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. 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 2019-2050, 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 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.

2022 Freight Employment and Salary by Transportation Industry

Industry	Number Employed		Average Annual Salary	
Aviation		7,780		$91,920
Railroad		1,021		$77,772
Pipeline		286		$116,844
Trucking		19,612		$57,936
Warehousing		13,486		$51,120
	Total	**42,185**	**Average**	**$79,118**

Source: Utah Department of Workforce Services, 2022 1st Quarter Industry Data.

Trucking

According to FHWA's Highway Statistics, 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 the FAST ACT 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.

Utah's Primary Freight Network Highway Mileage 2017

Route Type	Mileage
Interstate Routes	904.90
Critical Rural Freight Routes	182.10
Critical Urban Freight Routes	91.2
Secondary Routes	911,32
Intermodal Connectors	18.28
Total	**2,107.80**

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.

Metropolitan Planning Organizations and Statewide Highway Freight Network Mileage

Route Type	Cache	Dixie	MAG	WFRC	Statewide Rural	Total
Interstate Routes	0	28.17	44.35	145.22	687.16	904.90
Critical Rural Freight Routes	0.00	0.00	0.00	0.00	182.10	182.10
Critical Urban Freight Routes	6.80	5.43	5.43	72.15	0.00	91.20
Secondary Routes	28.24	22.39	6.14	15.76	838.79	911.32
Intermodal Connectors	0.00	0.00	0.00	6.78	11.50	18.28
Total Route Miles	**35.04**	**57.38**	**55.92**	**239.91**	**1,719.55**	**2,107.80**

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:

Table 9.6 – Utah's Secondary Highway Freight Network Phase One Projects (2017-2024)

County	Entity	Route	Project Description	Length (miles)	Improvement Type	Estimated Cost in Millions[1]
Cache	UDOT	S.R. 30	Widen to 4 lanes from 1000 West to S.R. 23 (MP 102.3 to MP 108.7)	6.4	Widening	$66
Carbon	UDOT	S.R. 10	Widen to 4 lanes from 3000 South to U.S. 6 (MP 65.4 to MP 67.7)	2.3	Widening	$8
Carbon	UDOT	S.R. 10	Widen to 4 lanes from 2000 South to 2500 South (MP 66.2 to MP 66.8)	0.6	Widening	$3
Carbon	UDOT	S.R. 10	Widen to 4 lanes from Ridge Road to 3000 South (MP 64.2 to MP 65.7)	1.5	Widening	$7
Duchesne	UDOT	U.S. 40	Add EB passing lane from MP 97.7 to MP 99.1, Bridgeland	1.4	Passing Lane	$5
Duchesne	UDOT	U.S. 40	Add WB passing lane from MP 101.7 to MP 103.1, West of Myton	1.4	Passing Lane	$4
Duchesne	UDOT	U.S. 40	Intersection improvements at MP 82.1, MP 111.5, and S.R. 87 at MP 1.1	NA	Operational	$5
Duchesne	UDOT	U.S. 40	Add EB passing lane from MP 65.2 to MP 67.6, East of Fruitland	2.4	Passing Lane	$9
Emery	UDOT	U.S. 6	Add WB passing lane from MP 290.7 to MP 291.7	1.0	Passing Lane	$2
Emery	UDOT	U.S. 6	Add EB and WB from MP 291.7 and 293.7	2.0	Passing Lane	$9
Emery	UDOT	U.S. 6	Add WB passing lane from MP 266.8 and 269.9	3.1	Passing Lane	$7
Emery/Carbon	UDOT	U.S. 6	Extend WB passing lane from MP 261.2 to MP 262.0	0.8	Passing Lane	$2
Garfield	UDOT	U.S. 89	Add NB passing lane from MP 121.4 to MP 122.4	1.0	Passing Lane	$2
Garfield	UDOT	U.S. 89	Add NB passing lane from MP 135.0 to MP 137.0	2.0	Passing Lane	$5
Garfield	UDOT	U.S. 89	Add SB passing lane from MP 113.3 to MP 114.0	0.7	Passing Lane	$2
Iron	UDOT	S.R. 20	Add WB passing lane from MP 7.5 to MP 10.0	2.5	Passing Lane	$6
Kane	UDOT	U.S. 89	Add NB acceleration/passing lane from MP 99.0 to MP 100.0	1.0	Passing Lane	$2
Kane	UDOT	U.S. 89	Extend SB passing lane from MP 76.5 to MP 76.7	0.2	Passing Lane	<$1
Kane	UDOT	U.S. 89	Extend NB passing lane from MP 75.2 to MP 75.5	0.3	Passing Lane	$1
Kane	UDOT	U.S. 89	Add NB passing lane from MP 38.0 to MP 42.0	4.0	Passing Lane	$9
Kane	UDOT	U.S. 89	Add NB passing lane from MP 50.0 to MP 53.0	3.0	Passing Lane	$7
Kane	UDOT	U.S. 89	Extend NB passing lane from MP 73.0 to MP 73.9	0.9	Passing Lane	$2
Kane	UDOT	U.S. 89	Extend NB passing lane from MP 74.4 to MP 74.9	0.5	Passing Lane	$1
Kane	UDOT	U.S. 89	Extend SB passing lane from MP 76.9 to MP 77.9	1.0	Passing Lane	$2
Kane	UDOT	U.S. 89	Add NB passing lane from MP 15.0 to MP 16.0	1.0	Passing Lane	$2
Kane	UDOT	U.S. 89	Add SB passing lane from MP 16.0 to MP 17.0	1.0	Passing Lane	$2

San Juan	UDOT	U.S. 191	Add NB and SB passing lanes at various locations MP 103.0 to MP 107.0	4.0	Passing Lane	$9
San Juan	UDOT	U.S. 191	Add SB passing lane from MP 90.1 to MP 91.3	1.2	Passing Lane	$3
San Juan	UDOT	U.S. 191	Add NB passing lane from MP 41.0 to MP 42.0	1.0	Passing Lane	$2
San Juan	UDOT	U.S. 191	Extend SB passing lane from MP 79.0 to MP 79.2	0.2	Passing Lane	<$1
San Juan	UDOT	U.S. 191	Extend NB passing lane from MP 67.8 to MP 68.0	0.2	Passing Lane	<$1
San Juan	UDOT	U.S. 191	Extend NB passing lane from MP 66.3 to MP 66.9	0.6	Passing Lane	$1
San Juan	UDOT	U.S. 191	Extend SB passing lane from MP 69.0 to 71.0	1.1	Passing Lane	$3
San Juan	UDOT	U.S. 191	Extend SB passing lane from MP 93.0 to 93.7	0.7	Passing Lane	$2
Uintah	UDOT	U.S. 40	Add EB passing lane and center turn lane from MP 122.4 to 125.0, Gusher	2.6	Passing Lane	$12
Wasatch	WRPO	U.S. 40	Intersection improvements at U.S. 189 (Hub)	NA	Operational	<$1
Wasatch	WRPO	U.S. 40	Widen to 5 lanes from U.S. 189 (Hub) to Mill Road	1.5	Widening	$6
Wasatch	WRPO	U.S. 40	New interchange at S.R. 32	NA	New Interchange	$25
Wasatch	UDOT	U.S. 40	Add WB passing lane from MP 35.1 to MP 39.0, West of Strawberry Res.	3.9	Passing Lane	$11
Wasatch	UDOT	U.S. 189	Add EB and WB passing lanes from MP 22.0 to MP 28.9, Wallsburg to Heber	6.9	Widening	$27
Wasatch	UDOT	U.S. 40	Add WB passing lane from MP 31.2 to MP 32.7, Daniels Canyon North of Summit	1.5	Passing Lane	$5
Washington	UDOT	S.R. 59	Add SB passing lane from MP 15.7 to MP 17.0	1.3	Passing Lane	$3
Washington	UDOT	S.R. 59	Add EB and WB passing lanes from MP 13.0 to MP 14.1	1.1	Passing Lane	$5
Washington	UDOT	S.R. 59	Add SB passing lane from MP 17.3 to MP 17.8	0.5	Passing Lane	$1
Washington	UDOT	S.R. 59	Add EB and WB passing lanes from MP 2.0 to MP 3.5	1.5	Passing Lane	$4
Washington	UDOT	S.R. 59	Add EB and WB passing lanes from MP 8.2 to MP 9.1	0.9	Passing Lane	$2
Washington	UDOT	S.R. 59	Widen WB from MP 12.3 to MP 12.7	0.4	Widening	$2

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.