

Chapter 15 – Freight

As a small MPO, the Dixie MPO has a seat on the State-wide Freight Mobility Group. The group is charged with the drafting of a State-wide Freight Plan including a Primary Freight Network Map. That plan is the backbone of this chapter and the map is found here as Map 11 (Appendix A). The state-wide plan is being drafted and currently includes the information below:

Purpose of Freight Planning

The primary purpose of the freight planning effort is to guide cost effective capital and operating investments in the state freight system to ensure maximum benefit and efficient movement of goods. This plan makes a case for the importance of investing federal and state funds in freight priority projects and programs through the following: an overview of the essential role of freight to our economy; a discussion on the condition and performance of Utah's transportation's assets and system; and a summary of the policies, strategies, and institutions that support freight.

This chapter incorporates key points, findings, and projects from Utah's Unified Transportation Plan 2015-2040, and the Dixie MPO Long-Range Plan. Please refer to Chapter Four of this plan and the State Freight Plan for demographic, population and other specific information

Utah's Freight Employment

There are a variety of jobs within the transportation industry here in Utah. Notice in the following table that the highest paying jobs are located in the pipeline industry, but it also has the fewest people employed. The highest numbers of jobs are in the trucking industry, but they also have the second lowest annual income.

Table 2.1 – 2013 Freight Employment and Salary by Transportation Industry

Industry	Number Employed	Average Annual Salary
Aviation	6,066	\$65,232
Railroad	1,582	\$69,084
Pipeline	265	\$107,016
Trucking	20,191	\$41,808
Warehousing	8,283	\$38,040
	Total	Average
	36,387	\$64,236

Source: Utah Department of Workforce Services, 2015.

Trucking

According to FHWA's Highway Statistics 2008, Utah has the highest percentage of truck traffic in the U.S. at 23 percent, while the average is 12 percent nationwide. Utah businesses have quick access to competitive trucking services to meet any logistics needs across the continent.

Utah's Primary Freight Network (Highways)

Originally defined in 2005 as Utah Primary Freight Corridors, Utah has amended the name to be consistent with MAP-21 and to distinguish between highway and railroad corridors. Utah's PFN highways consist of Interstate Routes, Critical Rural Freight Routes, Critical Urban Freight Routes, and Energy Routes. The following table shows the number of miles by route type in Utah.

Table 3.1 – Utah's Primary Freight Network Highway Mileage 2015

Route Type	Mileage
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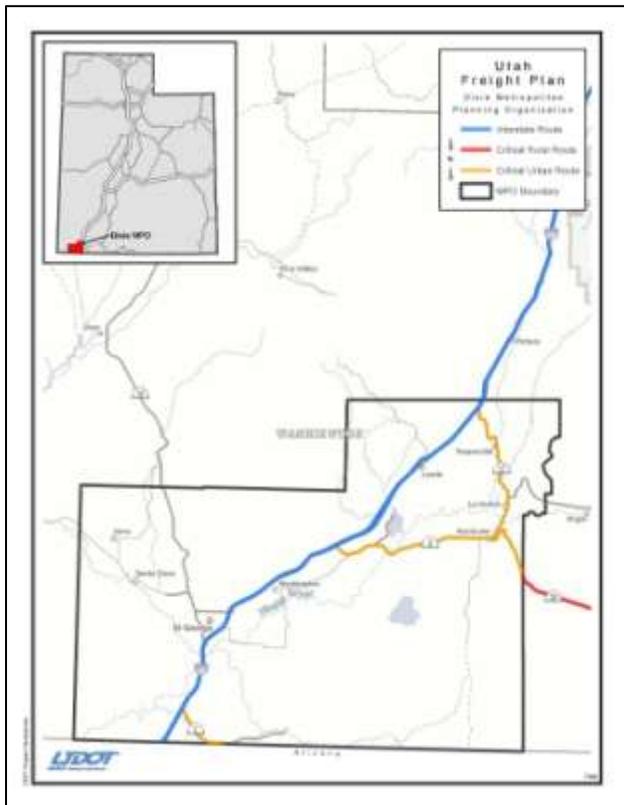
Interstate Routes	936.8
Critical Rural Freight Routes	710.7
Critical Urban Freight Routes	89.2
Energy Routes	255.2
Total	1,991.9

Map #11 shows Utah’s PFN highways.

The PFN highways are statewide and include routes within the boundaries of the four MPOs, which include Cache MPO, Dixie MPO, Mountainland Association of Governments (MAG), and the Wasatch Front Regional Council (WFRC). Only 14 percent of Utah’s PFN highways are located within the MPO areas. The following table shows the route types and number of miles by MPO.

Table 3.2 – Metropolitan Planning Organizations and PFN Highways

Route Type	Cache	Dixie	MAG	WFRC
Interstate Routes	0	28.1	44.3	113.8
Critical Rural Freight Routes	0	0	5.7	0
Critical Urban Freight Routes	30.0	25.9	6.6	27.3
Energy Routes	0	0	0	0
Total Route Miles	30.0	54.0	56.6	141.1



There are four main grants or loan programs that are available to Utah counties and incorporated municipalities for highway related infrastructure improvements. While these programs do not specifically identify the use of these funds for freight improvements, it does not prohibit them either. The four main programs include the following:

- Class B & C Road Funds
- State Infrastructure Bank Loan Fund
- UDOT Flexible Match on Federal-Aid Projects
- Off-System Bridge Soft Match Credit Program

Strengths & Needs

As one of the first states to identify its PFN highways way back in 2005, Utah early on focused its research and improvement funding on those routes with the highest truck traffic volumes. Over the last decade UDOT has conducted extensive outreach and research with the trucking industry including the Southern Utah Truckers Association (SUTA). Many of the system

improvement projects across the state and most of the projects in Washington County had direct input from SUBA and have been included on the State Freight Project List – excerpt shown below:

County	Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Est. Cost in Millions*
Tooele	TRPO	I-80	I-80, Widen from 4 lanes to 5 lanes from SR-36 to SR-201	2.6	Widening	NA
Tooele	UDOT	SR-36	SR-36 MP 62.9 to MP 65.8, from SR-136 to I-80	2.9	Widening	\$13
Tooele	UDOT	I-80	I-80 at MP 94.5, Midvalley Highway Interchange (refer to local plan)	NA	New Interchange	\$38
Tooele	UDOT	I-80	I-80 at MP 98.7, SR-36	NA	Interchange Upgrade	\$38
Utah	UDOT	US-40	US-40 Widen EB and add center turn lane from MP 121.7 to MP 124.9, Gusher	3.2	Passing Lanes	\$12
Utah	MAG	I-15	I-15 Draper 12300 S. to Lehi Main St. Reconstruct Freeway and Interchanges	11.7	Reconstruction	\$429
Utah	MAG	SR-75	I-15 FWY to Springville Main St	1.9	Widening	\$38
Utah	MAG	US-6	Powerhouse Rd to Diamond Fork Rd	0.5	Widening	\$16
Wasatch	UDOT	US-40	US-40 Widen WB from MP 35.1 to MP 39.0, West of Strawberry Reservoir	3.9	Passing Lanes	\$11
Wasatch	UDOT	US-189	US-189 MP 19.4 to MP 25.5, Wallsburg to Charleston	6.1	Widening	\$27
Wasatch	WRPO	US-189	US-40 Widen to 5 lanes from US-189 (HUB) to Mill Road	1.5	Widening	\$6
Wasatch	WRPO	US-40/189	US-40/189 Interchange at SR-32/River Road (Exit 13)	NA	New Interchange	\$25
Washington	DMPD	SR-9	SR-9 Interchange at Telegraph, So. Parkway Segment VI	NA	New Interchange	\$12
Washington	DMPD	I-15	I-15 Add Auxiliary Lanes from MP 8 to MP 10 and Mall Drive Underpass	2.3	Widening	\$67
Washington	DMPD	I-15	I-15 Widen SB lanes from Brigham Road to Dixie Drive	1.1	Widening	\$25
Washington	UDOT	SR-59	SR-59 Widen travel lane in each direction from MP 2.0 to MP 3.5	1.5	Passing Lanes	\$4
Washington	UDOT	SR-59	SR-59 Widen travel lane in each direction from MP 8.2 to MP 9.1	0.9	Passing Lanes	\$2
Washington	UDOT	SR-59	SR-59 Widen NB from MP 12.3 to MP 12.7	0.4	Widening	\$2
Washington	UDOT	SR-59	SR-59 Widen travel lane in each direction from MP 13.0 to MP 14.1	1.1	Passing Lanes	\$3
Washington	UDOT	SR-59	SR-59 Widen SB from 1 lane to 2 from MP 15.7 to MP 17.0	1.3	Passing Lanes	\$3
Washington	UDOT	SR-59	SR-59 Widen SB from MP 17.3 to MP 17.8	0.5	Passing Lanes	\$1
Weber	WFRC	Local	Pioneer Road (800 N), Restripe from 2 lanes to 4 lanes from I-15 to 1200 West	0.9	Corridor Improvements	\$0
Weber	WFRC	I-15	I-15 Interchange at 24th Street	NA	Interchange Upgrade	\$45

*Estimated Cost represents planning level costs in 2015 dollars

The PFN is generally in good shape but does have some roadway improvement needs. Please refer to the State of Utah Freight Plan for further detail.

Strategic Goals with Objectives

Dixie MPO's three strategic goals are as follows:

1. Zero Crashes, Injuries, and Fatalities
 - Dixie MPO is committed to safety, and we won't rest until we achieve zero crashes, zero injuries, and zero fatalities.
2. Preserve Infrastructure
 - We believe good roads cost less, and through proactive preservation we maximize the value of our infrastructure investment for today and the future.
3. Optimize Mobility
 - Dixie MPO optimizes traffic mobility by adding roadway capacity and incorporating innovative design and traffic management strategies.