

Utah: Transportation & Economic Development

Crossroads of the West

Carlos Braceras

Dan Kuhn

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Role of Transportation



Roman mile marker



Transcontinental railroad



Interstate highways

Start with a Vision



MISSION

Innovating transportation solutions that strengthen Utah's **economy** and enhance **quality of life.**



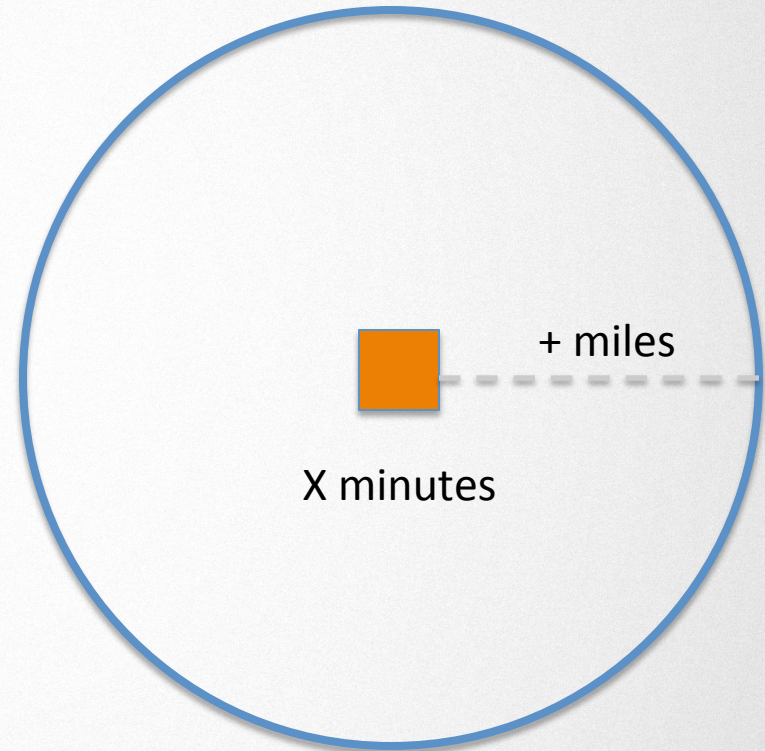
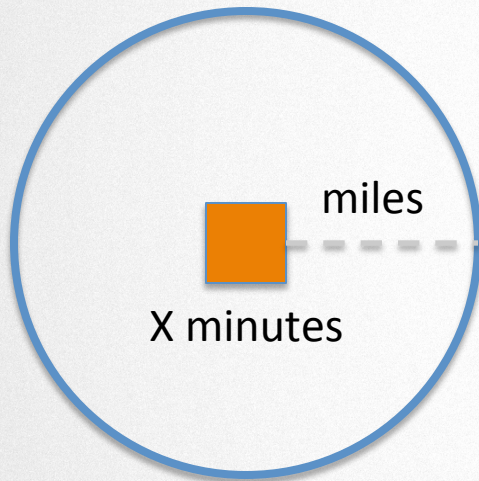
Transit: Economic Engines



Air Transportation: Connection to the World



Access and the Economy



Quality of Life: Attracting and Retaining Talent



- **Talent:** Fast growing, young educated workforce
- **Job opportunities:** 40,000 new jobs in 2016
- **Outdoors:** Access to world class mountains, trails, lakes
- **Community:** Family, friends, neighbors

Freight in Utah: The Crossroads of the West

Daniel B. Kuhn, UDOT Railroad & Freight Planner



How It All Began

- Transportation technology has come a long way since the driving of the Golden Spike on May 10, 1869 at Promontory, Utah.
- Today, railroads join with highways, pipelines, and aviation in serving the economic and business needs of Utah and Western America.
- As in pioneer times, Utah is still “The Crossroads of the West.”
- Let’s examine how freight transportation contributes to Utah’s vibrant economy and job growth.



Photo by Daniel B. Kuhn



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Trucking: Utah's Primary Freight Mode

- Of all modes of transportation, trucking has the greatest impact on Utah's economy and business community, and is Utah's number one freight mode.
- Like the rest of America, Utah's logistics system is designed around trucks delivering most of what we use and consume.



We All Depend on Truck Freight

- Take a moment to consider all that you use each day.
- From distribution warehouses to offices and retail businesses, trucks of all types and sizes deliver our daily necessities.
- Utah is one of America's most important trucking and warehousing centers.



Photo by Vern Keeslar



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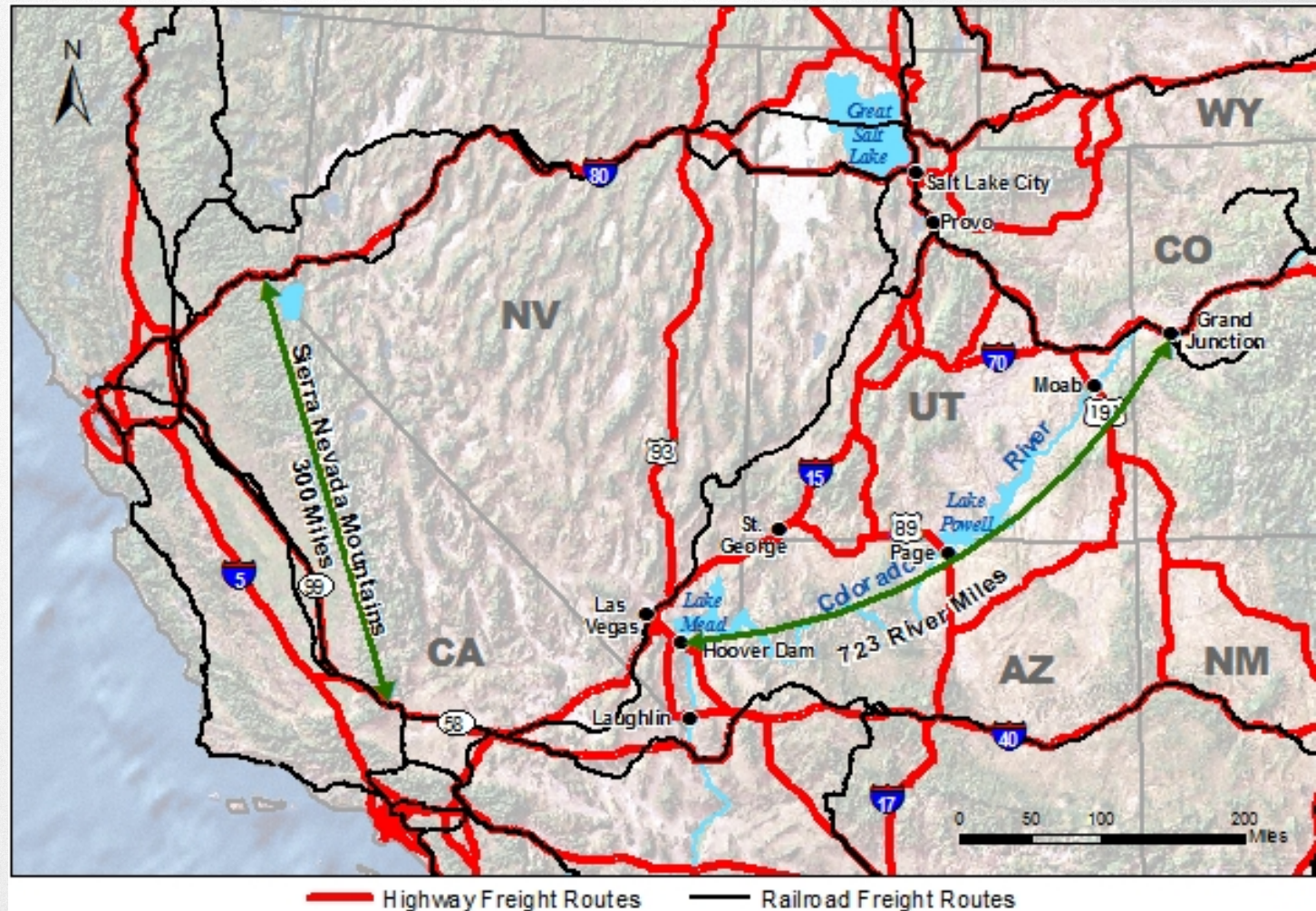
Utah: Highway Freight Center of the West

- Utah is at the hub of seven major long distance highway freight routes.
- Utah's strategic location affects freight moving across America.
- Disruptions on Utah's freight highways impacts the Nation.
- Distant highway issues impact freight flow and business in Utah.



Geography Impacts Ground Transportation

- Humboldt River Corridor (Nevada).
- Sierra Nevada Mountain Range (California).
- Colorado River Canyons (Grand Jct. to Hoover Dam).
- From pioneer trails to today's railroads and highways, geography affects freight corridors.



Much of America's Food is Trucked Through Utah

- C.R. England, one of America's largest temperature controlled (refrigerated) truck companies, is one of several headquartered in Salt Lake City.
- Approximately half of C.R. England's more than 4,500 trucks pass through the Wasatch Front every week, most traveling on I-80, I-15, and I-84.



Refrigerated Freight Flow through Utah

- Refrigerated produce is extremely sensitive to delays in transport.
- Temp-controlled trucks constitute approximately 30 percent of total truck traffic on Utah Interstates, and approaches 50 percent in certain areas of the West during summer and fall harvest.

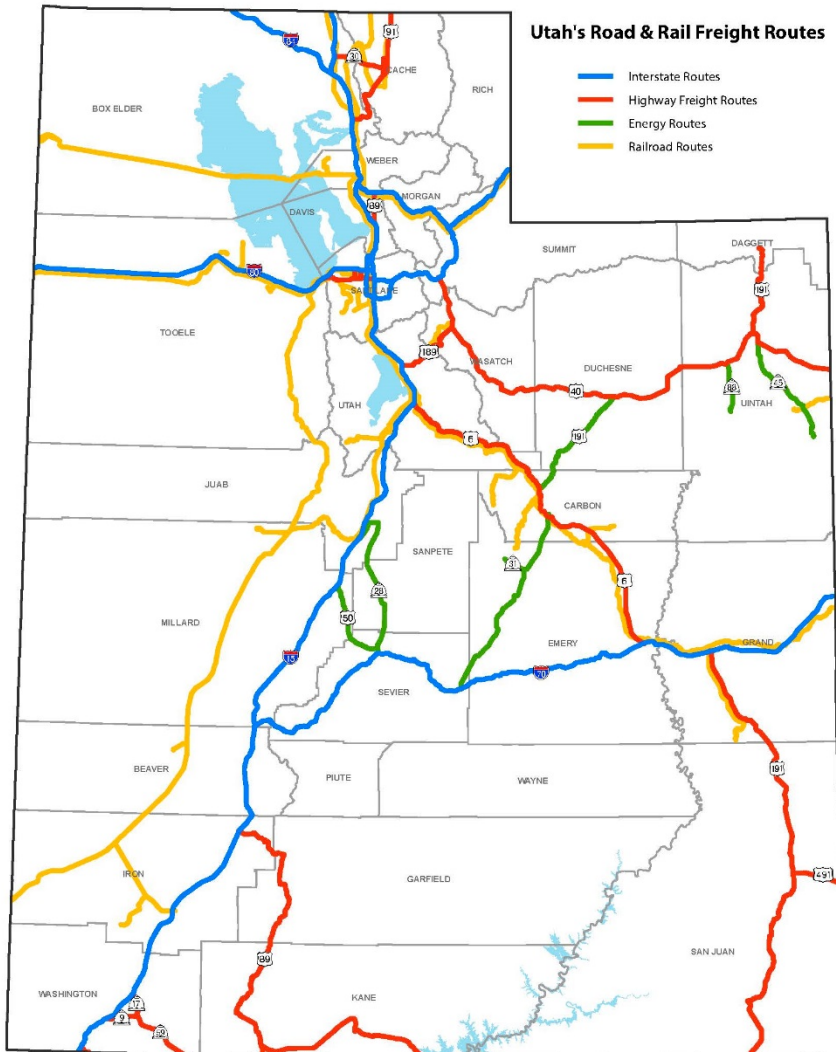


Photo by Vern Keeslar

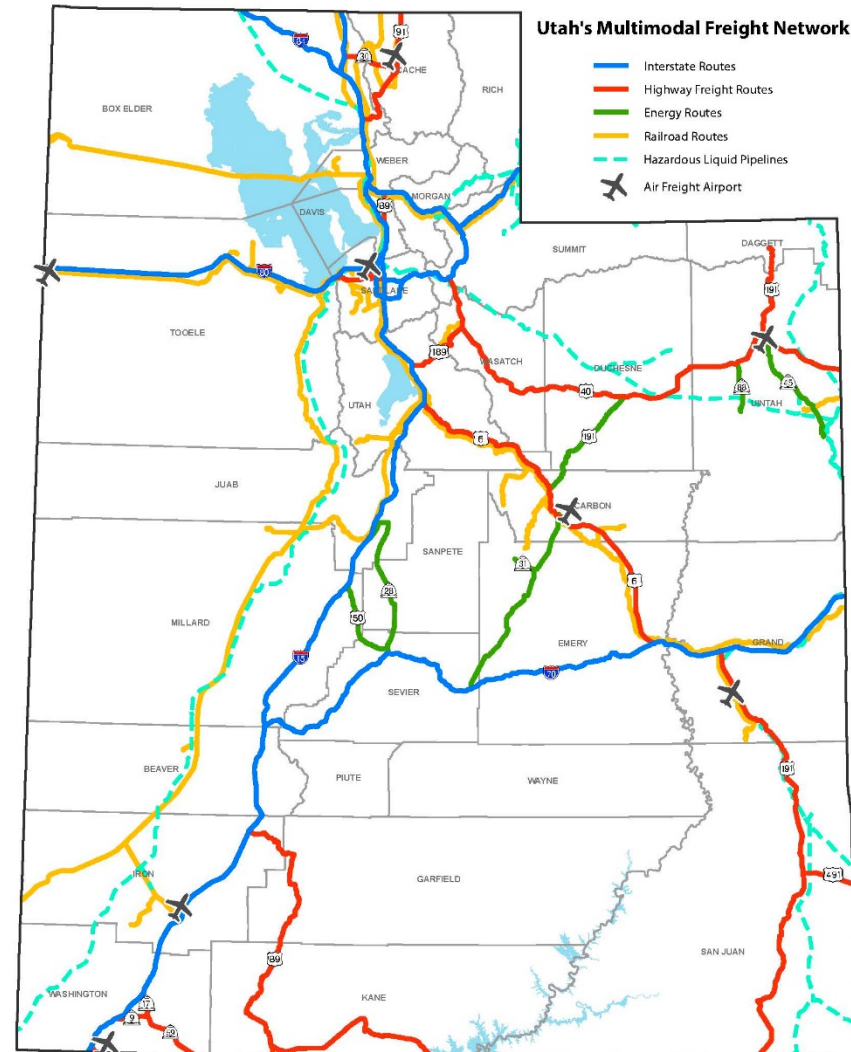


Utah Freight Networks

Utah's Road & Rail Freight Routes



Utah's Multimodal Freight Network

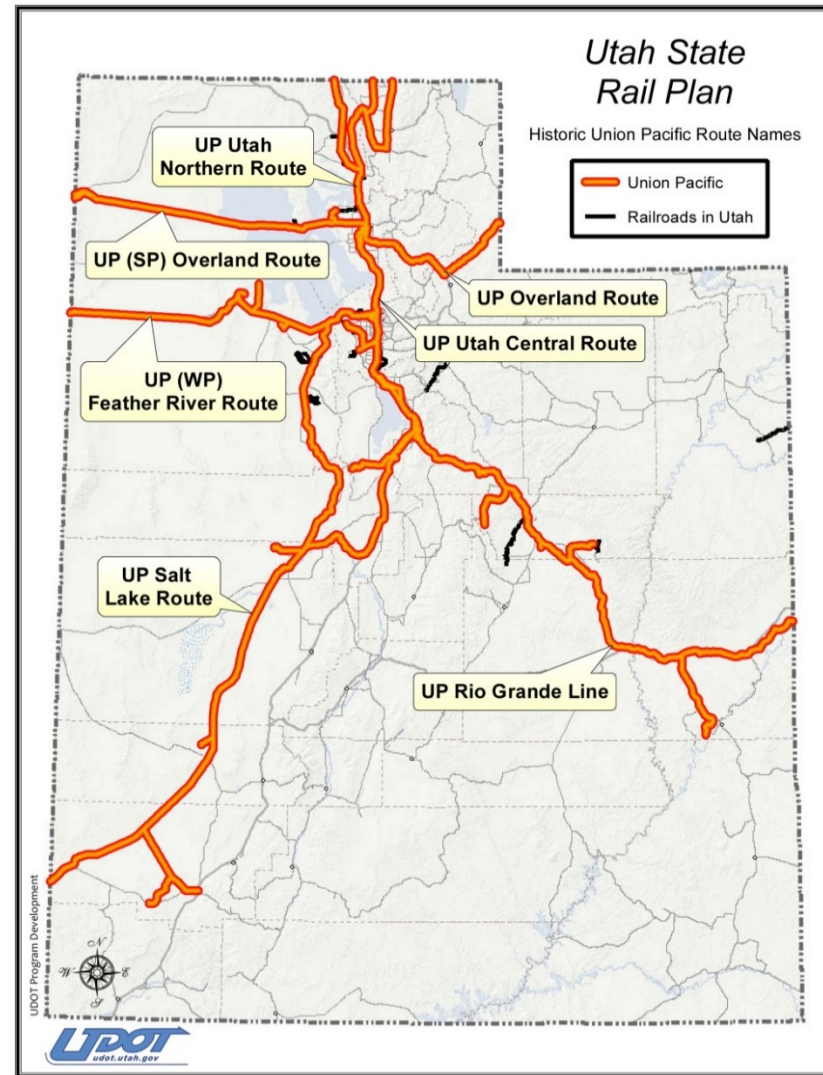


Utah's Railroad Freight Network

- This map identifies each major railroad mainline serving Utah by its historic name and former owner.
- Today, these mainlines linking Utah with the rest of America are all part of the Union Pacific Railroad (UP).
- BNSF Railway operates freight service via trackage rights between Denver, CO and Stockton, CA over UP's Rio Grande Line and Feather River Route through Provo and Salt Lake City.



Photo by Daniel B. Kuhn



California's Seaports are Utah's Global Gateways

- Most of Utah's international freight passes through Los Angeles and Long Beach (bottom), which are North America's busiest intermodal seaports.
- Utah's other major intermodal port is in Oakland (top).
- Union Pacific's Salt Lake City Intermodal Terminal (SLCIT) is the primary intermodal facility in the Mountain West.
- Adequate truck access to SLCIT is essential for Utah's growing economy and potential Inland Port project.
- Without trucking, intermodal freight would not exist.



Photo by Daniel B. Kuhn



Photo by Daniel B. Kuhn

Utah's Pipeline Networks

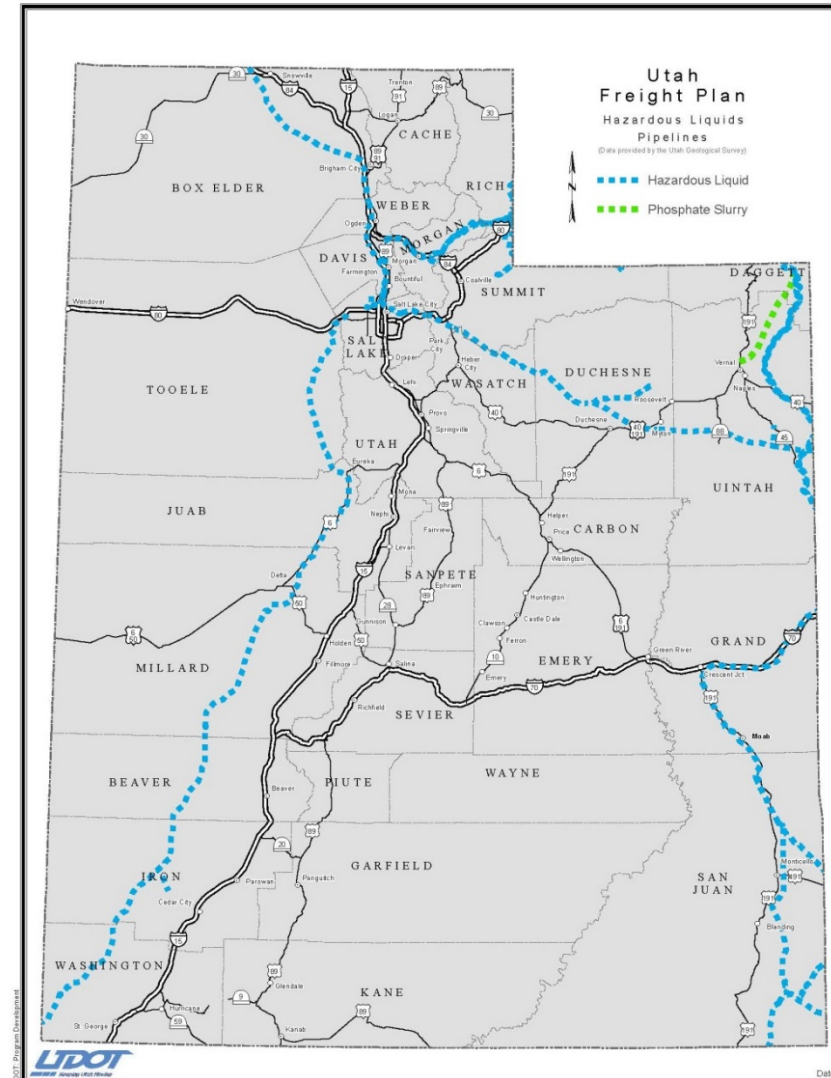
- There are at least 15 pipeline owners/operators in Utah.
- Liquid pipelines include both crude oil and refined petroleum products.
- Pipelines serving Utah extend as far distant as Las Vegas, NV, Spokane, WA, Billings, MT, and Edmonton, AB.



Photo by Vern Keeslar



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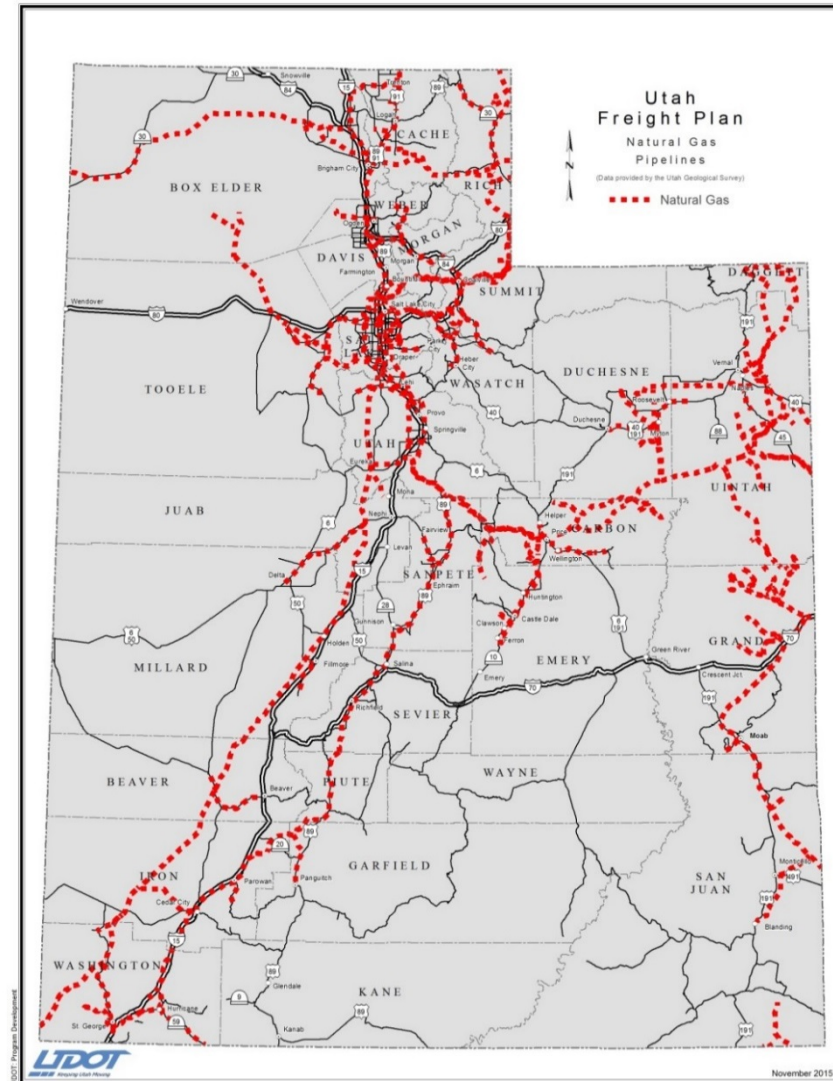


Natural Gas

- There are at least 28 natural gas pipeline owners/operators in Utah.
- Natural gas transmission pipelines are traditionally much larger in diameter, and under higher pressure than crude oil or refined petroleum pipelines.



Photo by Vern Keeslar



Utah's Air Freight

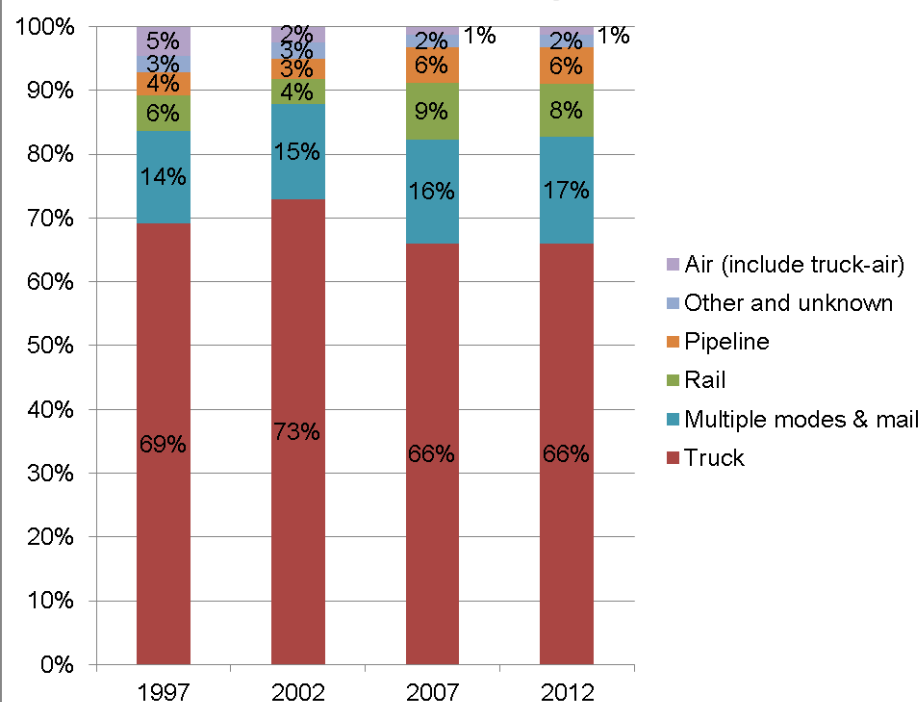
- Salt Lake International Airport is an important regional air cargo hub; however, aviation handles a relatively small fraction of all Utah freight.
- Major national air cargo hubs are located in the Central and Eastern Time Zones.
- Regional air cargo operations, such as St. George, Cedar City, Price, and Vernal are important to business and economic development in those areas.
- Maintaining adequate truck access that links air cargo terminals to Utah's freight highways is essential to freight mobility and our economy.



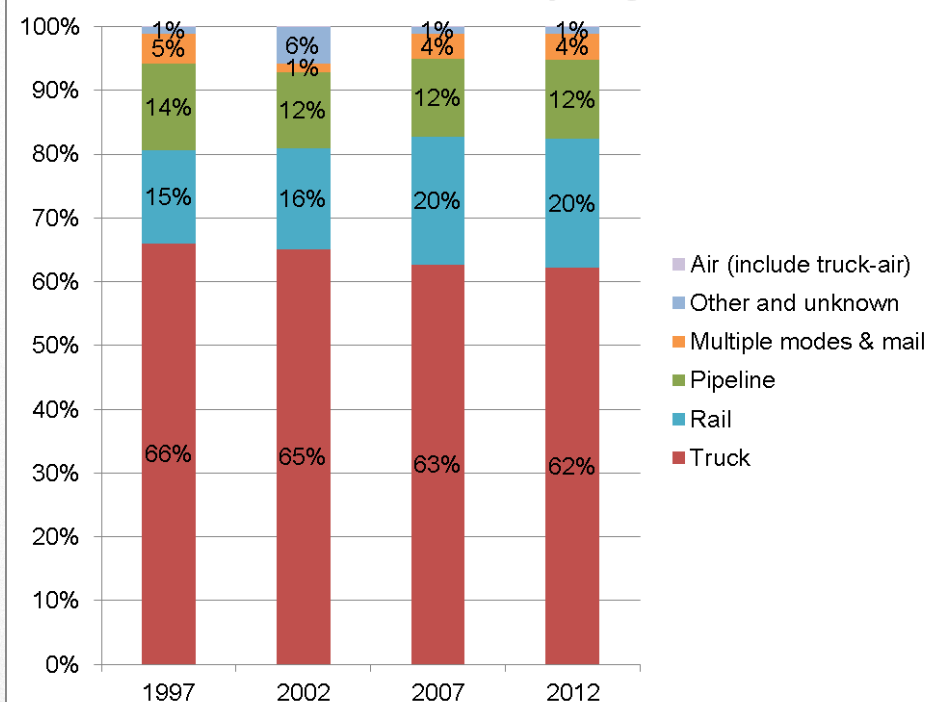
Freight Modes by Value and Weight

- In Utah, as with most of America, trucking is the dominate freight mode.
- Without safe and efficient highway freight movement, Utah's economy would be significantly impacted.
- Notice that pipelines are a close third to railroads in terms freight tonnage moved in Utah.

Total Mode Share by Value



Total Mode Share by Weight



Utah's Freight Employment by Mode



- In 2015, the trucking industry in Utah employed 21,519 people with an average annual salary of \$43,980.



- In 2015, the railroad industry in Utah employed 1,558 people with an average annual salary of \$68,304.



- In 2015, the pipeline industry in Utah employed 272 people with an average annual salary of \$106,704.



- In 2015, the aviation industry in Utah employed 6,164 people with an average annual salary of \$72,048.



- In 2015, the warehouse and storage industry in Utah employed 9,680 people with an average annual salary of \$41,568.

Summary

- Utah is a strategic hub for highway, rail/intermodal, pipeline and air freight operations that impact our businesses and quality of life.
- As a result, a large part of Utah's economy is transportation and distribution oriented, and we have a major impact on national freight flow.
- Maintaining freight transportation infrastructure is vital to Utah's economy, both now and in the future.



C.R. England, Inc. Photo



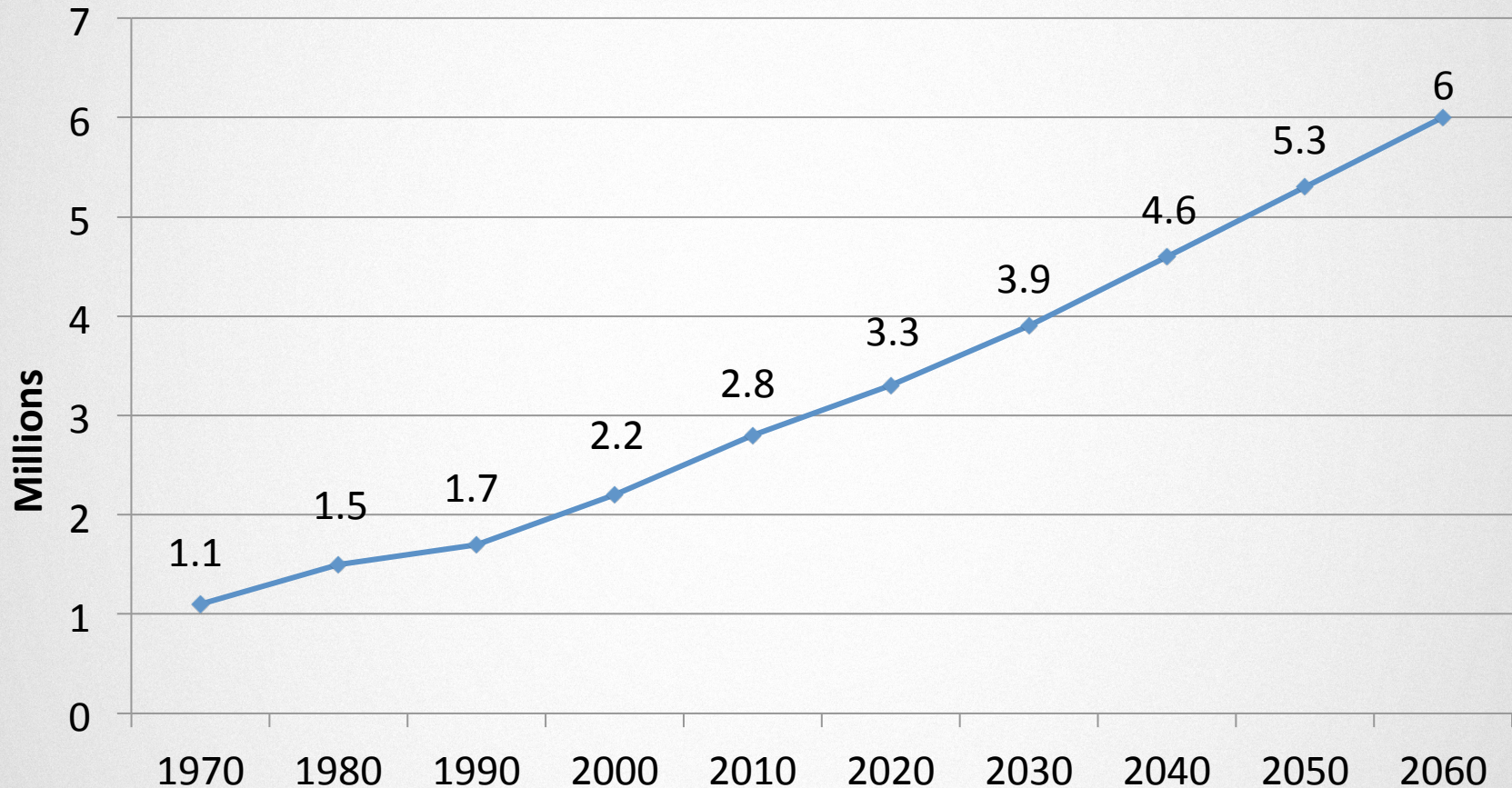
Photo by Daniel B. Kuhn



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Building Connections

Challenge and Opportunity: Utah's Population Growth



Supporting Vision for Communities





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