Utah is an important hub for moving goods, services and energy. Its multimodal service combines the best of highway, rail, pipeline and air, both regionally and nationally. Local freight movement is equally important to the state, reliably delivering goods and services to the residents and businesses that call Utah home.

Freight transportation also plays a major role in supporting Utah’s economy. As the “Commerce Crossroads of the West,” Utah offers the business community access to logistics and transportation services without equal in western America. Utah’s freight transportation system plays a critical role in fostering economic vitality and competitiveness in regional and global markets.
Utah Freight Planning

Introduction

Utah Freight Goals

1. Invest in infrastructure improvement and implement operational improvements
2. Improve safety, security, efficiency and resiliency of freight transportation
3. Improve state of good repair of National Highway Freight Network
4. Use innovation and advanced technology
5. Improve efficiency and productivity for the National Highway Freight Network
6. Improve flexibility of States to support multi-state corridor planning and highway freight connectivity
7. Reduce environmental impacts of freight movement

National Freight Goals

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- Use innovation and advanced technology
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- Improve flexibility of States to support multi-state corridor planning and highway freight connectivity
- Reduce environmental impacts of freight movement

Utah’s first Freight Plan was completed in 2015 to guide freight planning activities in five-year planning cycles to address short- and long-term freight planning activities and investments.

The Plan’s Purpose

1. Sustain ongoing statewide freight planning in Utah
2. Implement recommendations of 2015 plan
3. Prepare for next Utah Freight Plan update

2016 Freight Planning Framework

A Freight Planning Framework was completed in late 2016 to support continued freight planning and outlines three objectives:

1. Sustain ongoing statewide freight planning in Utah
2. Implement recommendations of 2015 plan
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Who Helps with Planning

UDOT values the importance of obtaining input from a broad range of individuals and agencies across the transportation industry, local government, the public and private sector and other affected groups.

Freight Mobility Group

A Freight Mobility Group (FMG) has been formed to discuss and collaborate on freight-related issues and initiatives that can support a strong freight infrastructure and UDOT’s planning efforts. The FMG will partner together to support public and private initiatives.

Members include:

- Cache Metropolitan Planning Organization
- Dixie Metropolitan Planning Organization
- Federal Highway Administration
- Mountainland Association of Governments
- Union Pacific Railroad
- Utah Trucking Association
- Wasatch Front Regional Council
- Aeronautics
- Motor Carrier Division
- Planning
- Program Development
- Region One
- Region Two
- Region Three
- Region Four

FMG focuses on:

- Statewide Transportation Improvement Program and environmental processes
- Utah Freight Plan goals and objectives
- Challenges, risks and issues
- Project ranking system and rank of projects and solutions
- Freight mobility policies that can be highlighted or changed
- General timeline of planning, development and implementation of UDOT projects
Why Utah’s Geography Matters

Geography plays a significant role in Utah’s thriving freight industry and has greatly influenced the location of both highway and railroad freight routes in Utah and the West.

Sierra Nevada Mountain Range
The southern Sierra Nevada Range is a 300-mile barrier to east-west truck and rail freight movement. The extreme ruggedness and environmental sensitivity make this mountain range impassable and require that local infrastructure circumvent the area.

Colorado River Canyons
A major obstacle to north-south freight traffic in the West is the Colorado River. The canyons of the Colorado, including the famous Grand Canyon, extend from Grand Junction, CO, to the Hoover Dam. The 723-mile segment marks the longest geographical barrier to ground transportation in the lower 48 states.

Regional Connectivity
Utah is the crossroads for freight traffic traveling to and from the East and West Coasts on Utah’s major interstates, highways, rail lines, etc.

Utah’s Road and Rail Freight Routes
Since 2003, Utah has identified key highway and rail corridors that support the efficient movement of freight, giving us a better understanding of regional and transcontinental freight flow. These freight routes are what allows us to move goods efficiently, which is critical to maintaining our status as a strategic freight hub. Of all modes of transportation, trucking has the greatest effect on Utah’s economy and business community and is Utah’s top overall freight mode. Rail is Utah’s second top mode for freight and also plays a vital role in supporting our economy. Rail freight and intermodal service links Utah with national and international gateways.

Improving these key corridors will strengthen the shippers, receivers, businesses and industries that depend on our state’s infrastructure and private rail service, ultimately supporting Utah’s economic competitiveness.
Economic Influence

– Freight Transportation–

How Far Can You Drive from Utah in a Typical Workday?

Utah long ago earned the title as the “Crossroads of the West” due to its regional connectivity, which provides a natural economic vitality and competitiveness in regional and global markets.

Freight transportation plays a major role in contributing to Utah’s strong economy by efficiently moving goods and services within the state and beyond its borders.

The relationship between sustaining economic activity and local infrastructure is cyclical. You can’t have one without the other.

Utah’s robust freight network continues to play a major part in attracting new business to the state. Industries such as manufacturing, distribution warehousing and virtually all other businesses can trust that the state’s infrastructure will provide a reliable freight network for businesses and employees.

## Keeping Utah’s Economy Moving

### Competitive Wages

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*Straight average; weighted average is $66,876

### Utah’s Freight Planning Efforts

Utah prefers to use state and local dollars to maintain and improve the logistics network, but other primary trading partners include California, Colorado, Idaho, Texas and Nevada.

### Top Trading Partners (by value)

- **California** ($65.4B)
- **Texas** ($9.0B)
- **Missouri** ($6.0B)
- **Idaho** ($4.9B)
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### Why Bring Business to Utah?

- Direct access to all major markets across western North America by highway, rail, intermodal and air cargo
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**Better Infrastructure Brings Economic Growth**

Commerce relies on well-maintained roads, railroads, pipelines and airports so that manufacturers can obtain raw materials and parts, and deliver finished products to consumers.

Utah continues to attract new business because of its stable, efficient and accessible infrastructure.
Commodities
– Utah’s –

Top Commodities by Value

- Base Metals
- Machinery
- Motorized Vehicles
- Pharmaceuticals
- Electronics
- Misc. Manufactured Products
- Other Foodstuffs

Top Commodities Year After Year
Utah’s top commodities traded from, to and within the state change from year to year based on demand; however, several of these commodities are consistently ranked as being in the top 10 for trade.

U.S. Freight on the Move
National Highlights from 2013

In 2013, 20 billion tons of goods, valued at $18 billion, moved across the nation’s transportation network.

<table>
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<th>Mode</th>
<th>Weight (10^12 tons)</th>
<th>Value (10^10 USD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>14</td>
<td>11.5</td>
</tr>
<tr>
<td>Rail</td>
<td>2</td>
<td>0.6</td>
</tr>
<tr>
<td>Pipeline</td>
<td>1.5</td>
<td>1</td>
</tr>
<tr>
<td>Air</td>
<td>15</td>
<td>1</td>
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In 2012

- Gasoline: 29.8%
- Coal: 13.9%
- Nonmetal min. prod.: 10.3%
- Coal byproduct: 8.9%
- Gravel: 8.1%
- Basic chemicals: 6.8%
- Waste/crap: 5.4%
- Other commodities: 5.0%
- Crude petroleum: 4.2%
- Base metals: 3.8%
- Fuel oils: 3.7%

Freight - any good, product or raw material carried by commercial means of transportation

Logistics - managing how and where freight moves

Freight Railroads and Intermodal Facilities

7 Freight Railroads + 5 Intermodal Facilities

1 Air Cargo Facility + 16 Cargo Carriers

328 Million pounds of air cargo and air mail

Simplified Supply Chains
Businesses located in Utah greatly simplify supply chain challenges by having (and providing) access to multimodal logistics services from a single, central location. This benefits businesses and markets in western America, western Canada and the Pacific Rim.

Rapid Delivery Services

- 16 hours to Los Angeles
- 33 hours to San Francisco
- 72 hours to Seattle
- 132 hours to Vancouver

Transporting by Rail
Short line and regional railroads account for 31% of U.S. freight rail mileage and 10% of employees. They range in size from small operators handling a few carloads a month to multi-state Class I carriers.

Switching and terminal railroads usually perform pick-up and delivery services within a port or industrial area, or move traffic between other railroads.

<table>
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<tr>
<th>Railroad Type</th>
<th>Utah Supply Chain Commodities</th>
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<tbody>
<tr>
<td>Coal</td>
<td>General Freight</td>
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<td>Crude oil, refined petroleum products and solid material in slurry form</td>
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Utah’s Multimodal Freight Network

Building a Robust Infrastructure

Freight transportation assets are part of a state’s infrastructure that pertain directly to freight movements, including highways, railroads, pipelines, airports and intermodal facilities. Efficient freight movement must travel seamlessly along geographic corridors. Utah’s robust infrastructure provides a choice of transportation modes between locations or activity centers.

Highways

- 2,047 miles of state-maintained highways in Utah, more than 2,000 miles handle the majority of truck freight in the state.

Freight Railroads

- 1,343 miles of freight rail in operation as of 2012

Pipelines

- 5,000+ miles of pipeline carrying oil & natural gas across the state

Bridges

- 3,177 bridges in operation as of 2012

Aviation

- 8 airports provide cargo service

Utah’s Multimodal Freight Network

Roads: Of the 6,000 miles of state-maintained highways in Utah, more than 2,000 miles handle the majority of truck freight in the state.

Rail/Intermodal: Union Pacific Railroad’s Salt Lake City Intermodal Terminal (SLCIT) is the primary intermodal facility in the Mountain West. California’s major seaports are Utah’s primary global gateways for intermodal freight. Without trucking, intermodal freight wouldn’t exist.

Pipelines: Utah is the hub of an extensive pipeline network extending as far as Spokane, Washington, and Alberta, Canada.

Air: Regional air cargo operations such as in St. George, Cedar City, Moab, Logan, Price, Vernal and Wendover are important to businesses and economic development in those areas.

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Trucking in Utah

Did You Know?
- Utah has the 9th-lowest share of truck involvement in fatal accidents.
- 20th-highest number of commercial trailers are registered in Utah (152,692), 1.3% of nation's total.
- Utah saw more than 27 million vehicle-miles traveled in 2013 (9th highest).
- Utah has more than 6,000 miles of well-maintained highway.
- The Salt Lake Valley has one of the largest concentrations of major truck terminals, trucking industry support facilities and truck-dependent businesses.
- Utah is home to more than 15,000 trucking companies; this provides businesses easy access to transport and delivery of goods and services.

Why Trucking Matters in Utah
Utah is heavily dependent on truck movement (by both value and weight). This places a great responsibility to maintain a strong highway infrastructure in the state.

Annual freight movement (tonnage) has grown almost 30% over the last 15 years. The more freight we move, the more job growth we have.

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- 20th-highest number of commercial trailers are registered in Utah (152,692), 1.3% of nation's total.
- Utah saw more than 27 million vehicle-miles traveled in 2013 (9th highest).
- Utah has more than 6,000 miles of well-maintained highway.
- The Salt Lake Valley has one of the largest concentrations of major truck terminals, trucking industry support facilities and truck-dependent businesses.
- Utah is home to more than 15,000 trucking companies; this provides businesses easy access to transport and delivery of goods and services.

Why Trucking Matters in Utah
Utah is heavily dependent on truck movement (by both value and weight). This places a great responsibility to maintain a strong highway infrastructure in the state.

Annual freight movement (tonnage) has grown almost 30% over the last 15 years. The more freight we move, the more job growth we have.

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2040 Freight Forecast

Utah’s Freight Trends

Anticipated trends moving forward:

- Goods movement is expected to remain heavily truck-dependent, both in terms of weight and value.
- Expect California and Idaho to continue as top trading partners into the future.
- Continued disproportionate burden of moving highway commerce in Utah.

Accomplishments:

- Identified and inventoried long-term truck parking
- Identified and constructed climbing lanes on interstate highways
- Identified and constructed passing lanes on non-interstate freight routes
- Identified freight centers and their routes
- Identified safety and mobility challenges associated with operating industry-standard 53-foot trucks at interchanges and intersections
- Identified inventory of existing truck chain-up areas
- Identified inventory of truck escape ramps
- Implemented capacity improvement to freight routes

Needs:

- Need more freight collector routes in urban areas along the Wasatch Front corridor
- Need more rail crossing grade separations
- Need improved interchange/intersection design such as turning radius, signal timing and turn-lane lengths
- Need full-width paved shoulders on freight routes
- Need more acceleration/deceleration lanes for trucks
- Need more adequate long-term truck parking near freight centers
- Need more designated truck routes through cities and towns; many are on non-state-maintained roads and streets

Freight Analysis Framework

The Freight Analysis Framework (FAF) is the FHWA-complied data set using multiple sources to describe freight movements for all 50 states. The FAF also provides an estimate for value and weight (tonnage), which is used as a guide for UDOT’s freight planning efforts.

- Weight and value will increase considerably by 2040. This is expected to have a significant impact on jobs and infrastructure.
- Value is expected to decrease, likely due to reduction in coal prices; however, weight is expected to increase.

2040 Freight Values

Highway Freight

2040
$289.1B

2012
$137B

Rail Freight

2040
$18.4B

2012
$11.3B

Pipeline Conveyance

2040
$2.6M

2012
$1.9M

Air Freight

2040
$19.2M

2012
$13.6M

Multiple Modes

2040
$165.6M

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2040 Freight Tonnages

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54,000k

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2040
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Long- and Short-Term Focus
- Long-term truck parking throughout Utah and around freight centers (LT)
- Climbing lanes on interstate highways (ST & LT)
- Passing lanes on non-interstate freight routes (ST & LT)
- Freight centers and improvement of routes linking them to the freight routes (ST)
- Expand ongoing work with private freight industry partners (ST & LT)
- Truck chain-up areas and escape ramps (ST & LT)
- Capacity projects for highways (ST & LT)
- Advocate for turning radii, signal timing, turn lane lengths, full-width paved shoulders, and acceleration/deceleration lanes for freight (ST & LT)
- Continue to identify and construct rail crossing grade separations (ST & LT)
- Communicate the need for designated truck routes in cities and towns on non-state routes (ST & LT)

Public Involvement Strategy
The Utah Freight Plan was created with stakeholder input from local government, rural planning organizations (RPOs), metropolitan planning organizations (MPOs) and UDOT Regions.
Outreach to the public sector included members of Utah’s Freight Mobility Group, shippers and receivers, and representatives from various freight modes including trucking, rail, pipelines, and air.

Collaborative Planning
Utah’s transportation agencies work together to develop common goals, planning time horizons, performance measures and financial analyses for state and local transportation needs. UDOT, Utah Transit Authority (UTA) and the MPOs agree on what projects and needs to include in the Unified Plan, the timing and funding for them, and the best way to measure their effectiveness in meeting shared objectives.

Why a Unified Plan?
Investing in major capital projects requires decades of planning and thoughtful consideration regarding how to pay for them. Preserving the existing transportation system means ensuring roads, buses, rail lines, trails, sidewalks, etc., are properly maintained. This requires a coordinated, regional effort that doesn’t stop at jurisdictional boundaries. Utah’s population is growing rapidly, which means more vehicles, homes and businesses and a greater strain on the natural environment. This growth presents both challenges and opportunities for how to collaboratively plan for transportation, land use and development in a coordinated manner.

Benefits of Collaboration
Accessibility
- The Unified Plan will improve how quickly and easily people get to work and will increase the number of jobs they can access from home.
- Increased access to jobs helps support upward socioeconomic mobility by providing more choices for employment opportunities.

Preservation of Infrastructure
Good infrastructure costs less. Investing in the preservation of the existing transportation system ensures taxpayer dollars are being used efficiently. Proactively taking care of the infrastructure already in place will save money by reducing the need for costly reconstruction in the future.

Economic Vitality
A well-functioning transportation system is the foundation of a robust economy. It connects people to jobs and other destinations and facilitates the efficient movement of goods and services within communities and across the state.

Utah Freight Plan Projects are now included in the:
- UDOT Long-Range Transportation Plan 2015–2040
- Utah’s Unified Transportation Plan 2015

Importance of Regional Planning Activities beyond Utah
- I-80 Winter Operations Coalition
- I-15 Mobility Alliance
- Multistate I-15 Dynamic Mobility Project
- UDOT provides draft Freight Plan to adjacent states and California for comment and review

Why would you suggest implementing a Unified Plan for transportation in this region?