

Utah Department of Transportation

Utah Transportation Commission

Staff Update Meeting

Thursday, June 25, 2026 at 1 p.m.

Layton City Council Chambers, 437 North Wasatch Drive, Layton

Members of the Utah Transportation Commission, Utah Department of Transportation staff, and others, met on Thursday, June 25, 2026 for a Staff Update Meeting. Participants included the following:

- Transportation Commissioners: Kevin Van Tassell, Brad Dee, Bruce Adams, Tom Jacobson, Paul Borup
- UDOT Staff: Carlos Braceras, Ben Huot, Lisa Wilson, Grant Potter, Heather Barthold, Keriann Noble, Nic Naylor, Andrew Gwynn, Boyd Humphreys, Brady Roberts, Darren Qu, David Schwartz, Eric Buell, Ivan Hartle, Josh Van Jura, Kirk Thornock, Leif Elder, Lisa Zundel, Matt Parker, Mitch Shaw, Nathan Peterson, Paul Egbert, Peter Asplund, Rob Clayton, Rob Wight, Robert Stewart, Ryan Halverson, Tiffany Pocock
- Others: Andrew Gruber, Ben Wuthrich, Eric Isom, Ivan Marrero, Joel Temple, Samantha DeSeelhorst, Trevor Hart

Weigh in Motion Station

Dave Schwartz talked about Weigh in Motion (WIM) devices, which are installed in roads to collect vehicle weight, speed and classification data to support infrastructure design, vehicle screening operations at POEs, freight planning and Federal reporting. Dave reviewed the \$2.8 million National Highway Freight Program funding request for new WIM stations installments or improvements at the St. George northbound, Wendover eastbound, and Perry port of entries, and showed a map of the State identifying where WIM Stations have been completed or funded, proposed or are unfunded.

Transit Innovation Grants

Josh Van Jura, UDOT Trails and Transit Division Director, reviewed the goals, project value and duration, and eligibility requirements of the Transit Innovation Grants, and presented proposed changes to scoring and ranking criteria, after conversations with Commission members since the May meetings. Changes include tax revenue remaining in its county of origin, as well as the addition of a ranking criteria category of business plan, which would be weighted 30% and should include an anticipated schedule, vehicle type and usage, route connectivity, publicity of proposed service, anticipated challenges, business partnerships and community relations. Proposed changes also include weight reductions to 15% for Population Density, 15% for Employment Density, 20% for Opportunity Cost, and the addition of discussion of any experimental items planned to be incorporated for the Innovation criteria category.

Grant Update

Ivan Hartle, UDOT Programming Director reviewed grant pursuits for 3 projects and the corresponding funding requests that will be presented in the next day's Commission:

- \$64.8 million BIP grant for I-15 over SR-103 (650 North) Bridge Replacement, with a State match of \$16.2 million, pending successful award
- \$42.6 million INFRA grant for I-80 Eastbound Climbing Lane, with a State match of \$28.4 million, pending successful award

- \$2 million CRISI/RCE grant for SR-134 Grade Separation Planning Study, with a State match of \$.5 million, pending successful award

Authorizing \$109 million in State capital empowers UDOT to pursue over \$109 million in targeted Federal infrastructure grants

I-84/US-89 Improved Interchange Project Update

Brady Roberts, UDOT Region One Project Manager, gave an update on the I-84/US-89 Interchange project. He reviewed the preferred alternative that came out of the Environmental Assessment. The project is currently funded at \$250 million, which would replace UPRR railroad bridges in Phase 1, and construct a new SPUI at I-84 in Phase 2. Phase 3 is currently unfunded, and is the most expensive and critical piece of the project that would construct a bypass for commuter traffic on US-89 from South Weber through Uintah. Brady reviewed the Progressive Design-Build (PDB) delivery approach, which allows for a contractor-design team to work most collaboratively with UDOT and third parties to find innovative solutions to project challenges, work close with UPRR to minimize delays, maintain flowing traffic during construction and evaluate project phasing and forward compatibility. Brady talked about different project challenges with structures and hill grades, and he reviewed the 3 different concepts that would accomplish the goals of the project. A system-to-system interchange concept would be the most beneficial long-term solution, as it handles traffic performance and is projected to be more cost-effective than phased construction. Brady reviewed the project phasing schedule, and talked about risks of the 3 phase construction approach and the benefits of completing the full scope at once.

Heber Environmental Update

Naomi Kisen, UDOT Senior Environmental Program Manager gave an update on the Heber Valley Corridor Environmental Impact Statement. She said that over 700 comments, totalling 1100 pages, were received during the 60-day public comment period. Comments were made about the North Fields, benefits vs impacts, residential impacts to 1300 South, property and ROW, alignment refinements, water quality and aquifer, agriculture, community character, NEPA process, access, cost estimates, schedule and additional analysis. Naomi said that the project team doesn't just respond to each comment, but they look into each one, and as such, the team is currently analyzing potential alignment shifts to mitigate impacts to the 1300 South neighborhood and the North Fields agricultural area, which will require additional wetlands delineation, cultural resources survey and traffic analysis. The team will also work to update alternative design, conduct traffic analysis for revised Alternatives A & B overall, and update resource impacts, which will include a water quality analysis. She talked about the funding request for \$1,050,000 that will be on the next day's Commission meeting agenda. The additional funds will allow for additional field surveys, traffic analysis, engineering design, and impact analysis, as well as additional efforts for comment response.

The meeting ended at 2:07 p.m.



Heather Barthold, Commission Assistant