport. He said these investments in public transportation will allow our capital city to continue to welcome the thousands of new residents that flock to our beautiful State, while still maintaining the high quality of life we're known for, and more trips on transit will help sustainably manage the growth that we've seen throughout the region. Blake said the two projects will strengthen the economy and make visiting Salt Lake City for work or leisure an even better experience.

[Roy City Mayor Bob Dandoy](#) welcomed the group, saying he couldn't be more pleased to have the Department and Commission present to bring people together and talk about important issues. He shared some of the city's history of how it was settled. He said the UDOT's efforts in developing future transportation infrastructure do not go unnoticed and that the improvements made to the I-15 interchange and westbound 5600 are astounding. He talked about complex, difficult and emotional right of way issues, where UDOT's team talked with families and acquired properties, and said he didn't hear one complaint from any of those homes taken or businesses impacted, in fact, he said there were 3 complaints of people saying, *Why not my property?* He gave credit to the vision and team from UDOT for handling concerns and issues carefully and passionately. He said Rob Wight, the UDOT Region One team, and MPO have done a superb job of making everything happen. On behalf of the city's 38,000 residents, he thanked the group for their service and the investments they've made in the community.

[Lindon Mayor Carolyn Lundberg](#) spoke about the proposed funding addition on the agenda for the US-89/Lindon State Street project. The original scope of the project was to look at installing a signal at the intersection of State Street and 200 North in Lindon, but the east-west connectors would go into an old country lane that is not in great shape, and also into a business park with some hard elbow turns. Lindon City would instead like to use the funds to acquire property at 400 North and build a westside connection that will become a minor arterial connecting to I-15. Mayor Lundberg said she has appreciated collaborating with the Region Three staff on where funding would be put to best use, and said the Lindon City Council is fully committed to the project, and recently approved the required \$3.9 million acquisition of 6 acres of private property. She asked for the Commission's consideration

[Santaquin Mayor Dan Olson](#) thanked the group for the wonderful things done to help Santaquin in the past few years. He said the Main Street project is finishing up, and before spoke about the I-15, Santaquin to Payson and I-15 Santaquin Interchange projects on the TIF Highway list. He thanked UDOT and the Region Three staff especially, for handling the EA and design so professionally. He said in the last 40 years, Santaquin has grown 1000% and seen so many great things and it is only because of the help the Department has given that they've been able to pull through. He thanked the group for their consideration of the project requests, and for the time they've invested in the state.

[Logan Mayor Holly Daines](#) spoke in support of the Logan Main Street project on the TIF Highway list. She said the city is grateful for UDOT's continued engagement and support and willingness to consider funding improvements on the east side of Main Street. She said the city is confident that reconfiguring the Y intersection and improving connectivity for 200 East and 100 East will provide measurable benefits for mobility in the corridor and the

enhancements will also support transit and active transportation options. Over the past 2 decades, the local governments, MPO and partners have invested in 14 projects along those corridors, totalling more than \$38 million. Logan recently spent \$12 million on a new bridge and roadway extension connecting 100 West to US-89 on the south side of Logan, to help with west side mobility. The improvements proposed in UDOT's study will build upon and maximize the impact on prior investments and plans. She said that with Utah State University serving as the largest single destination in the valley, it's no surprise that much of the area's travel demands originates or terminates on the east side of Main Street, and the 200 East and 100 East corridor will eventually connect all the way from Millville to Smithfield. She thanked the group for their consideration in funding these vital improvements.

[Davis County Commissioner John Crofts](#) complimented the Commission for having vision, and also Carlos Braceras for his strong leadership and for Region One staff who go above and beyond communicating to communities in Davis County; he thanked the group for everything they do.

[Hooper City Mayor Sherri Bingham](#) said Hooper is a small rural community west of Roy with a population of 9600. She said she shares Roy Mayor Dandoy's appreciation for the 5600 South project, as it is one of the only ways that people from Hooper can travel to Roy or 4000 South. She said she's excited about the southbound offramp of 4800 South, which is a roadway that most Hooper residents travel daily. She also expressed her excitement for plans that SR-177 North will come through Hooper, though there is opposition to it and not wanting Hooper to change. She noted that sometimes people don't want things to change, but she understands if you don't plan for change, change is forced upon you, so she'd rather plan for change. She expressed her appreciation for the group and all that they do.

UDOT SCOREBOARD

Josh Sletten, UDOT Project Development Deputy Director, reported on the construction program, noting that the number of past due projects is 7, not 18, and explained UDOT is currently moving to a new business system platform. A discussion of the former project delivery business systems platform took place. Troy Peterson, UDOT Operations Director, reported on the Safety dashboard, noting we are 35 days into the 100 Deadliest Days, with 21 fatalities, totaling 106 total fatalities for 2025 so far. Commissioner Gochnour commented on nationwide COVID data distortions. In response to a comment from Commissioner Jacobson, Troy explained that every incident involving a fatality is reviewed to see if there is something else that can be done to make a crash survivable. Carlos Braceras, UDOT Executive Director said that nationwide, about 94% of crashes are behavior related. He said roads and cars have never been safer, and the Department will continue to work hard to make roads safe and meet all safety standards, but people will make poor decisions. He reiterated Troy's comment that the Department will do what they can on infrastructure to try and help people survive bad decisions, but sometimes that's not enough. He said that every project the Commission funds, whether it is a pavement, bridge or capacity job, UDOT does an operational safety report to look at crash history and consider what elements to incorporate into the project to make it a safer environment. Troy commented that UDOT partners with UHP in Zero Fatalities efforts, and meets with them regularly. A discussion about the active, automated system and the Traffic Operations Center's processes took place.

ANNUAL UTAH GENERAL AVIATION ASSOCIATION REPORT

Dave Haymond, President of the Utah General Aviation Association and Jeff Hanson, President of the Utah Business Aviation Association, spoke on behalf of the Utah Aviation Coalition, which represents the bulk of aviation owners and pilots in Utah, explaining that the Division of Aeronautics revenue stream is made up of user fees like aircraft registration and aviation fuel taxes. The Utah Aviation Coalition meets regularly with the Division of Aeronautics to discuss the aviation capital improvement budget and priorities, and has reviewed the current ACIP and recommended that the Commission accept the draft plan as submitted. They said the funding that comes together from the Federal and State governments and local airports creates a system of airports in Utah that are accessible and safe, and as users, pilots who land at Utah's airports and use their facilities, are grateful. They thanked Matt Maass, Utah Division of Aeronautics Director, and his staff's hard work for making the safety and improvement projects happen.

CONSENT AGENDA

Commissioner Gochnour moved to approve the items on the Consent Agenda. Commissioner Van Tassell seconded the motion, and the items were unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

PROGRAMMING

2025 STIP Amendment #6

SR-39 Railroad Grade Separated Overpass - New Project

Region One requested approval to add a new, \$2,225,000 Transportation Solutions project to the current STIP. The SR-39 Railroad Grade Separated Overpass project will complete the environmental study and a portion of design for a future grade separation of 12th Street (SR-39) in Ogden over the UPRR and UTA tracks, improving safety for both pedestrians and vehicles, and reducing congestion on a busy highway. Commissioner Dee moved to approve the request and Commissioner Van Tassell seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

Salt Lake City Mobility and Environmental Analysis - Funding Addition

Region Two requested approval to add \$150,000 of Transportation Solutions funds to the Salt Lake City Mobility and Environmental Analysis project to allow for needed analysis to demonstrate impacts to be included in the study. In response to a question from Commissioner Gochnour, Lisa Zundel, UDOT Region Two Deputy Director, said the legislation for this project does call out safety, and the project team is planning to look at and address safety, using industry standards and methods, as part of the study. Commissioner Gochnour moved to approve the request and Commissioner Adams seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

Provo Sub RR Consolidation - New Project

Region Three requested approval to add a new \$9,378,000 project to the current STIP. The Provo Sub RR Consolidation project will consolidate two rail corridors, abandoning 7 miles of rail line through Springville, Spanish Fork and Mapleton, and discontinuing 19 rail crossings in those same cities, which are currently used by freight trains and Amtrak passenger trains. UDOT received a Federal Rail Administration (FRA) Rail Crossing Elimination (RCE) grant to complete the environmental work and a 30% design. The RCE grant requires a 20% match from UDOT. In the 2025 Legislative Session, under HB6, the Utah Legislature appropriated \$40,000,000 “to apply for and match a federal rail grant, including project design activities if necessary to obtain a grant, and that the Department report to the Executive Appropriations Committee prior to expending state funds to match a federal rail grant.” UDOT has met this obligation and is now requesting the funding match be added to the project. Commissioner Van Tassell moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

I-15 North Provo Improvements - Scope and Funding Reduction

Region Three requested approval to reduce scope and TIF funding from the North Provo I-15 Improvements project by \$2,900,000. The project began in 2019 as a two-phase project. Phase 1 was a review of applicable transportation studies in the project area and comprehensive data collection. Phase 2 was to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). Phase 1 was completed in the Summer of 2020, and will be used as part of a potential future EIS. Commissioner Adams moved to approve the request and Commissioner Van Tassell seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

US-89; Lindon 400 North and 200 North - Funding Addition

Region Three requested approval to add \$1,000,000 of Transportation Solutions funds to the US-89; Lindon 400 North and 200 North project, which initially focused on assessing the need for and installing a signal at 200 North on State Street. At the request of Lindon City, the proposed project scope now focuses on a 400 North westside connection, which eliminates the need for a 200 North signal by diverting traffic and reducing overall State Street trips by connecting regional routes and leveraging Lindon City's prior land purchases. Lindon City Manager Adam Cowie answered questions about the city's land acquisitions and master transportation plan. Commissioner Gochnour moved to approve the request and Commissioner Van Tassell seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

7500 East in Uintah County - Scope and Funding Addition

Region Three requested approval to add \$1,700,000 of local funds to the 7500 East in Uintah County project to cover increased asphalt thickness and project delays. The project was originally funded in 2018 through recommendations with the Joint Highway Committee to rehab and widen the existing pavement and provide shoulders. Commissioner Van Tassell moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

US-6: Substation to I-70 - Funding Addition

Region Four requested approval to add \$370,000 of High Volume funds to the SR-6; Sub Station to I-70 project, to address bid item increases in mobilization, traffic control and microsurfacing. Commissioner Adams moved to approve the request and Commissioner Jacobson seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

Coordinated Adaptive Ramp Metering - New Project

FHWA has awarded UDOT a \$39,555,200 Congestion Relief Grant to build a coordinated adaptive ramp metering system on I-15 Southbound from I-80 to the Point of the Mountain. The grant represents 80% of the project costs, leaving a UDOT match of \$9,888,800 of TIF funds of the project total. The Traffic Management Division requested approval to add the project to the current STIP. Commissioner Van Tassell moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

Transportation Solutions Projects - For Approval

Ivan Hartle, UDOT Programming Director, requested approval to add the 2025 Programming Workshop Proposed Transportation Solutions projects to the current STIP, allowing projects to begin as soon as possible:

- SR-39; 4700 West to SR-126 Reconstruct and Widen - \$21,000,000 Scope and Funding Addition
- US-89 and I-15 Replace Obsolete Barrier - \$815,000 New Project
- SR-126 and 250 North Marriot-Slaterville - \$2,600,000 New Project
- SR-134 and 2200 South Improvements - \$1,830,000 New Project
- I-80 Westbound; MP 134.3-136.3 Barrier Replacement - \$1,800,000 New Project
- I-80 Eastbound to US-40 Eastbound Ramp Widening - \$5,000,000 New Project
- I-15 and I-80; Concrete Repair and Expansion Joints - \$2,000,000 New Project
- I-80; MP 131-180 Culvert Rehabilitation - \$1,750,000 New Project
- I-80 Ground Mount Sign Replacement - \$2,000,000 New Project

- I-80 Fiber Upgrade Lambs to US-40 - \$1,200,000 New Project
- US-6 and US-89 Grade Separation - \$26,400,000 Scope and Funding Addition
- US-40; Duchesne County Line to SR-208 - \$3,600,000 - Scope and Funding Change
- SR-77; 400 South and 950 West Intersection in Springville - \$1,900,000 New Project
- US-6 and US-89 Barrier Upgrades - \$750,000 New Project
- R3 Regionwide Lighting Maintenance (2026) - \$125,000 New Project
- I-15; American Fork Main Street Northbound Exit Light Modifications - \$375,000 New Project
- AT Improvements in Provo - \$230,000 New Project
- R3 Regionwide Drainage Improvements (2026) - \$1,500,000 New Project
- US-40; VMS Near Currant Creek - \$100,000 New Project
- SR-68 Widening; Pony to Pioneer, Saratoga Springs - \$3,100,000 New Project
- US-6; Widening and Median Barrier, MP 206-207 - \$5,000,000 New Project
- US-6; Improve Ints, Consumers Road to Carbonville Road - \$5,500,000 New Project
- I-70; Box Beam Phase 5 - \$5,300,000 New Project
- SR-7 and Sand Hollow Road Drainage Improvements - \$305,000 New Project
- I-70; Westbound Sign Bridge Structure Replacement - \$1,300,000 New Project
- Business Systems Program Management - \$15,000,000 Scope and Funding Addition

Commissioner Dee moved to approve the request and Commissioner Van Tassell seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

TIF Highway Projects - For Approval

Ivan Hartle requested approval to add funding to current TIF projects, or add new TIF projects to the current STIP, as reviewed during the 2025 Programming Workshop:

Funding Additions

- I-15 Reconstruction; Farmington to Salt Lake City - \$1,200,000,000 addition
- SR-177; West Davis Highway; I-15 & SR-67 to SR-193 - \$65,000,000 addition
- I-15; SR-13 to SR-240 Passing Lanes - \$133,000,000 addition
- US-89/91; Logan Main Street, 1200 South to 2500 North - \$55,000,000 addition
- Mountain View Corridor; Old Bingham Highway to Porter Rockwell - \$510,000,000
- I-15; Santaquin to Payson - \$140,000,000 addition
- Northern Corridor, Washington County - \$15,000,000 addition

New Projects

- Mountain View Corridor; Old Bingham Highway to 7800 South (Interchanges) - \$260,000,000
- Mountain View Corridor; 3500 South Interchange - \$120,000,000
- SR-224; Capacity Improvements & Kimball Junction Improvements - \$50,000,000
- I-15 Santaquin Interchange - \$115,000,000

A discussion on the Northern Corridor took place; the additional funds would help support new environmental work and get design going. Commissioner Van Tassell moved to approve the request and Commissioner Adams seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

TIF Active Projects - For Approval

Ivan Hartle requested approval to make proposed updates to the TIF Active Transportation Program to distribute previously available one-time funding to eligible local government projects and abandon one project at the request of the local agency, as reviewed in the 2025 Programming Workshop:

- Ogden Canyon Shared Use Path - \$720,025.20 addition
- Bear Lake Legacy Pathway; 2200 South to 800 North - \$447,808.87 addition

- Tooele County Soundwall Trail; SR-138 to Village Boulevard - \$93,480.10 addition
- Utah and Salt Lake Canal SUP; 8000 West to 2600 South - \$377,838.74 addition
- Salem Canal Trail; Woodland Hills Drive to Elk Ridge - \$1,480,791.99 addition
- Undercrossing in Saratoga at Redwood Road and MP 25.1 - \$573,755.12 addition
- Lakeview Parkway Trail - Walkara Way Segment - \$1,186,725.18 addition
- SR-43 Multi-Use Trail; Main Street to State Line - \$223,904.44 addition
- SR-9; Zion Corridor Trail - Shared Use Path - \$1,459,066.48 addition
- Hurricane Shared Use Path 600 North/Three Rivers - \$950,000 addition
- 1300 West; 6400 South to 4800 South Active Transportation - Abandon

Commissioner Adams moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

TTIF Projects - For Approval

Ivan Hartle requested approval to make proposed updates to the TTIF program as reviewed in the May 2025 Programming Workshop:

- S-Line Extension - \$12,000,000 Funding Addition
- Orange Line/Red Line Environmental Study - \$6,000,000 New Project
- 200 South and 200 East Transit Hub - Abandon
- 2100 South Pedestrian and Bike Crossing - Abandon
- North Temple AT - Abandon

Commissioner Gouchnour questioned the S-Line Extension funding addition, commenting the large amount of money for a short distance. A lengthy discussion took place about the line's connections, terminus and possible alternatives. Salt Lake City's Transportation Engineer Lynn Jacobs gave more information about the area's development, existing tenants, and grade and cost issues as you go further east. Commissioner Gochnour moved to approve the request, with the exception of the S-Line Extension, and asked that it be brought back in the next Commission Meeting, with additional explanation and more details. Commissioner Van Tassell seconded the motion, and the revised motion was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

Northern Utah County Planning and Environmental Linkage (PEL) Study

Region Three, in partnership with MAG and local entities, requested approval to add a new, \$5,000,000 Transportation Solutions project to the current STIP. The Northern Utah County Planning and Environmental Linkages (PEL) project is intended to address major transportation challenges from rapid population growth in Northern Utah County, which is projected to continue, and to lead to better informed decisions, resolve planning conflicts and clarify project scope and cost for future funding requests. Commissioner Adams moved to approve the request and Commissioner Van Tassell seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

Legislative Projects - New Project (For Information Only)

The following projects were funded in the 2025 Utah General Legislative Session, SB 195, through the Transportation Investment Fund (TIF) program:

- US-89 (300 West); MP 379-380 Grade Separation - \$300,000,000 new project
- Benjamin Interchange Environmental Study - \$3,000,000 new project
- Coral Pink Sand Dunes Road Reconstruct - \$2,000,000 additional funds

Project Combinations (For Information Only)

Ivan Hartle reviewed recent project combinations, which are done to provide efficiencies in project delivery

Draft FY2026-2031 Statewide Transportation Improvement Program (STIP) - Release for Public Comments.

Ivan Hartle requested approval to add the Structures, High Volume Roads, Low Volume Roads, Joint Highway, Rural Public Transit and Recreational Trails project lists to the Draft 2026-2031 STIP, as reviewed in the 2025 Programming Workshops, and release the Draft STIP for public comment, which will be open from June 28 to August 2. The Draft STIP will be brought back to the Transportation Commission for approval in August, along with any comments received. Commissioner Van Tassell moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

2026-2030 Airport Capital Improvement Plan

Matt Maass, Director of the Utah Division of Aeronautics, requested approval of the 2026-2030 Airport Capital Improvement Plan, as presented at the May 2025 Programming Workshop. The plan is reviewed annually by the Division of Aeronautics, and approved by the Federal Aviation Administration and Utah Transportation Commission. Funding for the projects listed in the ACIP are not guaranteed until federal and state grants are issued. A discussion about the Aviation Advisory Group took place, as well as the relationship and outreach efforts with airport owners and operators. Commissioner Dee moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

SARATOGA SPRINGS STATE INFRASTRUCTURE BANK LOAN

Ivan Hartle presented the request of Saratoga Springs for a \$3,700,000 SIB loan to accelerate construction on the Pony Express Parkway and Saratoga Road project, and the Pony Express Parkway Phase 2 project. The loan request is for a 15 year term. The 15-year AAA Go bond rate as of April 1, 2025, at 3.57% and the term additive of .50% as per SIB guidelines results in an interest rate of 4.07%. Saratoga Springs City Engineer Jeremy Lapin talked more about the projects the money will be put towards. Commissioner Van Tassell moved to approve the request and Commissioner Jacobson seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

CORRIDOR PRESERVATION

Ross Crowe, UDOT Right of Way Director, reviewed the Marda Dillree Corridor Preservation fund tracking and budget and obligations spreadsheets of April 2025.

Summer House LLC: Heber Valley Highway, Heber

Ross requested approval to purchase vacant land in Heber that is within the alignment of the future Heber Valley Highway. The property has been appraised at \$2,053,800, and with a small contingency amount standard in the industry (+/- 3%), the request is Not to Exceed \$2,115,414. Commissioner Adams moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

Provost: Heber Valley Highway, Heber

Ross requested approval to purchase undeveloped land in Heber that is within the alignment of the future Heber Valley Highway. The property has been appraised at \$9,517,860 and with a small contingency amount standard in the industry (+/- 3%), the request is Not to Exceed \$9,803,396. A discussion took place after Commissioner Jacobson

asked why the request was for the whole parcel of land instead of just the corner. Ross explained that some of the land would be used for staging, and eventually, a portion would be sold as surplus. He also said land owners are rarely willing to sell only exactly what is needed. Commissioner Van Tassell moved to approve the request and Commissioner Gochnour seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

ABANDONMENT OF U1-191 NORTH OF VERNAL

Ross Crowe requested approval to abandon a 2.32-mile segment of switchbacks on US-191 and move to the new alignment once the final phase of construction is complete and open to traffic in autumn 2025. JR Simplot and the BLM have agreed to swap the ROW needed for the new highway alignment for the existing UDOT ROW along the switchbacks.

R940-6: PRIORITIZATION OF NEW TRANSPORTATION CAPACITY PROJECTS - FOR APPROVAL

Peter Asplund, UDOT Policy and Legislative Services Deputy Director, requested approval of the changes made to Rule R940-6, which include defining a Utah Trail Network project and designating the model used to prioritize Utah Trail Network projects, and approval to forward the changes to the Office of Administrative Rules for further review. Commissioner Jacobson moved to approve the request and Commissioner Van Tassell seconded the motion. The request was unanimously approved.

In favor: Commissioners Van Tassell, Gochnour, Dee, Adams, Jacobson, Evans

Opposed: None

INFORMATIONAL ITEMS

Commission Committee Reports

[Commissioner Adams](#) reported on Dixie MPO's recent meeting. [Commissioner Van Tassell](#) reported on attending the US-191 project open house in Duchesne, as well as WFRC's recent meeting. [Chair Evans](#) reported on meetings, coordination and an informal tour with Region Three staff, and thanked them for letting him see behind the scenes. Chair Evans noted having only 6 out of the 7 Commission seats filled currently; Carlos Braceras said there should be a nominee to replace Commissioner Menlove at the August Interim meetings. Carlos also mentioned that he will be working with Chair Evans to make committee assignment updates. He also invited Commission members to reach out if they'd like to see construction projects, the Traffic Operations Center, Division of Aeronautics, or other operations of the Department.

Upcoming Transportation Commission Meetings

- August 14-15, Spanish Fork
- September 25-26, Kanab
- November 13-14, Moab
- December 11-12, UDOT Complex

Commissioner Gochnour moved to adjourn the meeting at 11:37 a.m.



Heather Barthold, Commission Assistant