

UTAH TRANSPORTATION COMMISSION MEETING

Friday, August 15, 2025; 8:30 a.m.

Spanish Fork Library - 80 South Main Street, Spanish Fork

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The August 15, 2025 meeting of the Utah Transportation Commission was called to order at 8:30 a.m. by Chairman Jim Evans. The Pledge of Allegiance was recited, and introductions of Commission members, UDOT staff and others were made and included the following:

Jim Evans, Chairman	Ross Crowe, UDOT Right of Way Director
Natalie Gochmour, Commission	Tiffany Pocock, UDOT Program Development Director
Kevin T. Van Tassell, Commissioner	Wyatt Woolley, UDOT Region Three Communications
Brad Dee, Commissioner	Ivan Marrero, FHWA Utah Division Administrator
Bruce Adams, Commissioner	Brigitte Mandel, FHWA Utah Division Deputy Administrator
Tom Jacobson, Commissioner	Ariel Lybarger, Witt O'Brien's/UBC
Carlos Bracerias, UDOT Executive Director	Beau Hunter, Horrocks
Ben Huot, UDOT Deputy Director	Bill Knowles, Salt Lake City
Bob Pelly, UDOT STIP Coordinator	Boyd Pickering, Parsons
Heather Barthold, Commission Assistant	Brett Behling, WSP
Grant Potter, UDOT Communications	Chris Longhurst, SHCC
Ivan Hartle, UDOT Programming Director	*Erin Mendenhall, Salt Lake City
Jordan Lee, UDOT Communications	Ethan Ray, UTA
Andrew Gwynn, UDOT Region Three	Jackie Larson, Spanish Fork Resident
Andrew Jordan, UDOT Region Three	Jamie Evans, Evans Grader
Boyd Humphreys, UDOT Region Three Deputy Director	Jason Mikee, Strata Networks
Brandon Weston, UDOT Environmental Services Director	Jon Larsen, Salt Lake City
Carmen Swanwick, UDOT Project Development Director	Lynn Jacobs, Salt Lake City
Chris Chesnut, UDOT Transit Division	Matt Marziale, Salem City
Elizabeth McMillan, UDOT Communications Director	Mike Mendenhall, Spanish Fork City
Eric Buell, UDOT Trails Division	Myron Lee, Dixie MPO Director
Geoff Dupaix, UDOT Region Two	Nick Bjorkman, Civil Science
Jeff Lewis, UDOT Region Three	Paul Taylor, Salem City
Jim Golden, UDOT Transit Division Director	Rebecca Dilg, Utah Broadband Center
Josh Van Jura, UDOT Trails & Transit Director	Rhett Blake, Parsons
Kendall Draney, UDOT Region Two Program Manager	Rick Gordon, Witt O'Brien's/UBC
Kirk Thornock, UDOT Region Four Director	Shane Marshall, Spanish Fork City
*Nathan Lee, UDOT Technology & Innovation Director	Sylvia Wilkins, Strata Networks
Patrick Cowley, UDOT Traffic and Safety Director	*Tammy Hunsaker, Salt Lake City Community & Neighborhoods
Peter Asplund, UDOT Policy and Legislative Services Deputy Director	Tyler Rasmussen, Strata Networks
Rob Wight, UDOT Region One Director	
Robert Stewart, UDOT Region Two Director	

**indicates virtual participation*

[Spanish Fork Mayor Mike Mendenhall](#) welcomed the group to “the home of pride and progress” and thanked them for their leadership and partnership in keeping people moving and thanked the group for their leadership and partnership in keeping everyone moving.

LOCAL AREA PRESENTATION

Boyd Humphreys, UDOT Region Three Deputy Director, introduced Andrew Gwynn, UDOT Region Three Program Manager; Andrew Jordan, Northwest Utah County Project Director, and Brandon Weston, UDOT Environmental Director, who reported on recently completed, current and upcoming projects in the area, which included:

- US-6 Improvements in Spanish Fork - \$14.5 million
- Spanish Fork Center Street EA - \$5 million
- US-6 Median Barrier - \$6.9 million
- Springville/Spanish Fork Interchange - \$133 million
- US-6; Chicken Hollow to Tie Fork - \$53.4 million
- US-6/US-89 Grade Separation - \$34.4 million

- Nebo Beltway Interchange - \$95 million
- Sharp/Tintic Railroad Consolidation - \$23.7 million
- Provo Sub Railroad Consolidation - \$9.3 million
- Benjamin Interchange Environmental - \$3 million
- Santaquin Main Street Interchange - \$115 million
- I-15; Santaquin to Payson - \$164.5 million
- Northern Utah County PEL Study - \$5 million

PUBLIC COMMENTS

[Tammy Hunsaker, Salt Lake City Department of Community and Neighborhoods Director](#), commented in support of the S-Line Extension project. She said Salt Lake City is one of the fastest growing cities in the State, and Sugarhouse is the fastest growing neighborhood in the city, thriving with new residents and business patrons, and numerous projects in the different stages of the planning and development process. She talked about projected growth numbers, and said the several new mixed-use buildings that have recently been constructed will help capture the city's growth, save water, decrease vehicle miles traveled, reduce air pollution and foster social connections. She said the city has been strategic about balancing growth while maintaining a high quality of life in Sugarhouse, but parking and traffic have become a concern. Once completed, the S Line Extension will locate a transit stop in the core of Sugarhouse, thereby improving access to the S-Line and increasing ridership numbers, removing vehicles from the road, lessening parking demand, and improving traffic circulation, as well as supporting vulnerable residents by providing access to the new University of Utah health clinic. She said the city has also partnered with the Housing Authority of Salt Lake City on Fairmont Heights, an affordable housing project for seniors, that will be directly located adjacent to the S-Line Extension. She urged the Commission for their support on the S-Line Extension project and thanked them for their time and consideration.

[Salt Lake City Mayor Erin Mendenhall](#) expressed her “enthusiastic support” for the S-Line Extension project, calling it a common sense solution that she wishes were a part of the original buildout, and said it has felt like a body without a head in many ways. She said the extension will improve connectivity in one of the most rapidly growing areas of Utah's capital city. As residential development continues to increase, so do parking difficulties and traffic congestion, but by extending the S-Line across Highland Drive, circulation of neighborhood traffic could dramatically improve. She talked about visitor and staff numbers of the University of Utah health clinic, and said the clinic is a 15 minute walk from the Fairmont stop, but with the extension, the walk could decrease to 2 minutes, making it an attractive transit option for a thousand people each day, just for the clinic alone, which is potentially a thousand fewer cars on the busy Sugarhouse streets, and a thousand more parking stalls freed up. She said the extension would connect dozens of shopping, dining and entertainment options directly to the roughly \$2 billion worth of apartment units now located along the streetcar corridor, taking some of the burden of vehicular traffic off the streets, allowing those who need to drive to do so more quickly and easily, which could stimulate economic activity within the area by making it easier to make potential customers to travel to the local businesses that make Sugarhouse what it is. Mayor Mendenhall acknowledged planning efforts and the temporary disruption of construction, but said as more residential developments are already in the works along Highland Drive, she believes it is in everyone's best interest to move forward with the extension, as Sugarhouse will only continue to grow, and residents and businesses deserve practical solutions for getting around the neighborhood they love. She expressed her gratitude for the Commission's consideration.

[Mayor Mike Mendenhall](#) expressed his appreciation for the group, their service, and what they represent to public plans, taking input and coming up with the best solutions possible. He thanked the group for the investments made in Spanish Fork and southern Utah County, and said they are already seeing the pay off for citizens in real time. He talked about local efforts to get community members to take other north-south routes off of the main corridors. He thanked the group for the Dry Creek Canyon Parkway, US-6 Widening, Bonneville Shoreline and Spanish Fork River trails, and Spanish Fork Main Street projects, and asked for support for the Spanish Fork Main Street at 400 North intersection and the Center Street on-ramp projects.

[Spanish Fork City Councilmember Shane Marshall](#) commented on the importance of interaction and partnership between local communities, UDOT and MPOs to be part of the solution, investing local and State funds to have something very beneficial to communities. He talked about progress made on Main Street, Center Street and the US-6 and US-89 interchange, and thanked the group, especially Region Three staff, for the time and support.

[Sugar House Community Council Transportation Committee Chairman Chris Longhurst](#) commented in support of the S-Line extension. He said it is hard to overstate having an S-Line station visible. He said right now most people know there's an S-Line station somewhere near the shops but it's kind of hidden, but once it's in that area and visible, it has the potential to be really great. He said he's thrilled with the idea and encouraged the group to support extending the S-Line.

[Jackie Larson, the wife of a 6th generation farmer in Spanish Fork](#), said she wanted it on the record that there are several critical concerns with the Center Street Interchange that she feels are being dismissed or pushed to design, without mitigation identified and without accurate NEPA documentation. She called these details foundation flaws in the way the project was planned, evaluated and documented and believes they must be resolved before the project is used to shape other transportation plans, land use decisions or funding priorities. She said that UDOT's own previously made commitments are not being honored and the forecasting, modeling and indirect and cumulative impact analysis do not reflect reality on the ground. She said the farmland impact rating is not correct, that agricultural protection areas were left out of models and documentation entirely, and that many of the assumptions UDOT made would set up the city for a legal conflict. She said farm equipment safety has not been addressed despite its importance to daily operations in Spanish Fork, Leland and Palmyra, that irrigation infrastructure data is inaccurate, which means the indirect impact to more than 10,000 acres of prime and unique productive farmland has been ignored, and she thinks there is a compliance failure under Federal and State law, and UDOT's own Manual of Instruction and it cannot be cured later in design. She said if these flaws remain uncorrected, the project will rest on a record that is legally vulnerable, factually inaccurate and out of step with both State and Federal requirements. She said that she has been communicating with Region Three and UDOT's Central Environmental group and wanted to publicly express her concerns, requesting that the issues be resolved over the next few months.

[Silvia Wilkins, STRATA Networks Business Development Analyst](#), commented on the Broadband Equity, Access and Deployment (BEAD) program. She questioned who is going to make decisions on and approving the program, saying a lot of what was left to the states is very critical and not everything that came from the National Telecommunications and Information Administration (NTIA) was decided. She also questioned what will be done with the comments received during the upcoming 7 day comment period, who will take action, what will happen and what the process will be. She said one of the program components is that the states get to decide how to determine priority projects; she said it would be helpful to understand the criteria of which technologies are determined to be priority or not. She said the program allows for a variety of applicants, including cities, counties, service providers and tribal organizations and asked how applicants were determined to be capable of deploying a broadband network, and what will happen if, in the end, the network or the award they are given is not completed. She said the State of Utah used census blocks to combine and make project areas, which range from very small to very broad areas that are spread out and not contiguous, with some including both private and tribal lands; she asked about ensuring there is not mixed locations in the project areas because that has a significant component on how you can apply for those areas. She said her group has been involved in the process for the last four years, bringing up these questions and comments many times without receiving clarified answers or seeing evidence that any have been solved, and she wanted to make the Department and Commission aware because this is such an important process that affects many people and the ways they'll be able to be served over the next several years and she doesn't believe we will get this opportunity

again, so it's very important that good decisions are made.

[Myron Lee, Dixie MPO Director](#), commented on the population growth in the St. George area, saying they now contain over 6% of the state's population within the MPO's area, doubling in size over the last 15 years, and, if the water holds out, the area may double again in the next 15 years, and with that growth comes more people more jobs, more homes, more cars, and more transportation needs. He noted the particular need of SR-9 between SR-7 in Hurricane and I-15, to be upgraded to freeway standard to handle the volume of today's traffic, as well as the future. He said the roadway is also listed on the high injury network of roads that have an inordinate amount of fatal and serious injury accidents. He recognized SR-9 is an expensive project that for many reasons hasn't risen to the top of the prioritization list of projects; he said he understands the transportation needs throughout the whole state, but asked the Commission to pay attention to SR-9 in the near future and its need for widening and grade-separated intersections. He also commented on former Commissioner Naghi Zeenati's departure from the MPO board, which was filled by Commissioner Bruce Adams, who Myron respects, but has a 6-hour drive each way to attend MPO board meetings in St. George, and is not able to see congestion and finer issues on a daily basis. Because other Commissioners are located closer to the MPO area than Commissioner Adams, he invited them down to see the issues, needs and pains in the area.

[Jamie Evans](#) thanked the group for coming to the best region, and commended UDOT for their partnership with the contractors they work with, noting how much those relationships have improved over the past 20 years.

[Tyler Rasmussen, Business Development Vice President for STRATA Networks](#), an internet service provider in the Uintah Basin, serving the area for approximately 70 years, operating and maintaining a robust middle mile fiber network that connects to Salt Lake and Denver via multiple paths. He commented on the BEAD program, and said his primary concern is that UDOT has applied for and received funding of approximately \$30 million to fund a middle mile network connecting the Uintah Basin; he says his group believes the narrative that was used to fund that program is false, as STRATA provides many services to UDOT along that same route, and all the schools and libraries within the Uintah Basin are connected via their fiber network, and that STRATA connects nearly 100 cell sites in the region and provide services to 20,000 broadband customers and pass nearly 17,000 locations with fiber optics. He said his group believes the application for funding for the Jurassic Project and the corresponding agreement that UDOT has with other entities that have been applying for BEAD funding has tainted the process and has made the BEAD process very difficult to accurately select the applicants that are providing the best service, most capable and those that are providing the applications at the lowest cost. He said his group has attempted to address this significant issue many times in the past, for many years, and would love to discuss and resolve it. He said STRATA was asked to sign a letter of support for the Jurassic project and declined; he said UDOT staff went around STRATA to another entity to sign a letter of support. He's hoping to work together with UDOT, instead of against each other, saying the position that UDOT has taken over the last couple of years has put the groups at odds. A discussion of the broadband service percentage map took place.

[Wyatt Wooley, UDOT Region Three Senior Communications Manager](#), read comments received by email:

George Chapman wrote:

During a recent visit to Utah by U.S Transportation Secretary Sean Duffy, "he said he wanted to see results when it comes to funding transit projects..... that actually have projections on ridership and actually meet those projections or exceed those projections (Quoted in the Deseret News). Unfortunately, the S-Line has never met the promised, projected or even the minimum ridership to justify the expenditure. Despite promising 5000 a day ridership to get federal

funding, the S-Line has stayed between 1200 and 1600 riders a day. The claims that it has led to billions in economic benefits is disrespectful and false. Over a thousand new apartments, rentals and condos have been built but the ridership has not increased! Salt Lake City's Planning Director was quoted several years ago, during a tour of the development in the area, as saying much of the new development is due to the great amount of green space in the Sugar House area. It has 2 big parks, 3 golf courses, a linear park along the S-Line and a trail that connects the Bonneville Shoreline Trail with the Jordan River Trail. The slow speed of the S-Line has been compared to walking if you wait for 15 minutes for the next train. Expecting UofU Health employees in the area to spend an extra hour a day using the S-Line seems unrealistic. The other hundreds of millions of proposed SLC rail projects are also not guaranteed to provide ridership. Even the celebrated UVX is getting less than 10,000 riders a day during the school year (5000 a day during summer), despite removing 2 lanes of traffic that could move 18,000 riders a day in cars. The failed 35Max BRT ridership was 3200 a day despite taking up another two lanes of traffic and only saving 15 minutes on the run across the Valley. During several years of fighting the S-Line expansion, we learned that the federal government will not fund projects without "broad public support". We used that to stop the S-Line expansion from using federal funds (applied for in secret due to the public backlash). The S-Line and several other finished and proposed projects historically have not and will not meet those projections. The Utah Transportation Commission, UTA and Utah governments should recognize that the low ridership does not justify having the federal government increase the public debt to fund these fiscally irresponsible projects. UTA should focus on increasing ridership with a focus on service, especially on buses before thinking of building more projects. On a side note, as I have mentioned several times during Legislature hearings, there is no substitute as efficient as roads, cars and trucks. Cars make our families more efficient; trucks make our economy more efficient and roads make our Country more efficient. I thank you for your service that has been prioritizing road, cars and trucks.

Salt Lake City Council Member Sarah Young wrote:

As the Salt Lake City Council Member representing District 7, also known as the Sugar House area, I am writing to express my strong support for the extension of the S-Line streetcar into the heart of Sugar House's main business corridor. This project represents a vital investment in our community's present needs for a terminal station in the heart of our business district and also sets the stage for a better future. Bringing the S-Line directly into our main business district will:

- Encourage greater use of public transportation, making it easier and more convenient for residents and visitors to choose transit over cars. By bringing the terminal station a main shopping center, it increases visibility of the S-Line for both new and longstanding residents.
- Reduce traffic congestion and improve air quality by decreasing the number of single-occupancy vehicles on our roads. As we look at the future of our community, we know that a strong public transportation infrastructure is critical to protecting our natural resources that we all love and cherish here in Utah.
- Support our local businesses, many of which are still working to rebound from the impacts of the COVID-19 pandemic and subsequent years of disruptive utility and street improvement projects. The majority of businesses are owned by residents, so investing in their success is an investment in the local economy where local dollars fuel jobs, public improvements, and better lives.
- Strengthen community connections by creating a comprehensive network of public transit that links people to shopping, workplaces, healthcare facilities, and our iconic public

parks. This not only benefits future events like the 2034 Winter Olympics for visitors, but creates lasting change that improves the quality of life for our residents. This extension is not simply a transportation project—it is an investment in the long-term vitality, accessibility, and sustainability of Sugar House and the surrounding region. I urge UDOT to prioritize the S-Line extension and move it forward without delay. Thank you for your consideration and for your continued partnership in shaping a future that works for all of us.

Hannah Barton wrote:

I am a born and raised Sugar House resident and hope to continue to live here for a long time. I am extremely supportive of the S-Line extension and know it will help the local businesses continue to flourish and reduce congestion issues. Please support the S-Line extension!

Chair Evans thanked everyone for their comments, noting they will follow up on them with UDOT staff.

UDOT SCOREBOARD

Carmen Swanwick, UDOT Project Development Director, gave a report on UDOT's construction program. Patrick Cowley, UDOT Traffic and Safety Director, gave the safety report.

CONSENT AGENDA

Commissioner Adams moved to approve the items on the Consent Agenda. Commissioner Jacobson 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 #7

I-15 Reconstruction; Farmington to Salt Lake City - Scope Addition

Region One requested approval to add scope to the I-15 Reconstruction; Farmington to Salt Lake City project. In the scoping phase, adding a lane to Legacy Highway (SR-67) in each direction before beginning I-15 construction was analyzed. The widening is currently shown in the Regional Transportation Plan as a Phase 2 Needed project. Adding a lane in conjunction with the I-15 project would reduce traffic on I-15 during construction, allowing larger work zones and therefore saving construction time and money. The funding to build the additional lanes on Legacy Highway will come from the current I-15 project budget. The additional scope will require a Regional Transportation Plan amendment conducted by WFRC. 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

SR-154; MP 1.65 - 2.7 Barrier Replacement - New Project

Region Two requested approval to add a new \$1,500,000 Transportation Solutions project to the current STIP. The SR-154; MP 1.65-2.7 Barrier Replacement project will remove precast median barrier and replace it with cast-in-place median barrier. Commissioner Jacobson moved to approve the request and Commissioner Dee seconded the motion. The request was unanimously approved.

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

Opposed: None

Region Two FY 2026 Transportation Alternatives Program - New Project

Region Two requested approval to add 4 Transportation Alternative Projects to the current STIP:

- Taylorsville City, 3200 West; 6175 South to Summit Vista Boulevard Sidewalk (\$133,334)
- Murray City, Fireclay Avenue; Pedestrian Crossing Improvements at Trax (\$116,667)

- West Jordan City, 7000 South; 2659 West to 2477 West Sidewalk (\$340,000)
- Riverton City; Pedestrian ADA Ramps (\$243,334)

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

SR-87 Box Culvert Replacement - Funding Addition

Region Three requested approval to add a new \$1,100,000 Transportation Solutions project to the current STIP. The SR-87 Box Culvert Replacement project will replace an aging box culvert on SR-87 near Ioka Junction, and bring the clear zone up to the standard. The existing culvert has no guardrail protection, steep slopes and headwalls directly adjacent to the roadway. The initial estimate and scope for this project were based on a full closure of SR-87 to facilitate the replacement of the box culvert. During design, it was determined that there is not a good alternate route that traffic could use through the project limits, resulting in additional costs associated with keeping a lane open during construction. Commissioner Van Tassell moved to approve the request and Commissioner Dee seconded the motion. The request was unanimously approved.

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

Opposed: None

SR-87 Slope Stabilization near Altamont - Funding Addition

Region Three requested approval to add \$530,000 of Transportation Solutions funds to the SR-87 Slope Stabilization near Altamont project, after it was determined that a different wall type would be the best option to fix the area from an initial slide, stabilize the slope and prevent future issues. 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

US-191; NB Passing Lane Extension, Spanish Valley - New Project

Region Four requested approval to add a new \$5,100,000 Transportation Solutions project to the current STIP. The US-191; Northbound Passing Lane Extension, Spanish Valley project will extend an existing northbound passing lane from MP 115.2 to MP 116.2. The Region recently completed a corridor vision study to help define the location as a priority based on crash history and optimizing mobility. 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

TTIF: S-Line Extension from McClelland Station to Highland Drive - Scope & Funding Addition

Ivan Hartle requested approval to add \$21,310,000 of TTIF and local funds to the S-Line Extension project. The project scope is to extend the S-Line from the current eastern end of line (McClelland Street) to the proposed end of line, just east of Highland Drive, and construct a new end of line station. The proposed funding includes an increase of current construction estimate and extends from the current end of line to the east side of Highland Drive. The additional scope includes double tracking, right of way, additional operational infrastructure to maintain 15 minute frequency, reconstruction of Simpson Avenue, utility relocation and installation of two traffic signals and upgrading one existing traffic signal. The proposed funding addition will place the end of line in a location that serves future needs of the S-Line and transit in the area. Commissioners Jacobson, Dee and Gochnour shared their thoughts about the request and what they've learned about the project and area since the June Commission meeting. Commissioner Gochnour moved to approve the request and Commissioner Dee seconded the motion. The request was unanimously approved.

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

Opposed: None

Utah Trail Network: SR-7 (Southern Parkway) Trail - New Project

UDOT's Trail Division requested to add a new \$10,000,000 Utah Trail Network project to the current STIP. The SR-7 Southern Parkway Trail (Washington County) project will construct two new segments of separated, paved trails along SR-7 (Southern Parkway) east of St. George. These trail segments will focus on community connections between Desert Canyons Parkway and Long Valley, connect to existing and proposed trails in the area, and help expand the active transportation options within this rapidly growing part of the state. Commissioner Adams moved to approve the request and Commissioner Dee seconded the motion. The request was unanimously approved.

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

Opposed: None

Springville 800 South/800 East Roundabout - Funding Addition (For Information Only)

On July 10, the Mountainland Association of Governments MPO Board reviewed and approved the funding addition of \$1,410,475 to the Springville 800 South/800 East Roundabout project. The project will construct a new roundabout, which will improve flow and allow the addition of a fifth leg to the south, creating a new connection.

Federal Transit Authority NEPA Assignment Pursuit - New Project

A new \$250,000 TTIF project was approved by the Deputy Director authority given in the Utah Transportation Commission Policy 01-01. UDOT's successful management of the FHWA NEPA Assignment program has cut environmental review timelines by up to 12 months, leading to more efficient project delivery and significant cost savings. Expanding UDOT's NEPA responsibilities for projects administered by FTA and possibly other USDOT divisions is a logical step to further improve statewide efficiency. Funding for this project will be used for assembling the application packet, creating and updating the needs guidance, development of MOIs and coordination with FTA.

Project Combinations (For Information Only)

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

Draft FY2026-2031 Statewide Transportation Improvement Program (STIP) - Submit to FHWA/FTA for Federal Review and Approval

Ivan Hartle requested approval to submit the Draft FY2026-2031 STIP to FHWA/FTA for approval. He shared a summary of public comments received, regarding active transportation and complete streets, a preference for rail over highway expansions, transit-first and multi-modal emphasis, and corridor and project-level comments. 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

Utah Broadband Center (For Information Only)

Ivan Hartle reviewed information about the Utah Broadband Center, which was re-established in 2021, is an initiative dedicated to expanding reliable, high-speed internet access across the state. It serves as a central hub for planning, coordinating and implementing broadband infrastructure projects throughout Utah. During the 2025 Utah General Legislative Session, HB 530 was enacted to facilitate the strategic relocation of the Utah Broadband Center from the Governor's Office of Economic Opportunity to UDOT. Per Utah Code 72-19-401 4(d) & 5: "The Broadband Center may approve an application for subgranted funds if... the broadband center has informed the Transportation Commission about the application" and "After the broadband center completes a competitive application process for subgranted funds, but before the broadband center notifies the applicant of the award, the broadband center shall present to the Transportation Commission on the subgrant award."

The Utah Broadband Center has completed the application period and met with representatives from the National Telecommunications and Information Administration (NTIA) and is ready to publish the list of selected awardees. A summary of the applications and awards are as follows:

- 1,461 Utah Project Funding Areas (UPFA) advertised
 - 1 to 1196 Broadband Serviceable Locations (BSLs) in an UPFA
- 1,902 total applications
 - Covering 384 UPFAs
 - Through Benefit of the Bargain (BoB), increased 459 UPAs to Infrastructure areas
- After BoB Award - Proposal includes:
 - Fiber Optics to the premises: 37% BSLs - 67% of grant award amount
 - Wireless: 20% of BSLs - 27% of grant award amount
 - Satellite: 43% BSLs - 6% grant award amount
 - \$233 million potential grant amount to be awarded (\$300 million available)
 - \$271 million in match offered

CORRIDOR PRESERVATION

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

Larsen: Geneva Road, Provo

Ross Crowe requested approval to purchase a property in Provo that is within the alignment of the future Geneva Road expansion. The property was appraised at \$710,000, and with a 3% contingency, the requested amount is \$731,300. 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

Sheets: SR-177, Hooper

Ross Crowe requested approval to purchase property in Hooper that is within the alignment of the future Phase III of SR-177. The property is three parcels of land, which includes some wetlands, and was appraised at \$1,376,700. With a 3% contingency, the requested amount is \$1,418,001. 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

ADMINISTRATIVE RULE REVIEW

R909-2: Utah Size and Weight Rule

Leif Elder, UDOT Policy and Legislative Services Director reviewed proposed amendments to Rule R909-2: Utah Size and Weight, a UDOT rule that outlines procedures and requirements for the size and weight of motor carriers that use Utah's highway system. The amendments were done to clarify several provisions, including definitions, references to the bridge formula, tables and requirements for pilot and police escorts, and bring the rule into conformity with the rule writing manual. State statute requires that the proposed amendments are presented to the Commission for review.

R920-6: Adverse Weather Traction Requirements

Peter Asplund, UDOT Policy and Legislative Services Deputy Director, reviewed revisions made to Rule R920-6: Adverse Weather Traction Requirements, to align the rule with HB 196. UDOT shared the proposed changes with stakeholders in June, and responded to comments and questions. The revisions include repealing and reenacting the rule, defining terms, describing how UDOT can designate traction segments where traction device requirements will be in effect during adverse weather conditions, describing how UDOT can assign one of three classes to each traction

segment, describing the traction requirements during adverse weather conditions for each of the classes, adding a new tread depth requirement for tires in class three traction segments, and describing how UDOT and law enforcement agencies can enforce traction requirements.

INFORMATIONAL ITEMS

I-15 Shepard Lane Interchange & Pedestrian Overpass -HOV Suspension

Rob Wight, UDOT Region One Director, informed the Commission of the southbound HOT lane toll suspension as part of the I-15; Shepard Lane Interchange and Pedestrian Overpass project, which is anticipated to affect toll revenue in the North Davis tollway zone from August 2025 through December 2026. By suspending the toll in the high-occupancy tolling (HOT) lane between 200 North and Park Lane during construction and allowing its use as a general purpose lane, it would provide more construction activity access and reduce the project schedule by approximately six months.

Commission Committees

Updated Assignments

New and updated Commission Committee assignments were discussed.

Committee Reports

[Commissioner Adams](#) said he appreciates all the roadway improvements made between Spanish Fork and Monticello. [Commissioner Gochnour](#) reported on Wasatch Front Regional Council's land use planning efforts. [Commissioner Van Tassell](#) reported on WFRC referring public comments to UDOT.

Upcoming Transportation Commission Meetings

- September 25-26, Kanab
- November 13-14, Moab
- December 11-12, UDOT Complex

Commissioner Van Tassell moved to adjourn the meeting at 11:20 a.m.



Heather Barthold, Commission Assistant