

# Utah Department of Transportation

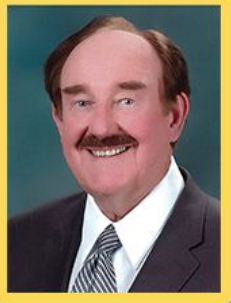
Transportation Interim Committee - September 16, 2020

Naghi Zeenati, Chair  
Utah Transportation Commission

Teri Newell, Deputy Director  
Utah Department of Transportation



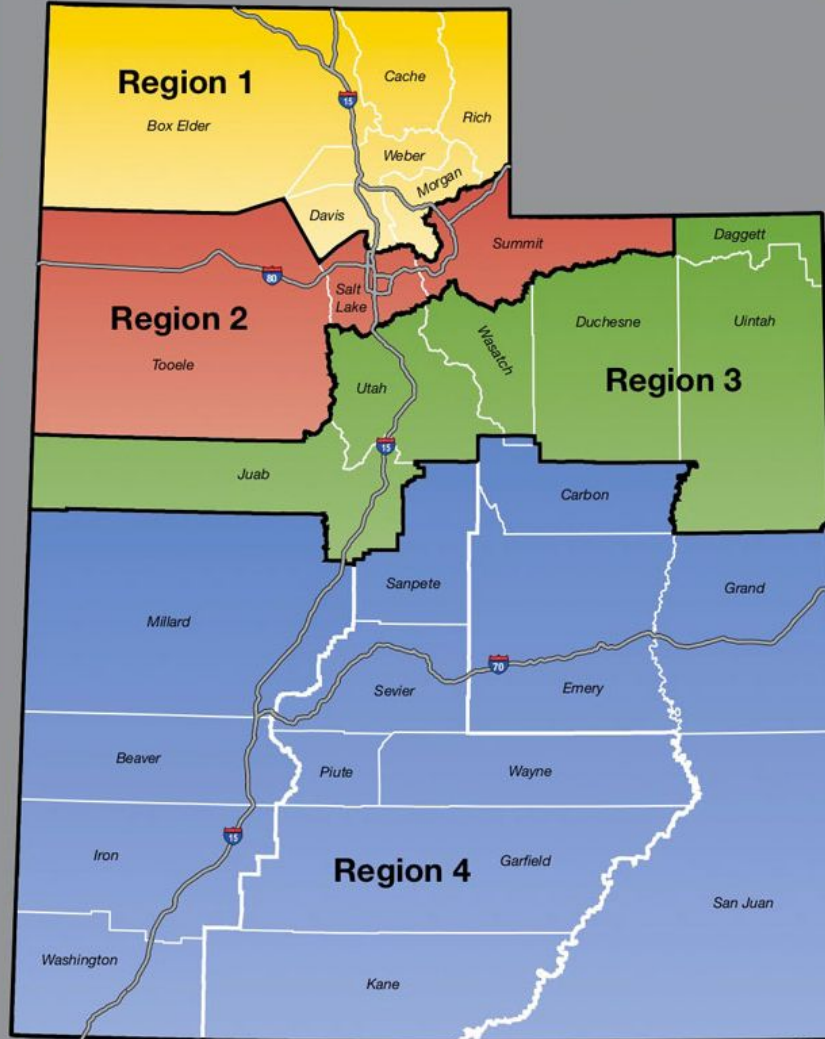
# Utah Transportation Commission



**Wayne Barlow**  
Region 1 Commissioner



**Natalie Gochmour**  
Region 2 Commissioner



**Jim Evans**  
Region 3 Commissioner



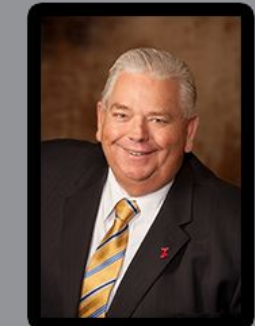
**Naghi Zeenati**  
Region 4 Commissioner  
Chair



**Lew Cramer**  
Commissioner-at-Large



**Donna Law**  
Commissioner-at-Large



**Kevin Van Tassell**  
Commissioner-at-Large

# Duties of the Commission

## 72-1-303 Duties of Commission

- Determine priorities and funding levels of projects including state funds for capital development transit projects
- Hearings and opportunities for public input
- Additions and deletions to state highways
- Adopt Rules necessary to perform duties
- Advise department in state transportation systems policy

# Prioritization: Utah State Code

Utah Code

*Effective 5/14/2019*

**72-1-304 Written project prioritization process for new transportation capacity projects -- Rulemaking.**

(1)

- (a) The Transportation Commission, in consultation with the department and the metropolitan planning organizations as defined in Section 72-1-208.5, shall develop a written prioritization process for the prioritization of:
  - (i) new transportation capacity projects that are or will be part of the state highway system under Chapter 4, Part 1, State Highways;
  - (ii) paved pedestrian or paved nonmotorized transportation projects that:
    - (A) mitigate traffic congestion on the state highway system; and
    - (B) are part of an active transportation plan approved by the department;
  - (iii) public transit projects that add capacity to the public transit systems within the state; and
  - (iv) pedestrian or nonmotorized transportation projects transit system.

(b)

- (i) A local government or district may nominate a project process established by the commission in rule.
- (ii) If a local government or district nominates a project local government or district shall provide data and:
  - (A) the project will advance the purposes and goals of the local government or district;
  - (B) for a public transit project, the local government or district shall provide data for operations and maintenance of the proposed project;
  - (C) the local government or district will provide 40% of the cost of the project as required by Subsection 72-2-124(4)(a)(viii) or 72-2-124(9)(e).

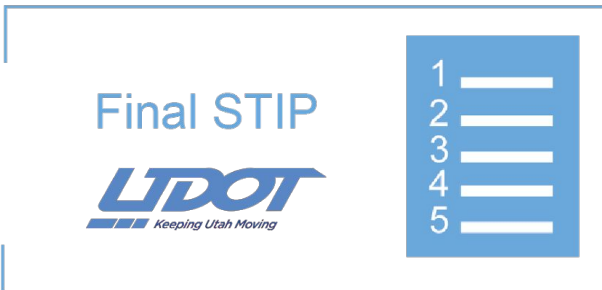
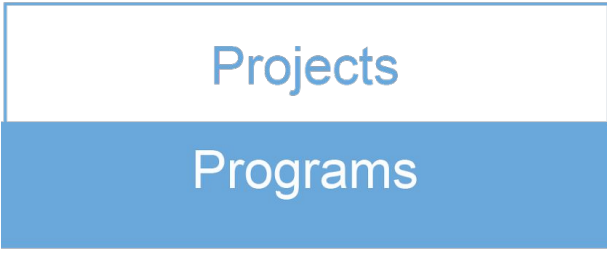
(2) The following shall be included in the written prioritization process:

- (a) a description of how the strategic initiatives of the department and the commission under Section 72-1-211 are advanced by the written prioritization process;
  - (b) a definition of the type of projects to which the written prioritization process will apply;
  - (c) specification of a weighted criteria system that is used to rank proposed projects and how it will be used to determine which projects will be prioritized;
  - (d) specification of the data that is necessary to apply the weighted ranking criteria; and
  - (e) any other provisions the commission considers appropriate, which may include consideration of:
    - (i) regional and statewide economic development impacts, including improved local access to:
      - (A) employment;
      - (B) educational facilities;
      - (C) recreation;
      - (D) commerce; and
      - (E) residential areas, including moderate income housing as demonstrated in the local government's or district's general plan pursuant to Section 10-9a-403 or 17-27a-403;
    - (ii) the extent to which local land use plans relevant to a project support and accomplish the strategic initiatives adopted under Section 72-1-211; and
    - (iii) any matching funds provided by a political subdivision or public transit district in addition to the 40% required by Subsections 72-2-124(4)(a)(viii) and 72-2-124(9)(e).
- (3) In developing the written prioritization process, the commission:
- (a) shall seek and consider public comment by holding public meetings at locations throughout the state; and

- (c) specification of a **weighted criteria system** that is used to rank proposed projects and how it will be used to determine which projects will be prioritized;
- (d) specification of the **data** that is necessary to apply the weighted ranking criteria; and
- (e) any other provisions the commission considers appropriate, which may include consideration of:
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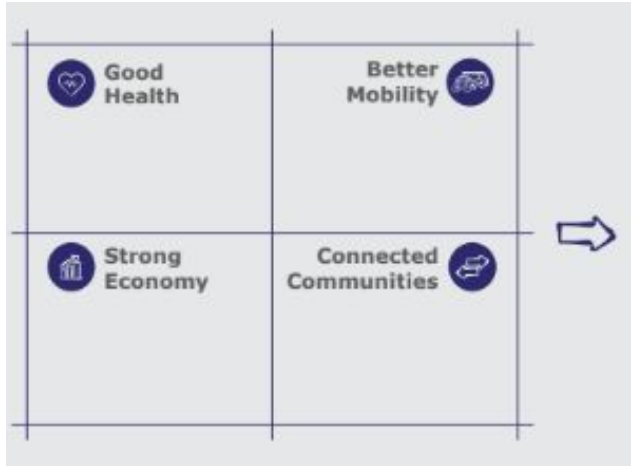
# Commission Approval of STIP

Data Economic Growth  
Population Public Input  
Collaboration & Planning Modeling





# Vision



# Plan

Utah's Unified Transportation Plan



# Prioritize



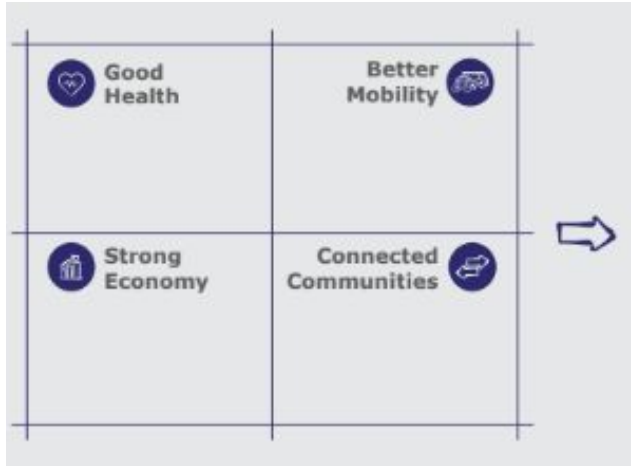
# Fund



# Build



# Vision



# Plan

Utah's Unified Transportation Plan



# Prioritize



# Fund

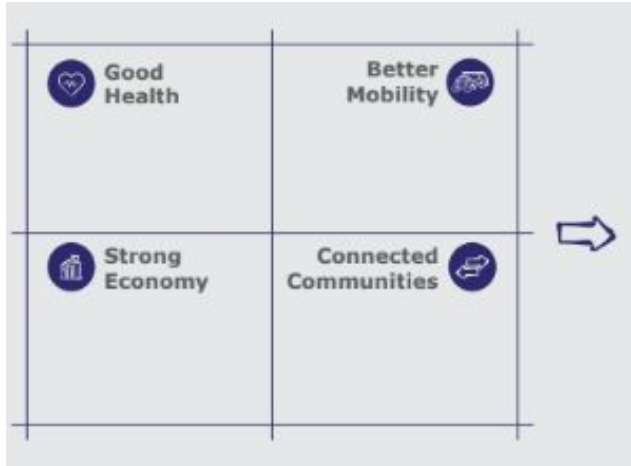


# Build





# Vision



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Utah's Unified Transportation Plan



# Prioritize



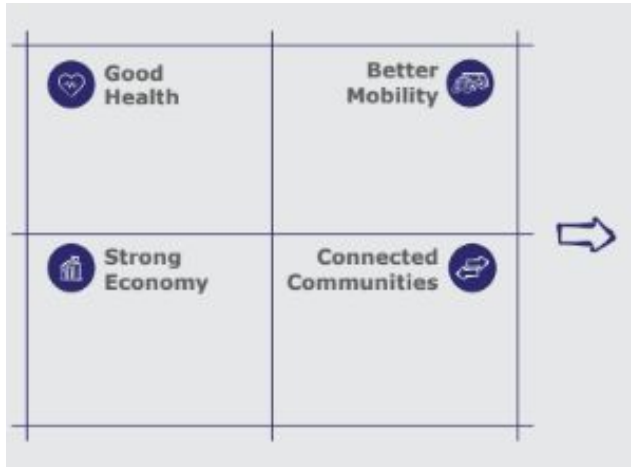
# Fund



# Build



# Vision



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Utah's Unified Transportation Plan



# Prioritize



# Fund



# Build



Transportation Investment Fund (TIF)

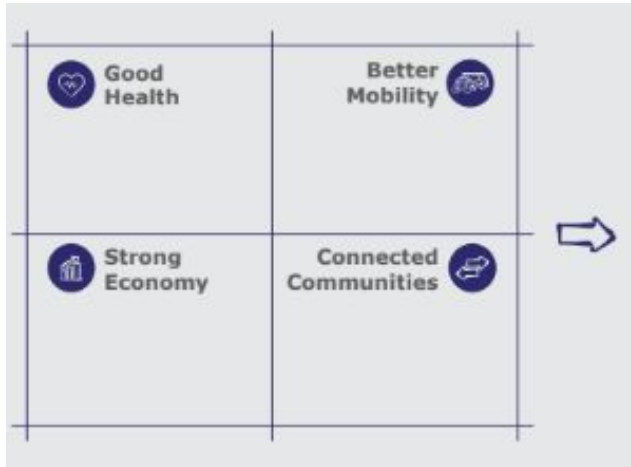
Transit Transportation Investment Fund (TTIF)

Transportation Fund

Federal Funds



# Vision



# Plan

Utah's Unified Transportation Plan



# Prioritize



Transportation Investment Fund (TIF)



Transit Transportation Investment Fund (TTIF)



Transportation Fund

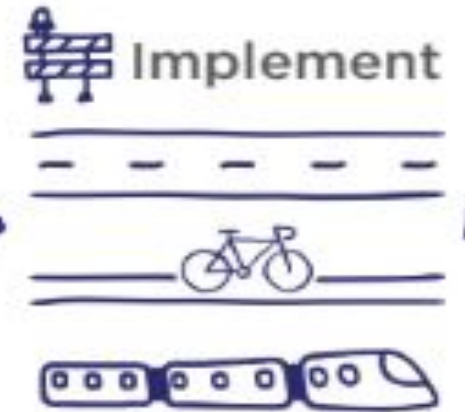


Federal Funds

# Fund



# Build



# UDOT FUNDING \$1.467 B

Transportation  
Investment Fund

51%

\$742.07 M

Transportation  
Fund

27%

\$399.63 M

Highway Federal  
Funds

21%

\$305.70 M

Rural Transit

<1%

\$12.12 M

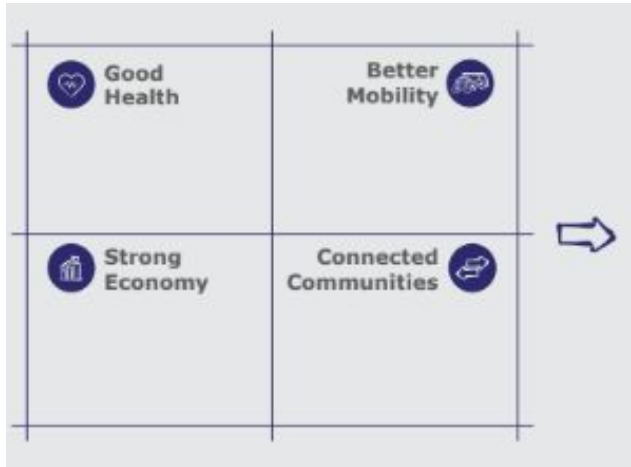
Aeronautics

<1%

\$7.65 M



# Vision



# Plan

Utah's Unified Transportation Plan



# Prioritize



# Fund



# Build



Transportation Investment Fund (TIF)

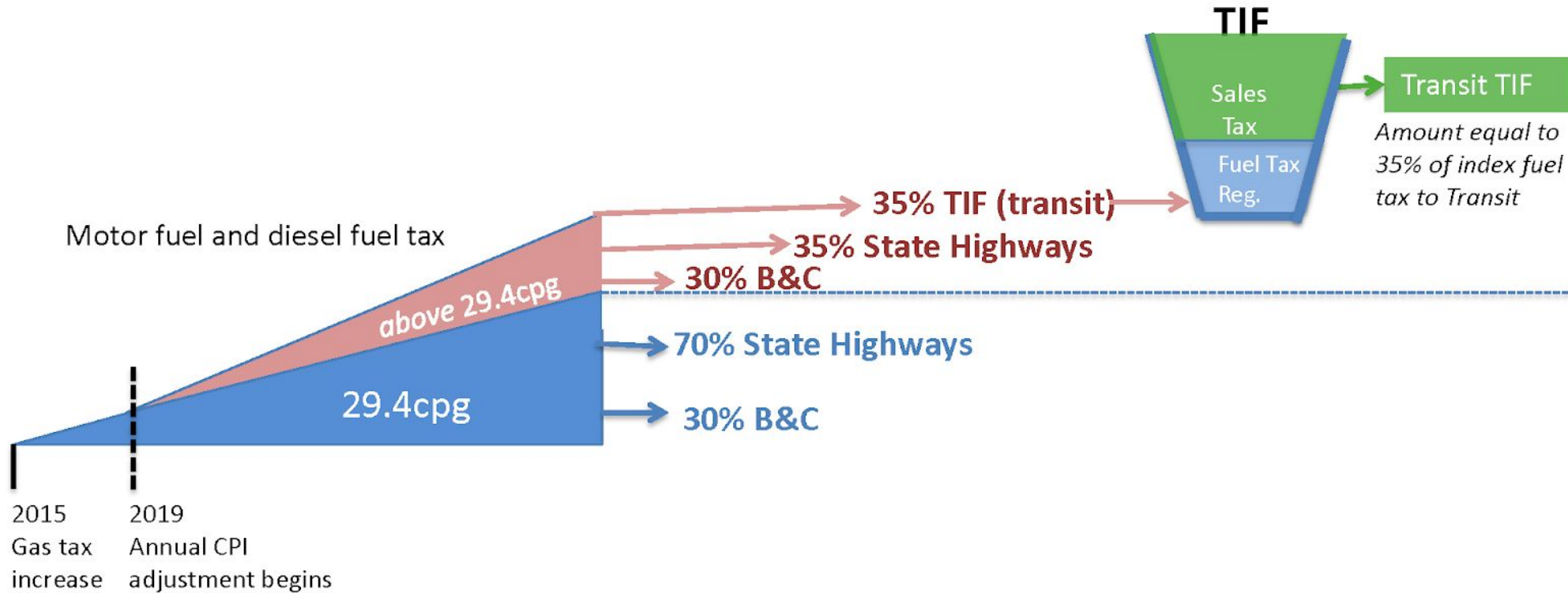
Transit Transportation Investment Fund (TTIF)

Transportation Fund

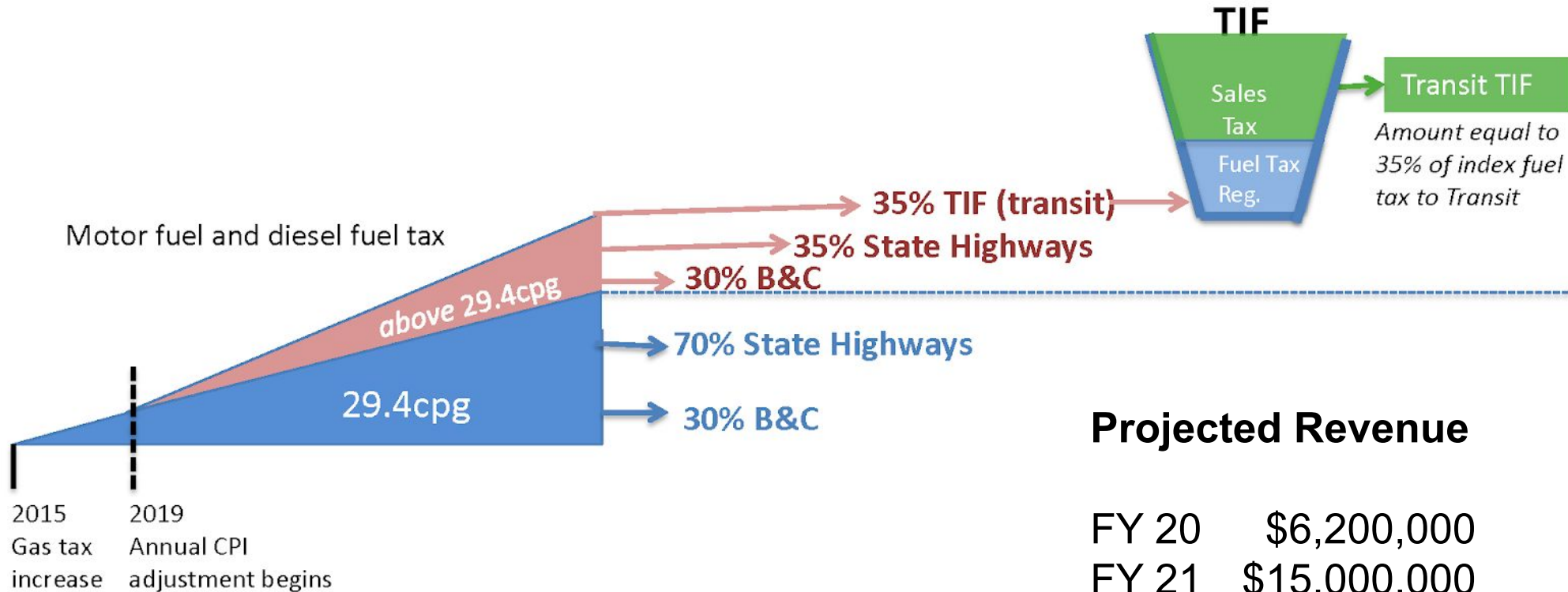
Federal Funds



# Funding Mechanism for TTIF



# Funding Mechanism for TTIF



## Projected Revenue

FY 20	\$6,200,000
FY 21	\$15,000,000
FY 22	\$21,000,000



Effective 5/12/2020

**72-1-304. Written project prioritization process for new transportation capacity projects -- Rulemaking.**

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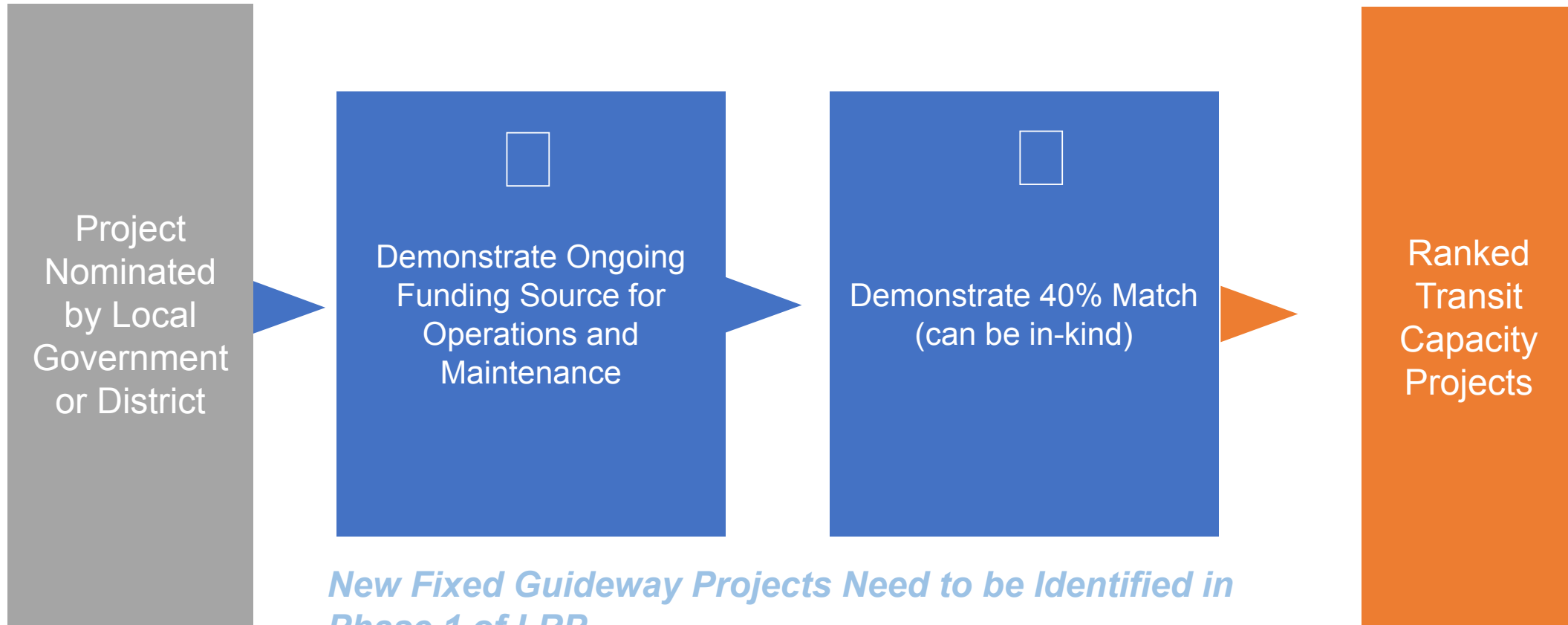
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- (iii) public transit projects that add capacity to the public transit systems within the state; and
- (iv) pedestrian or nonmotorized transportation projects that provide connection to a public transit system.





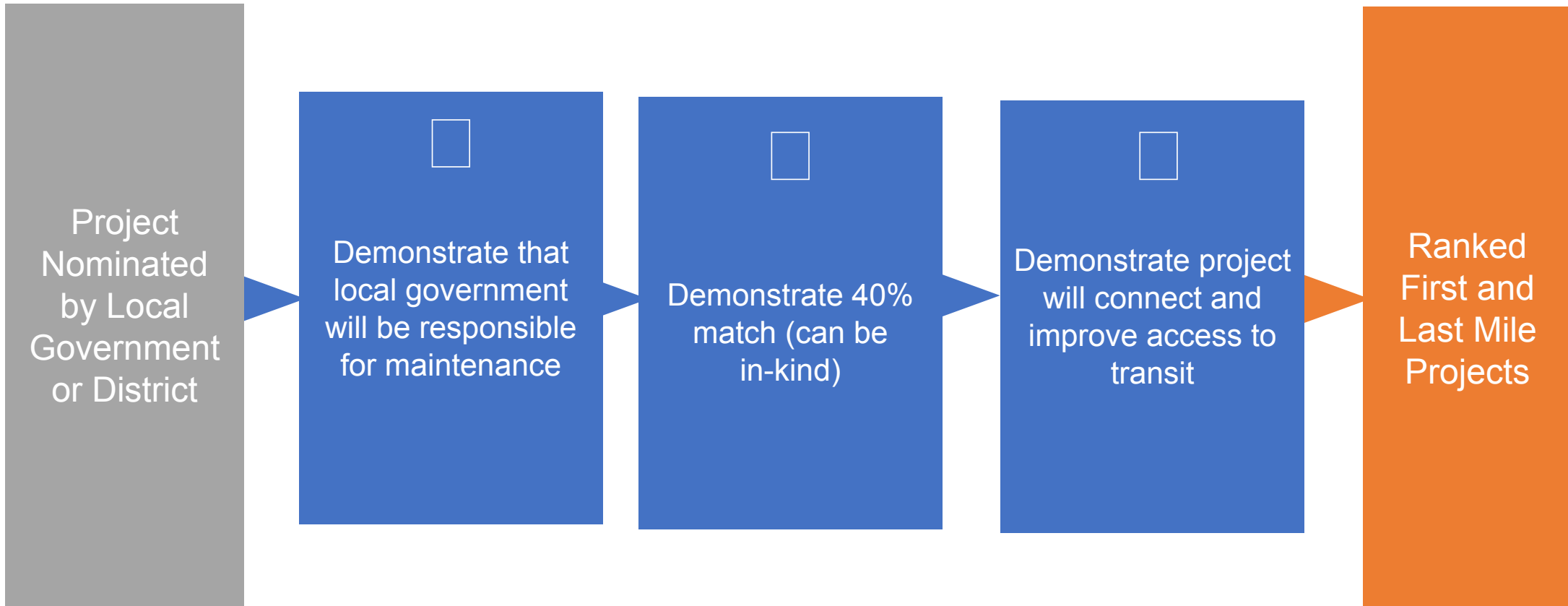
# TTIF Transit Process



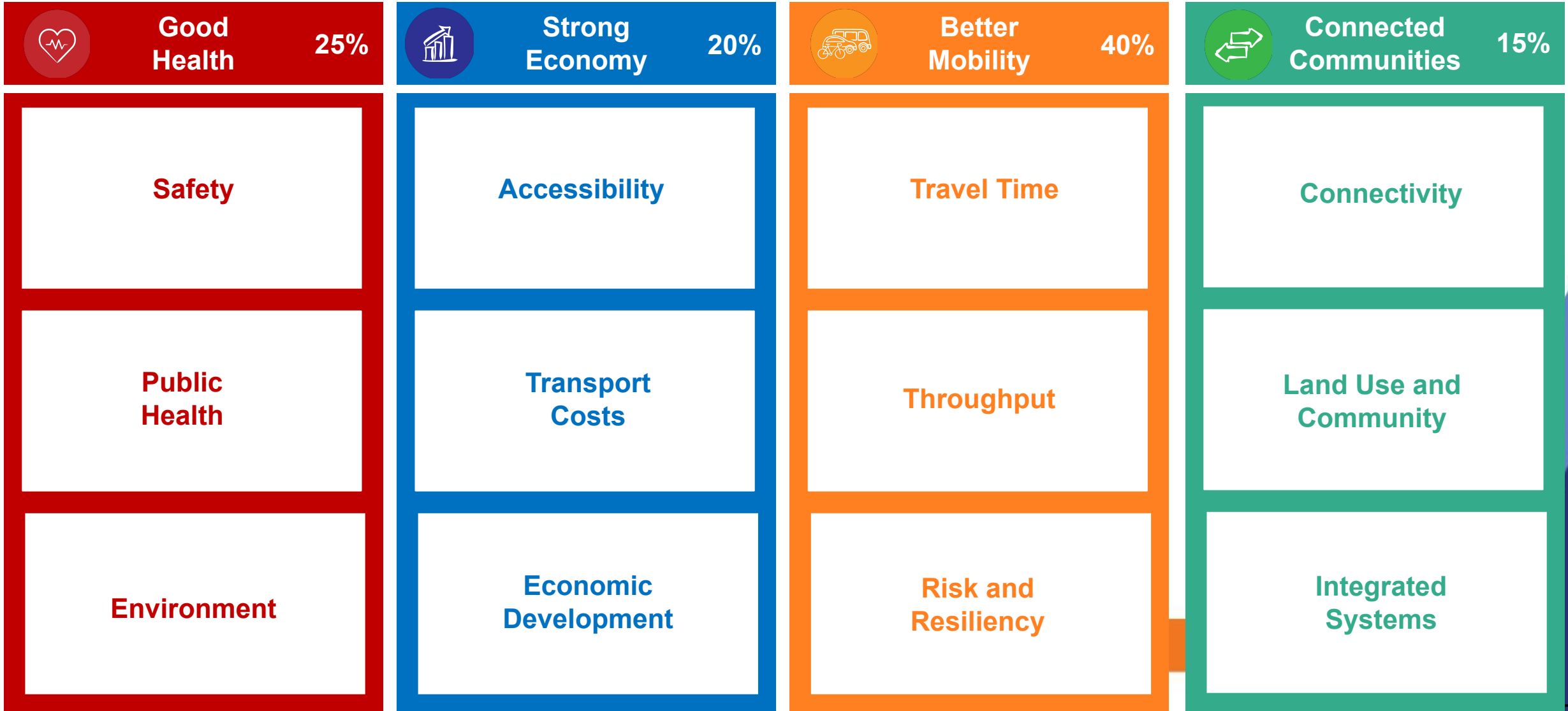
*New Fixed Guideway Projects Need to be Identified in Phase 1 of LRP*



# TTIF First/Last Mile Process



# Outcome and Criteria Weighting



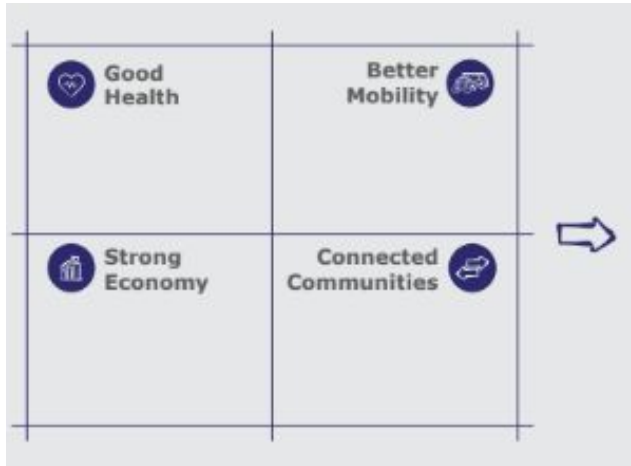
# Approved TTIF Funding

## 05/22/2020

Project Type	Project	Approved Funding
TTIF Transit	Ogden/WSU Bus Rapid Transit (BRT)	\$ 4,000,000
TTIF Transit	Midvalley Connector BRT	\$ 22,800,000
TTIF Transit	Purchase of four buses for new route that will connect USU, Logan Historic Downtown and shopping centers	\$ 1,200,000
TTIF Transit	600/700 North Frequent Transit Network Improvements - NEW ROUTE	\$ 228,000
TTIF Transit	BRT from Kimball Junction to Park City (SR-224)*	\$ 2,500,000
TTIF Transit	Washington City 35' Bus Purchase and Paratransit Van Purchase - NEW ROUTE	\$ 236,000
TTIF FMLM	Pedestrian bridge at 600 South and 100 West - Provo FrontRunner Station Connection	\$ 500,000
TTIF FMLM	Multi-purpose trail along the north side of Old Highway 91 from 400 W to the public transit system on 200 E	\$ 309,000



# Vision



# Plan

Utah's Unified Transportation Plan



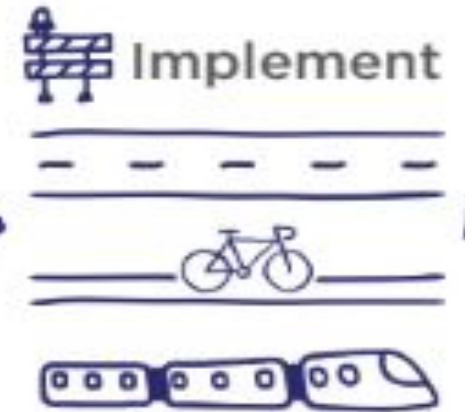
# Prioritize



# Fund



# Build



Transportation Investment Fund (TIF)



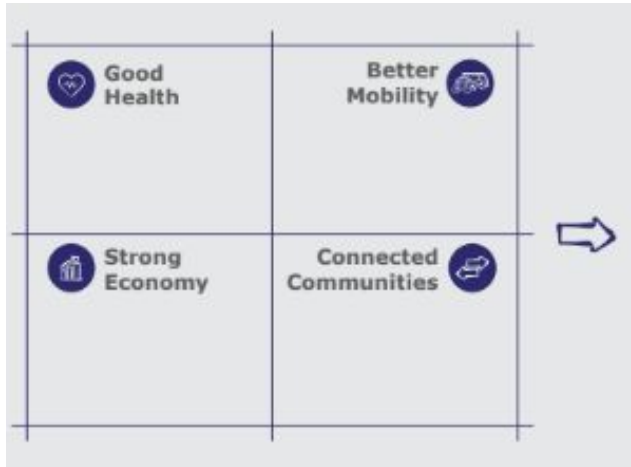
Transit Transportation Investment Fund (TTIF)

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Federal Funds



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Utah's Unified Transportation Plan



# Prioritize



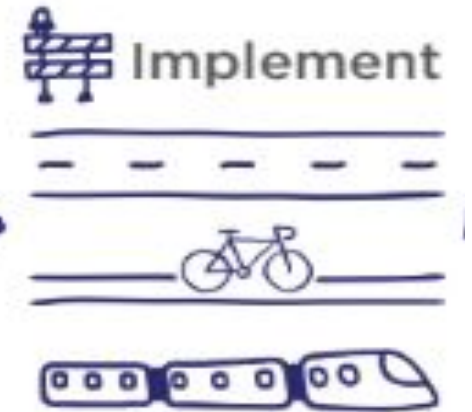
# Fund



State Transportation Improvement Program (STIP)

Transportation Improvement Program (TIP)

# Build

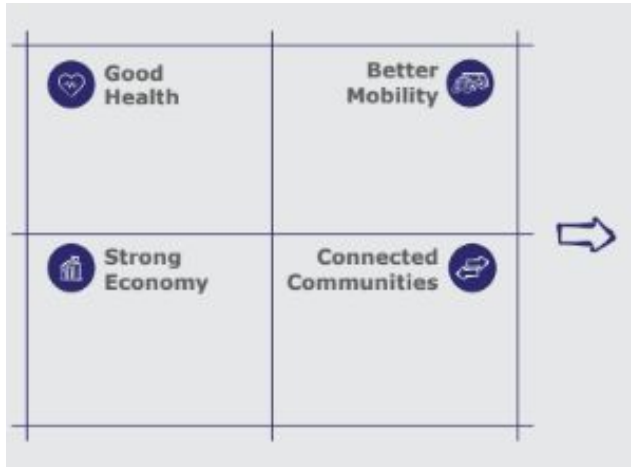


# What is the Statewide Transportation Improvement Program?

UDOT's Statewide Transportation Improvement Program (STIP) is a six-year plan of highway, transit and active transportation projects for the State of Utah. The STIP is maintained daily and includes transportation projects on the state, city and county highway systems as well as projects in the national parks, national forests and Indian reservations. These projects use various federal and state funding programs.



# Vision



# Plan

Utah's Unified Transportation Plan



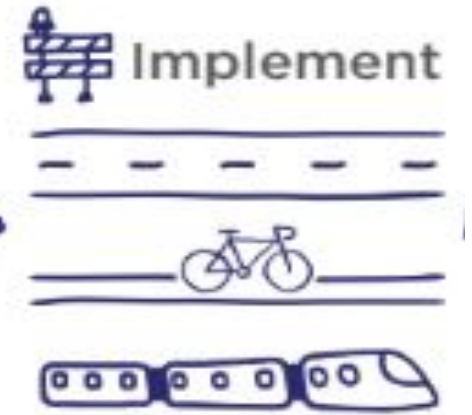
# Prioritize



# Fund



# Build







The logo for the Utah Department of Transportation (UTDOT) features the letters "UTDOT" in a bold, blue, italicized sans-serif font. The letters are closely spaced and have a slight shadow effect. The background of the slide is white with blue and orange diagonal stripes.

 *Keeping Utah Moving*

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ROAD USAGE CHARGE

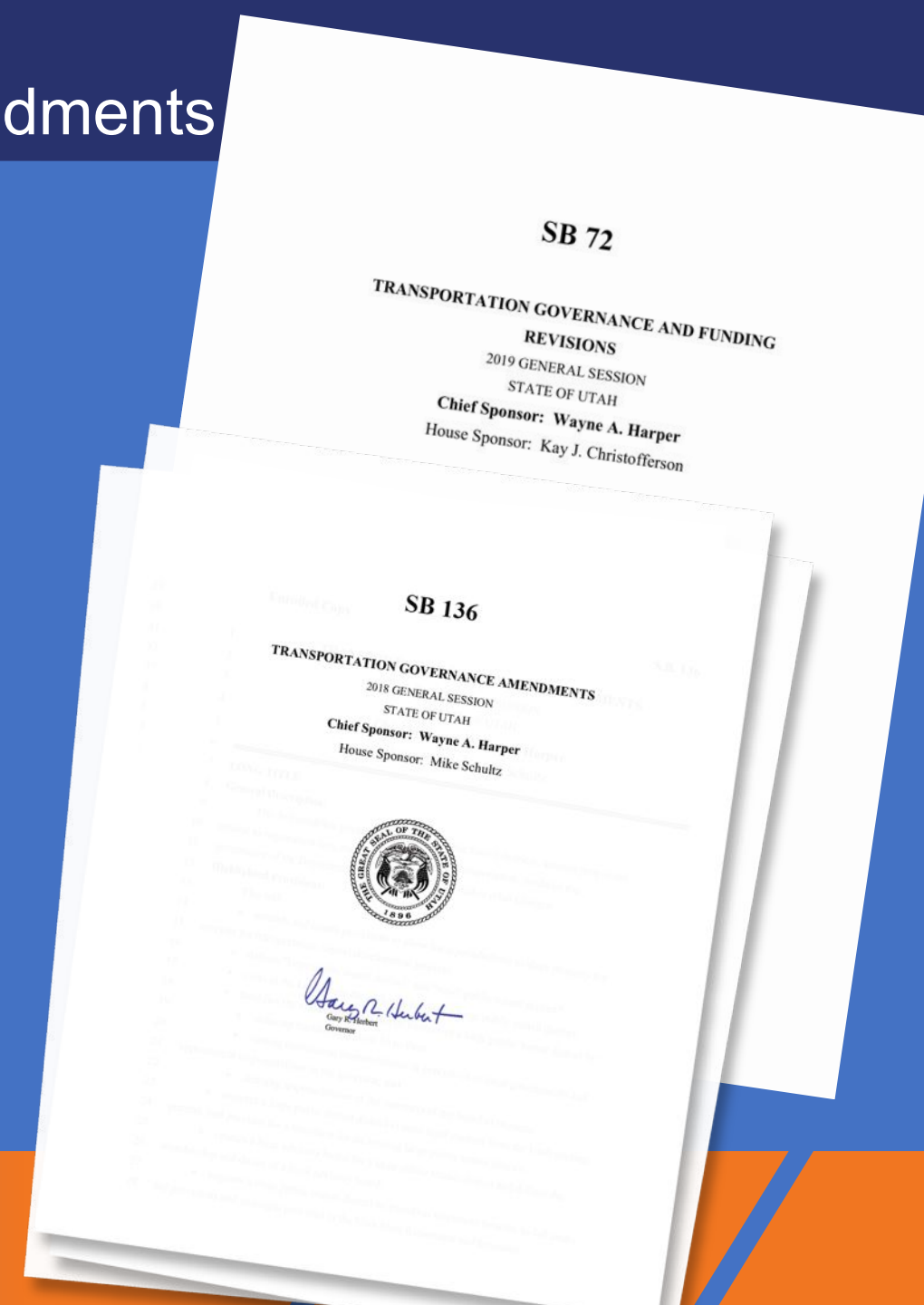
# SB 136 (2018) & SB 72 (2019) – Transportation Governance & Funding Amendments

## SB 136

- Implement a Road User Charge – Jan 2020
  - Alternative to paying a flat fee for electric vehicles:
  - Eligible types: EV, PHEV, hybrids
- Establish a Road Usage Charge advisory committee
- Report annually on program & future research projects

## SB 72

- Rulemaking authority for UDOT
- Rulemaking authority for Transportation Commission
- UDOT/DMV information sharing



# Utah's Alt- Fuel Vehicle Payment Choice – Beginning Jan 2020

## Annual Flat Fee

EV: \$120  
PHEV: \$52  
Gas Hybrid:  
\$20

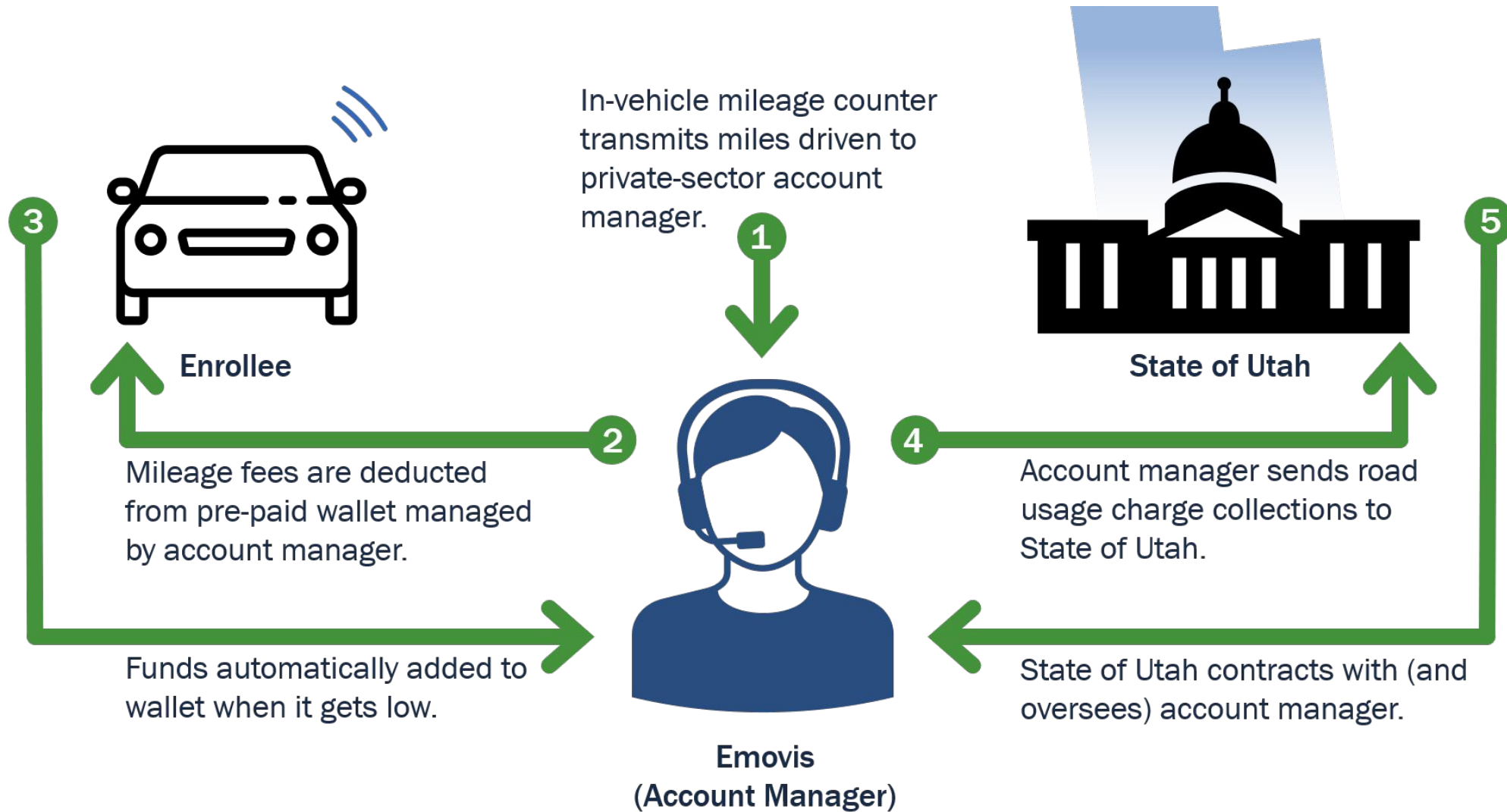
## Usage Based Fee

1.5¢ / Mile\*



\*Usage-based fees will not exceed annual flat fee

# How Does the System Work?



# Initial Elements of the Program

## Technology

- Telematics
- OBD-II



## Data Privacy

- Flat Fee or RUC
- Data Retention
- Data Distribution
- User Agreement



## Vehicle Types

- Electric (EV)
- Plug-in (PHEV)
- Gas Hybrid



## Interoperability & Integration

- Online
- VIN
- Odometer Capture
- DMV Interface
- Registration Holds



## Revenue Management

- Prepaid Wallet & Cap
- Credit/Debit Card
- Monthly Statement
- User Options
- App Interface



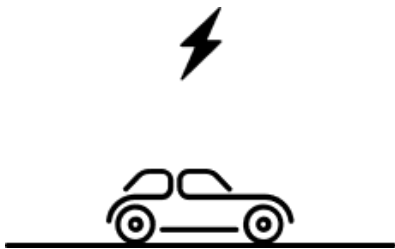
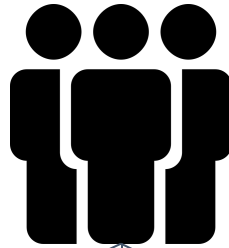
# The Road Usage Charge Program Went Live January 1, 2020!



# Enrollment Information

## Total Active Participants

2008



**Electric**  
760



**Plug-In Hybrid**  
219



**Gas Hybrid**  
1029



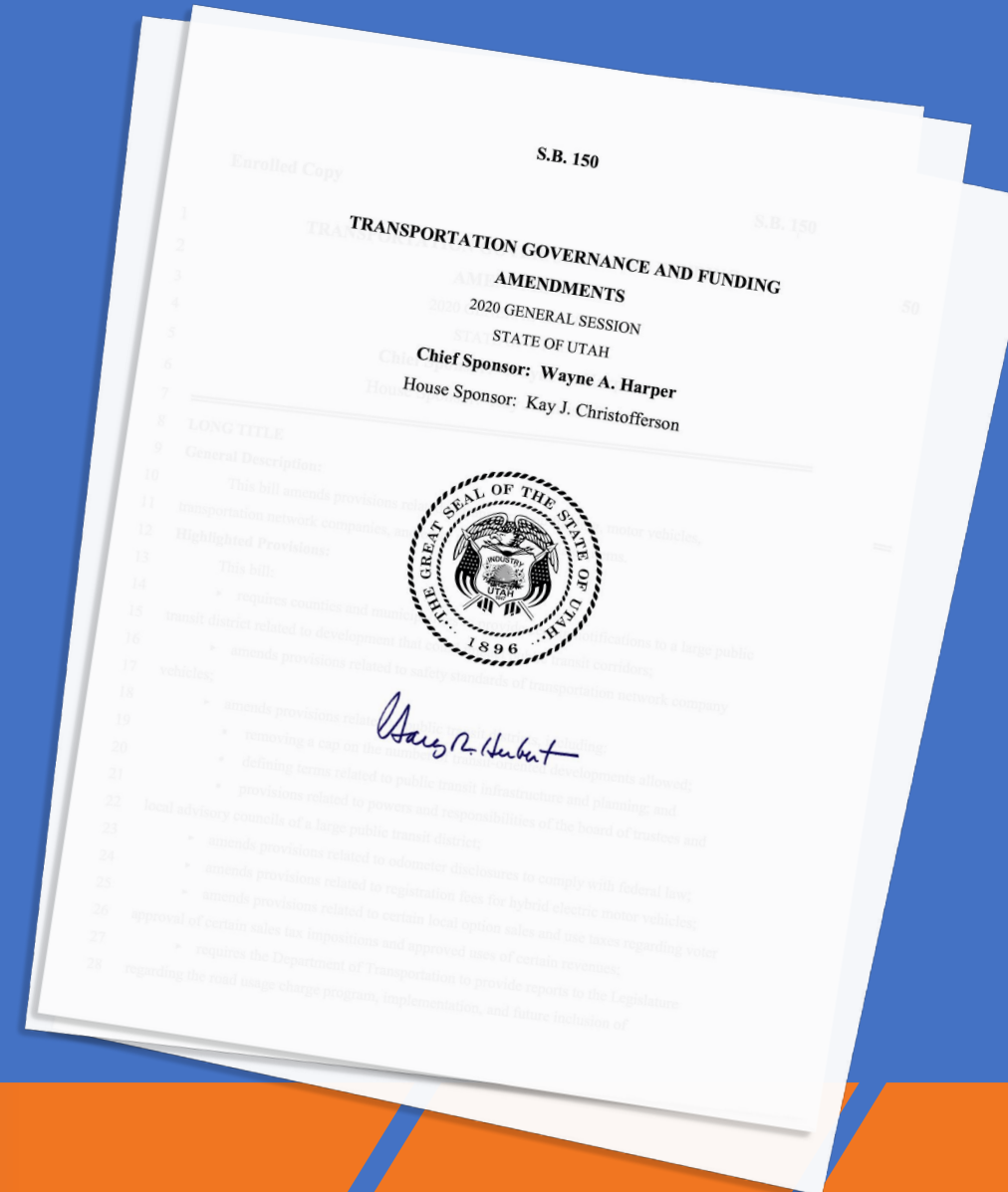
# Future of Road Usage Charging in Utah

## Program Objectives

- Continual refinement of operations of the program

## SB 150

- June 2021 submit a plan to enroll all vehicles registered in the state in the program by December 31, 2031.

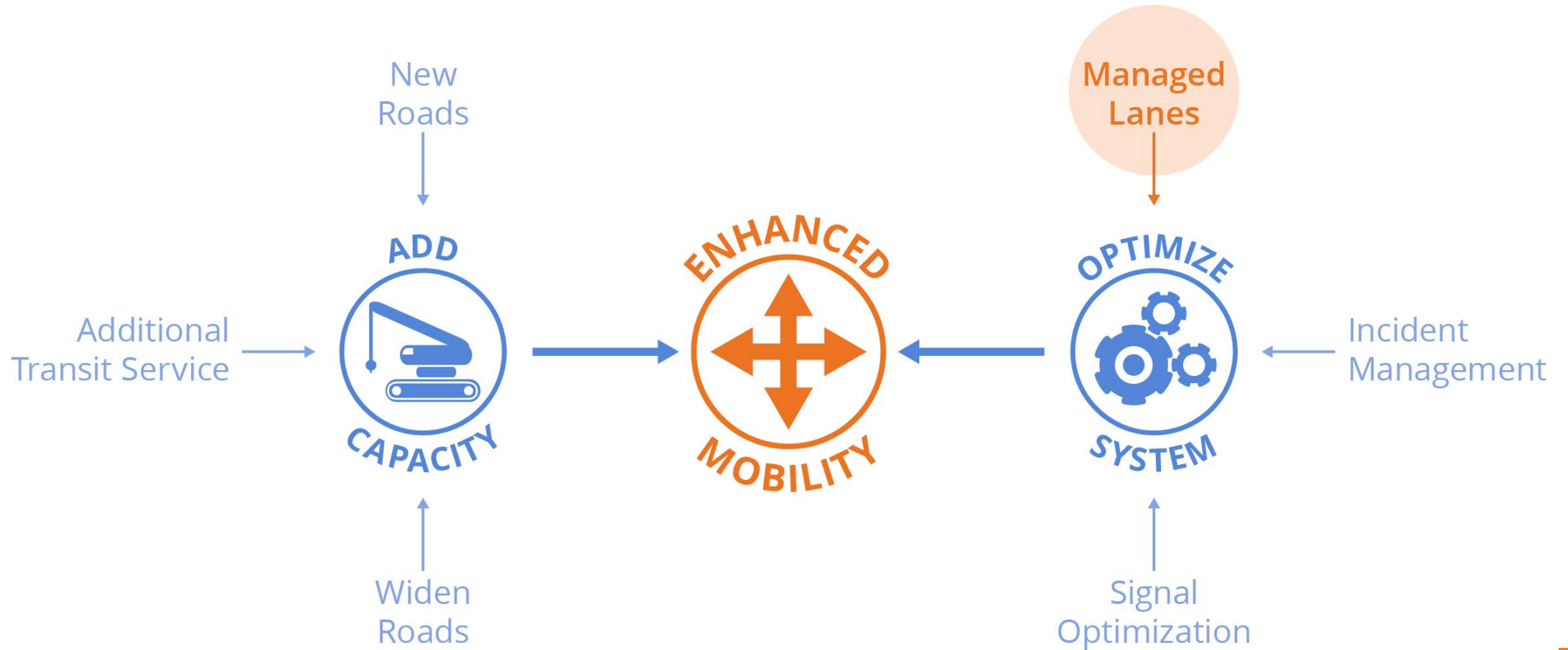




## Managed Lanes Report

# Managed Lanes Update

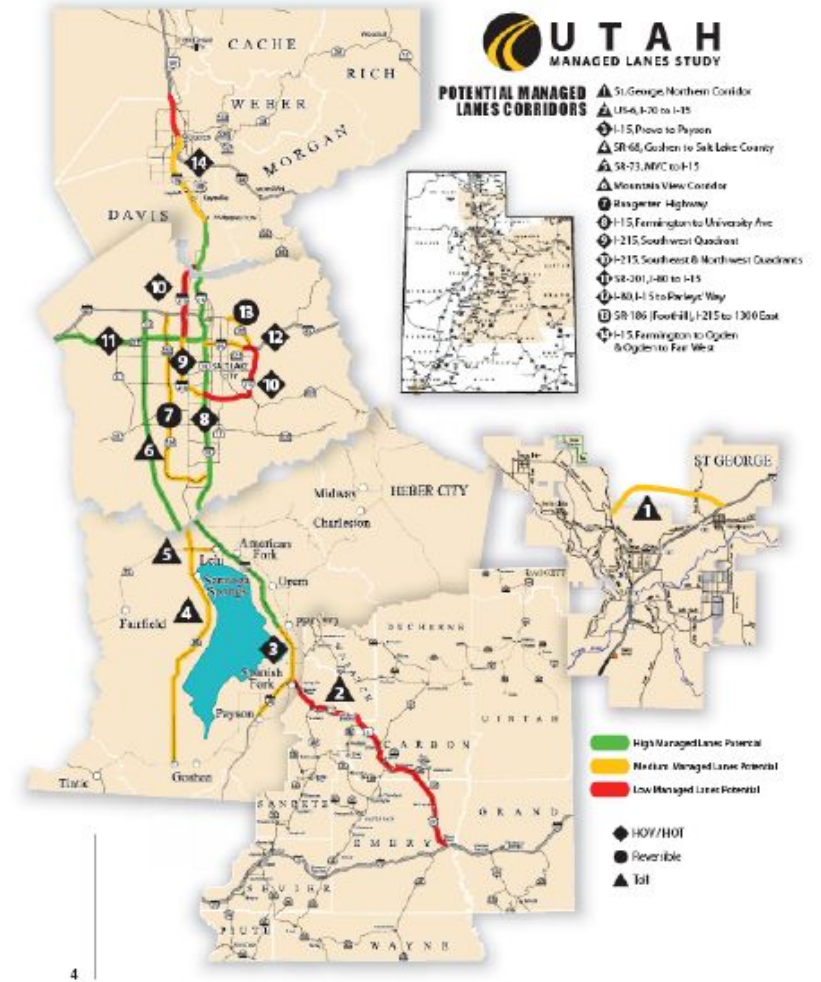
- **What are Managed Lanes?**



# Managed Lanes Update

- **Original Managed Lanes Report**
  - Completed in 2006
    - Before HOT conversion on I-15 and Flex Lanes on 5600 South
  - UDOT Legislative Resources
    - Can be found:
    - <https://www.udot.utah.gov/connect/about-us/legislative/>

## EXECUTIVE SUMMARY




# Managed Lanes Update

- **Interactive Website**
  - <https://utah-manage-d-lanes-study-uplan.hub.arcgis.com/>

## What do managed lanes offer?


There are three categories of managed lane benefits: 1) **congestion management**, 2) **demand management**, and 3) **revenue**. Every managed lane strategy targets congestion management. Some also provide a demand management component. Very few managed lane strategies offer a significant revenue source.

**Congestion Management**

Congestion management **improves performance and reliability** of the existing system.

**Demand Management**


Demand management **reduces travel demand or shifting travel demand** to alternate routes, modes (transit, active transportation), or times of day.


**Revenue**


Managed lane strategies **sometimes provide a revenue source** that could be used to fund new transportation projects.


## The Managed Lanes Tool Box


There are many types of managed lanes strategies. The major categories of managed lanes are described below. An orange Utah icon denotes the managed lanes strategies that are already implemented in Utah.

**High occupancy vehicle (HOV) lanes** (carpool lanes) are for vehicles with

**High occupancy toll (HOT) lanes** allow HOVs to travel for free while vehicles

**Toll roads and toll lanes** require all users to pay a toll to enter the road or

**Reversible lanes** change the travel direction for one or more lanes to



# Managed Lanes Update

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### Revenue

Managed lane strategies **sometimes provide a revenue source** that could be used to fund new transportation projects.

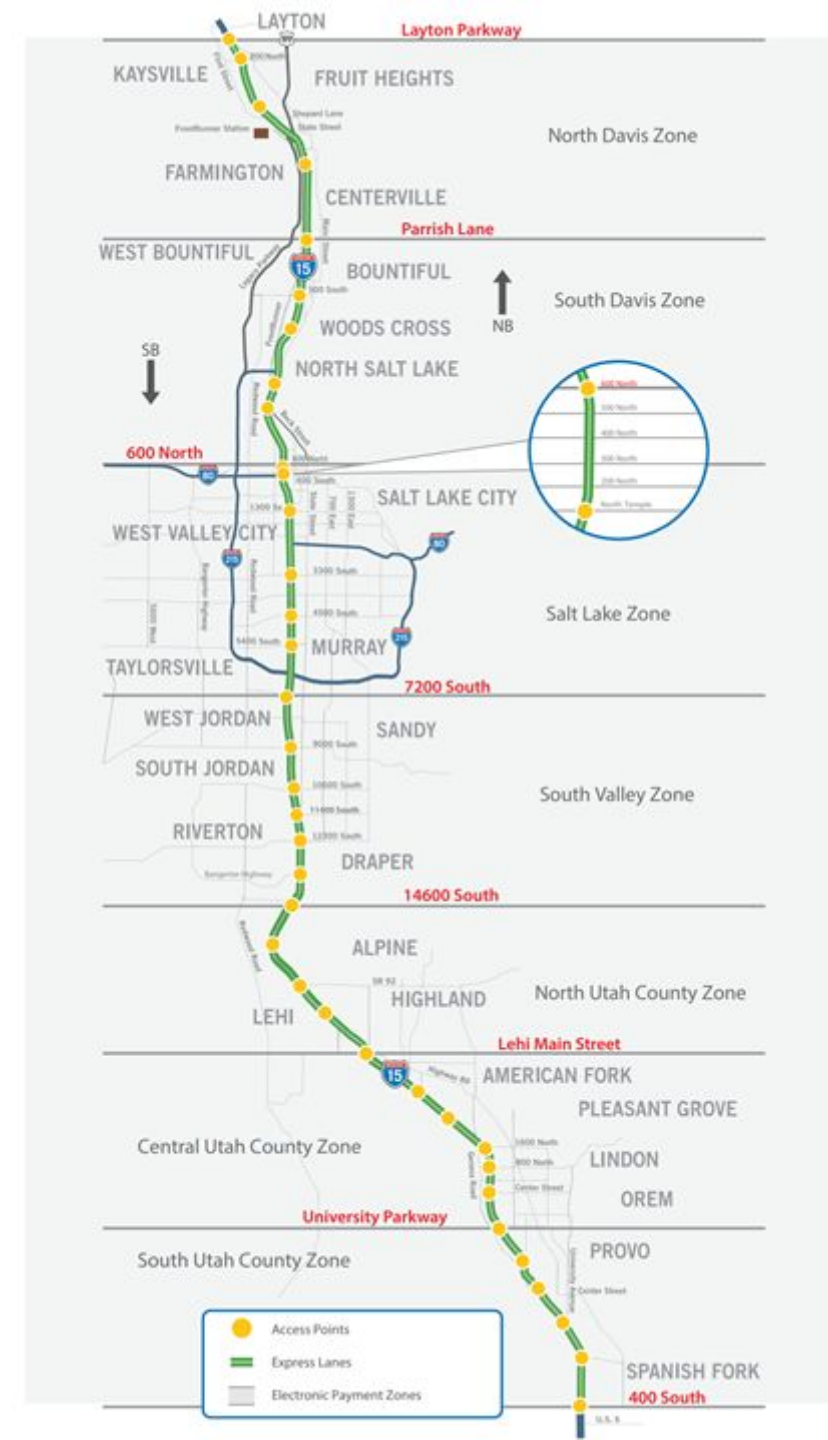


Express Lanes

# Express Lanes

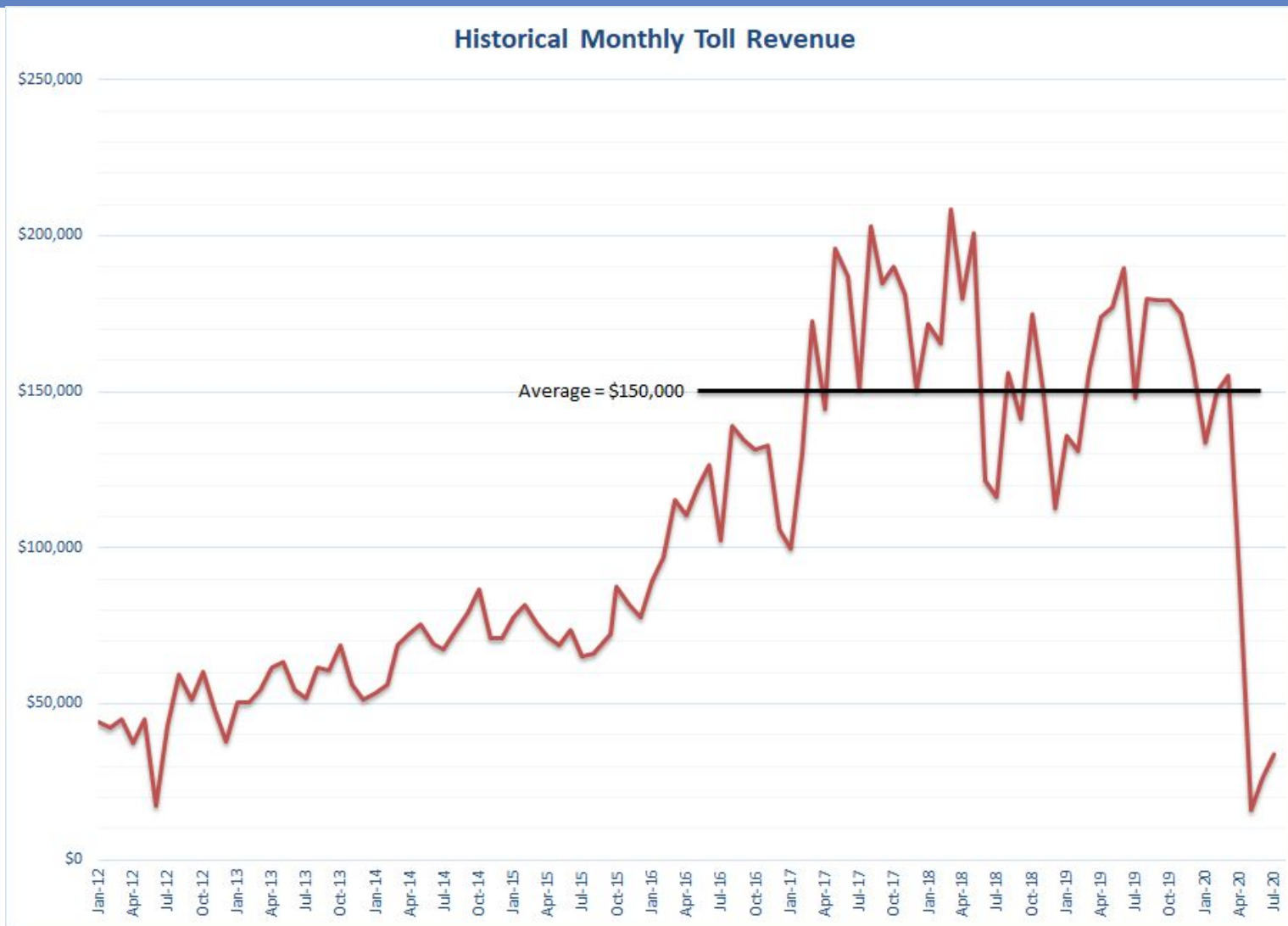


- Existing 144 lane miles (72 centerline)
  - Spanish Fork to Layton
  - 30 lane miles under construction - completion 2020
  - 14 payment zones
- Weber/Davis County Expansion - 2021 Completion
  - Additional 20 lane miles (10 centerline miles)
  - 2 payment zones

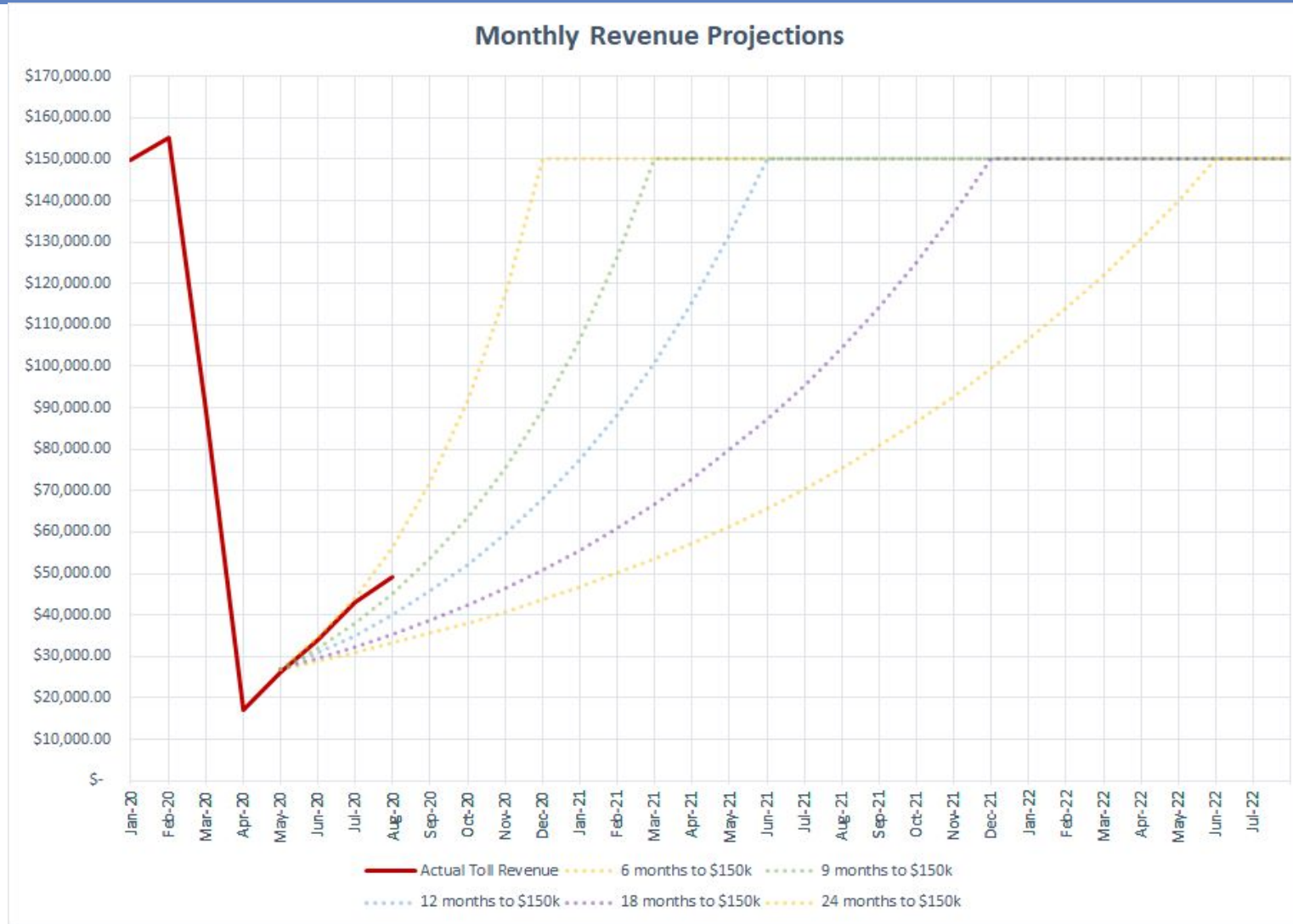




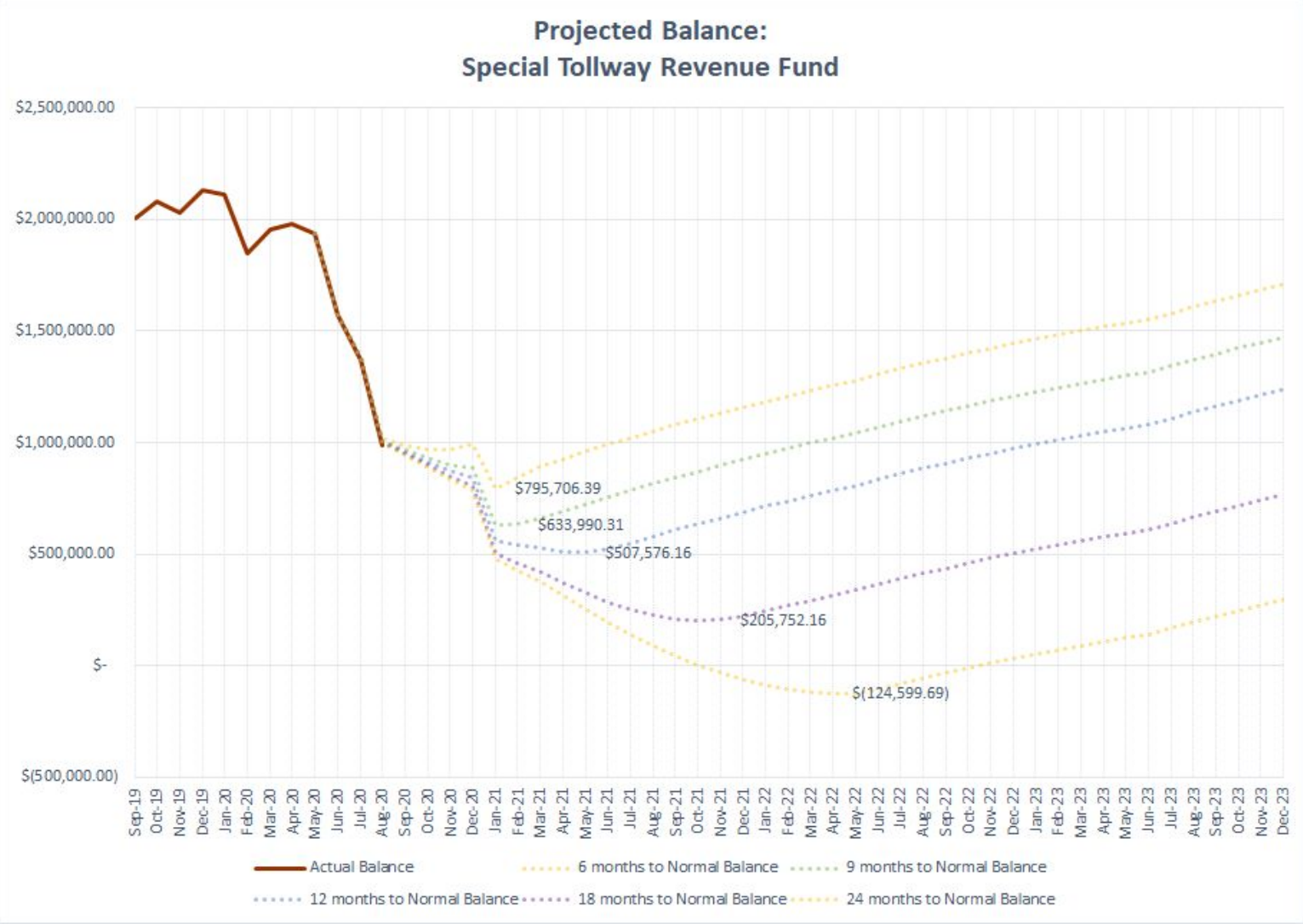
# Historical Monthly Toll Revenue



# Post COVID Projections



# Impacts on Special Tollway Fund



# Express Lanes Benefits

- Improves commute reliability
- Encourages people to carpool
- Reduces traffic congestion

