

Utah Transportation Funding Overview

WFRC Council Meeting, May 2022



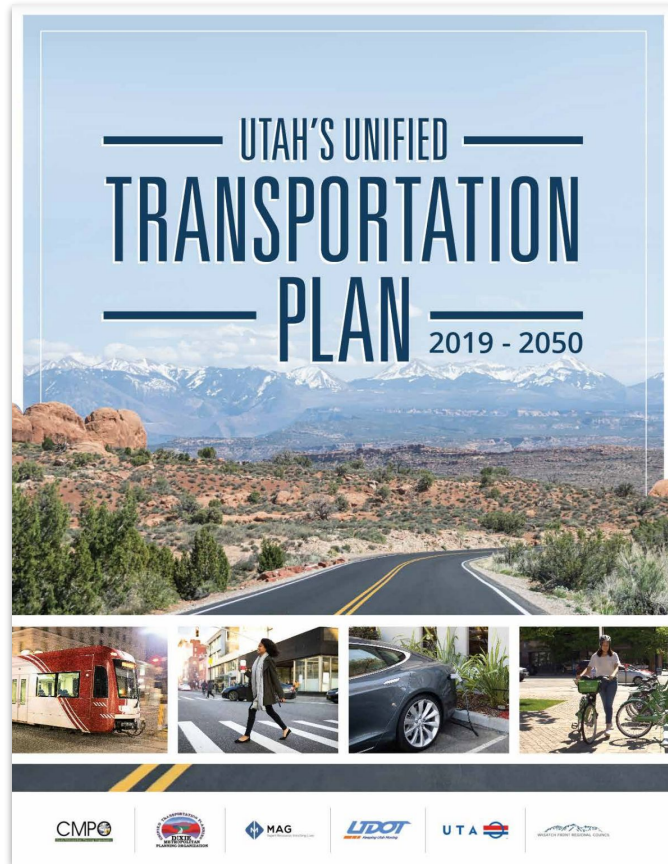
Overarching Goal

*Long-term, stable, adequate
multimodal transportation funding*

The Unified Economic Opportunity Commission passed a motion to:

"Support continued investment in Priority Multimodal Transportation Options."

Utah's Unified Transportation Plan

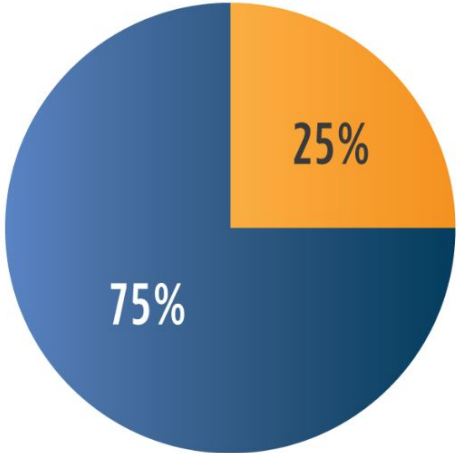


The transportation agencies are evaluating and updating transportation funding for state and local roads, transit, and active transportation, including the adequacy of current funding sources in meeting long-term needs for capacity-enhancing projects, operations and maintenance, preservation/state of good repair.

How Today's Transportation is Funded

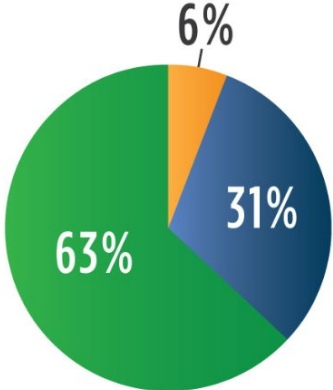
State Roads

\$1,450 Million



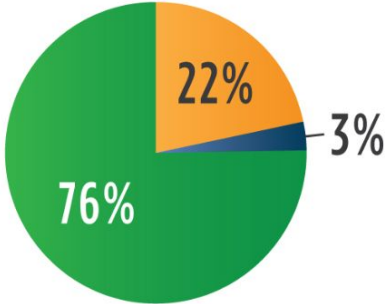
Local Roads

\$640 Million



Transit

\$540 Million

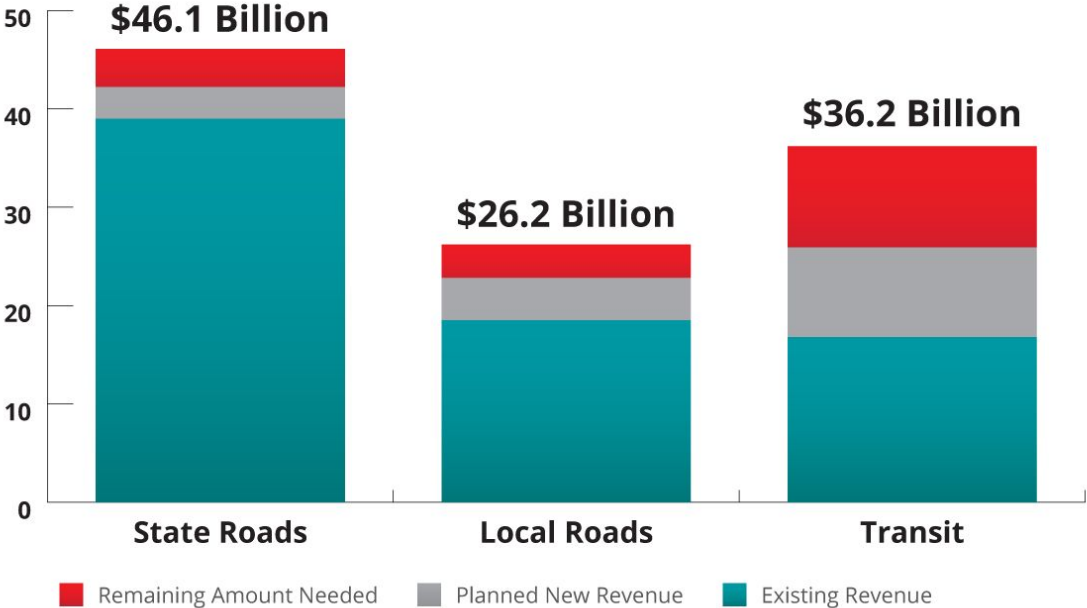


Federal funding sources include federal motor fuel tax, discretionary grants, and other formula programs

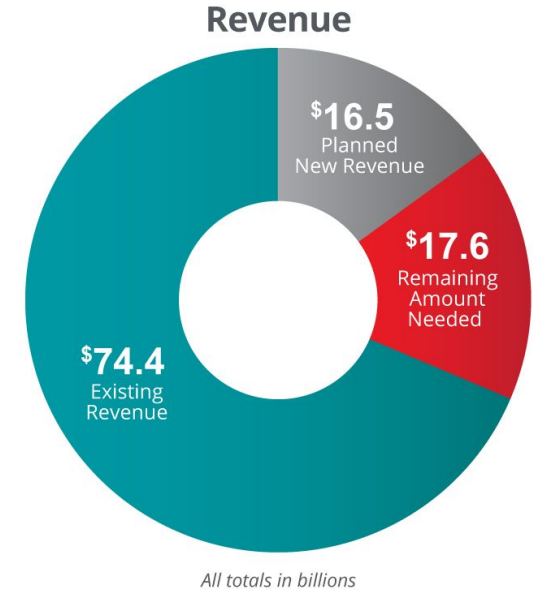
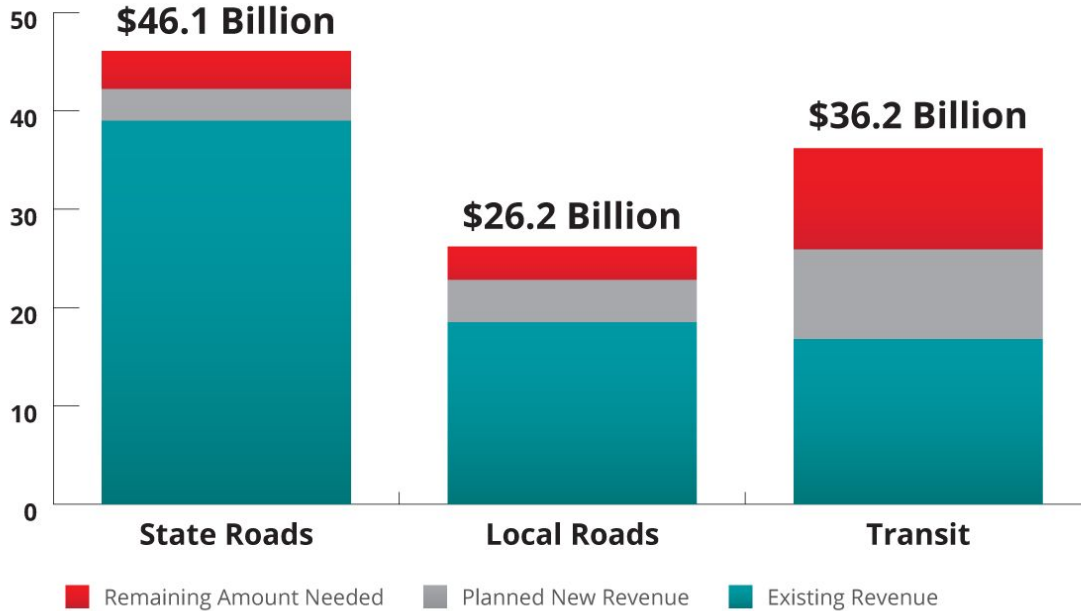
State funding sources include state motor fuel tax, vehicle registration, and state sales tax

Local funding sources include local options sales tax, general fund contributions, and transit fare box

Needs and Revenues through 2050



Needs and Revenues through 2050



Significant Recent Impacts to Consider

- One-time state appropriations (\$2B+)
- Federal IIJA (\$500M+ over five years)
- Impact of inflation (baseline and projections)
- Viability of motor fuel tax

Key Funding Questions

- 1 Is the TIF, plus recent one-time funding, sufficient for **state road** capacity investments?
- 2 What portion of **transit** needs (capacity, operations, maintenance) are covered by the TTIF and local sources?
 - What is the viability of permanently establishing Free Fare transit?
 - What is the status of potential additional local option sales taxes, e.g., 0.20%?
- 3 Should there be an established and stable source of funding for **active transportation**?
- 4 To what extent do the B&C and local option sales taxes cover **local needs**, and what other options are possible, e.g., transportation utility fee?
- 5 What is the viable time horizon for the motor fuel tax, and a feasible schedule for transition to a Road Usage Charge (**RUC**)? Congestion pricing? Tolling?
- 6 How can **federal funds** (formula and discretionary) best be leveraged to support needs?
- 7 Are there **other funding sources** to be explored, e.g., value capture/PPP?
- 8 What is a prudent use of **debt**/financing?

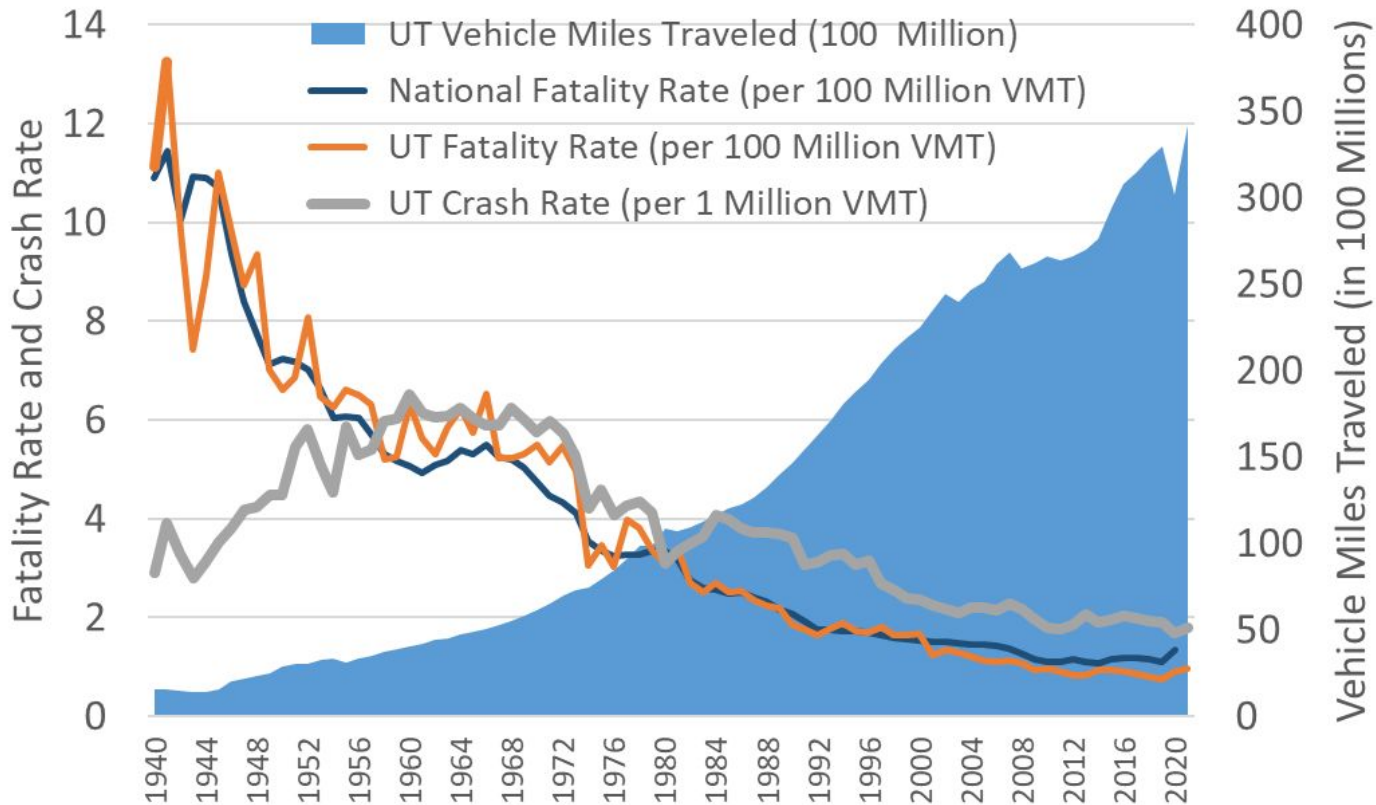
WFRC Transportation Coordination Committee Meeting

Safety Trends

June 16, 2022

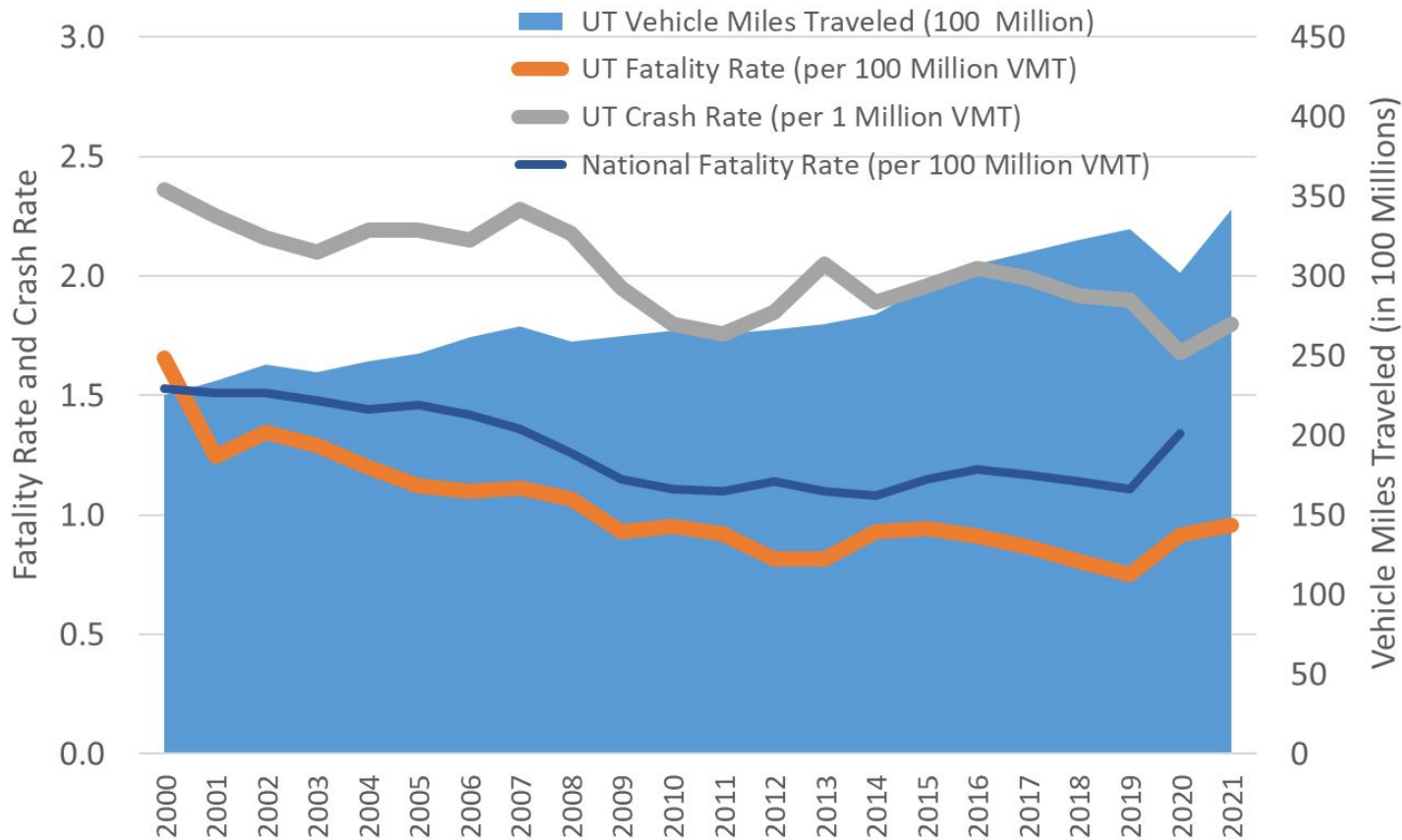
Crash and Fatality Trends

Fatality Rate and Crash Rate vs. Vehicle Miles Traveled (VMT) (1940-2021)

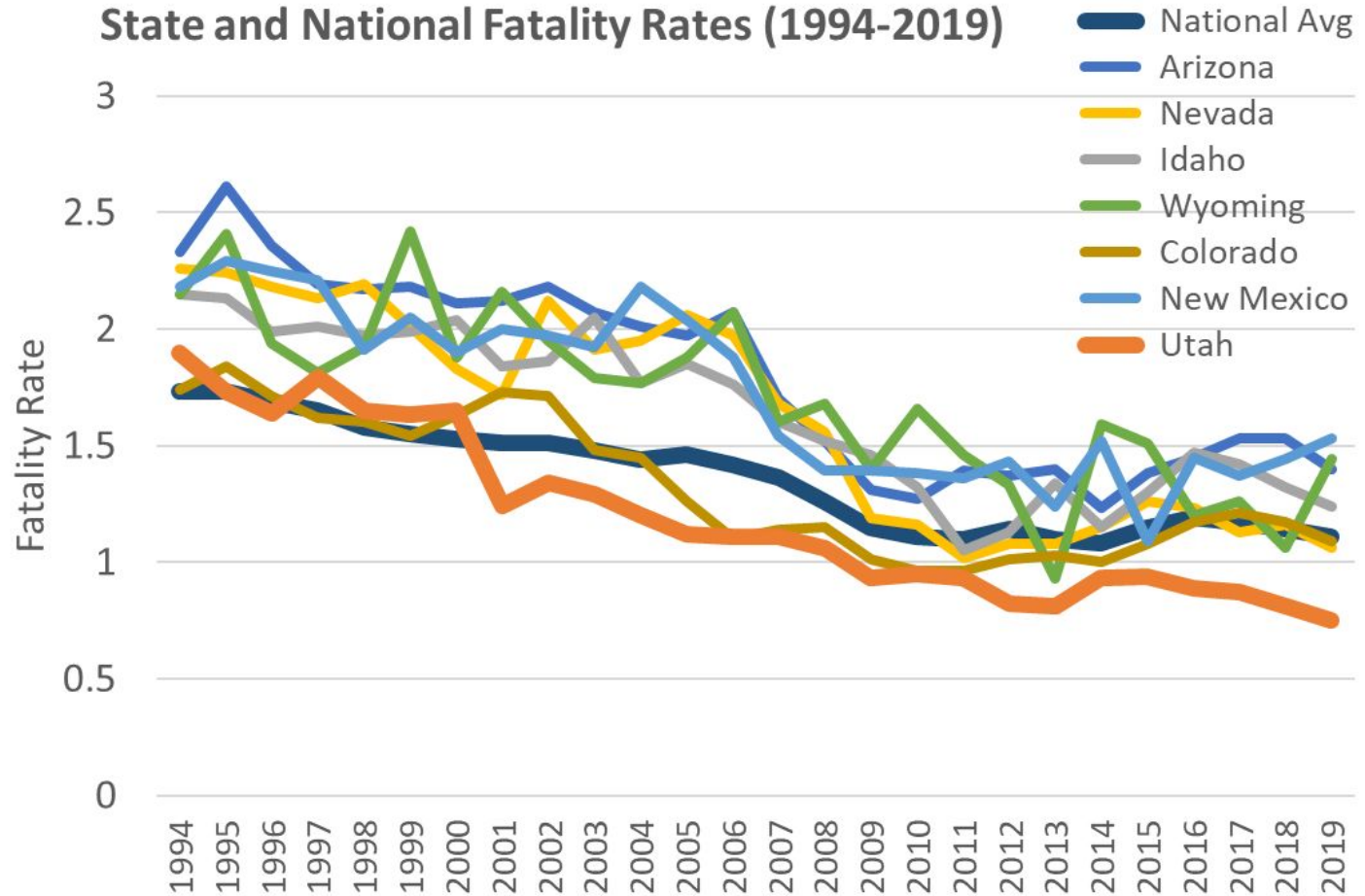


Crash and Fatality Trends

Fatality Rate and Crash Rate vs. Vehicle Miles Traveled (2000-2021)



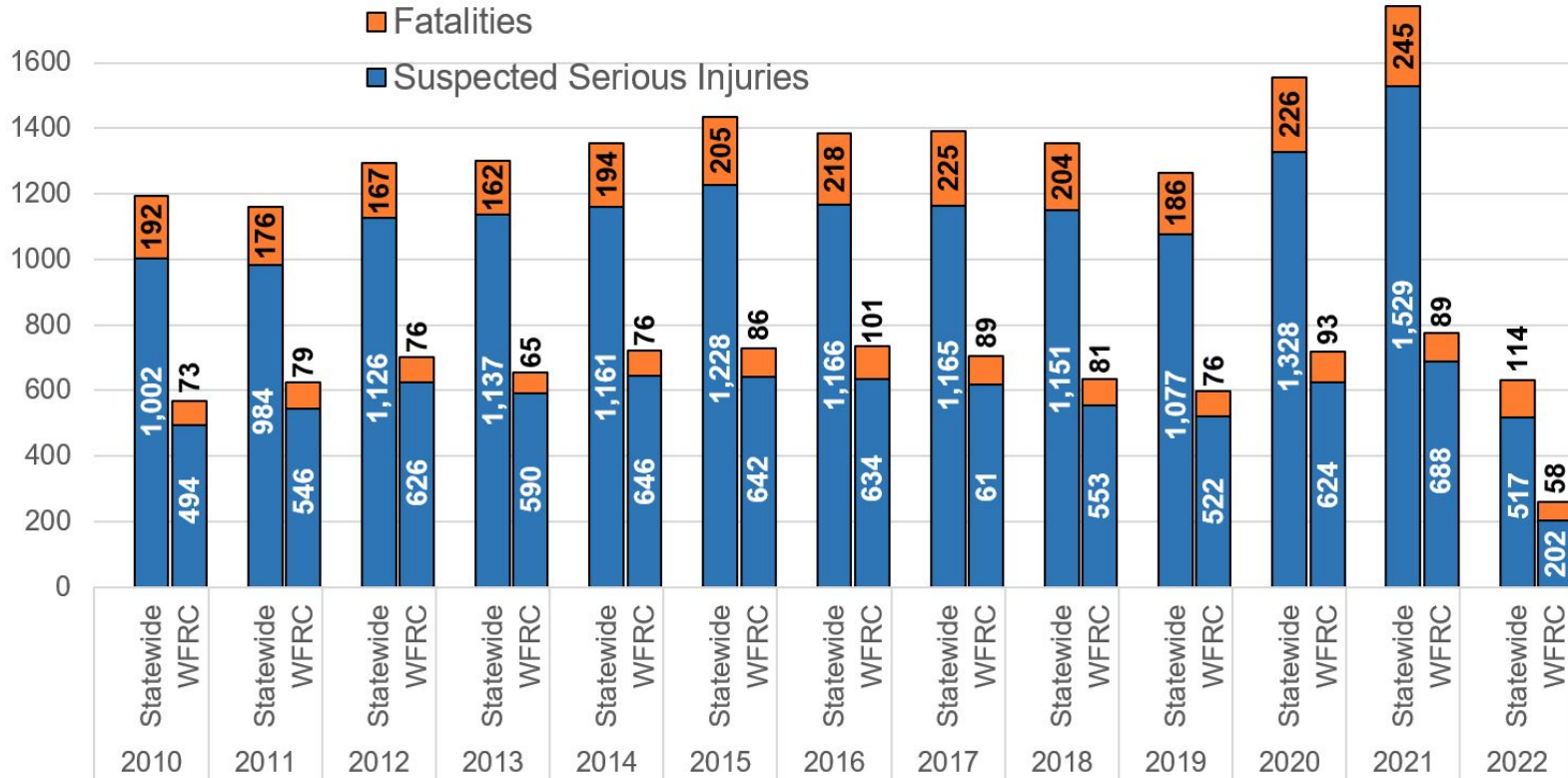
Crash and Fatality Trends



Crash and Fatality Trends

Fatalities & Suspected Serious Injuries

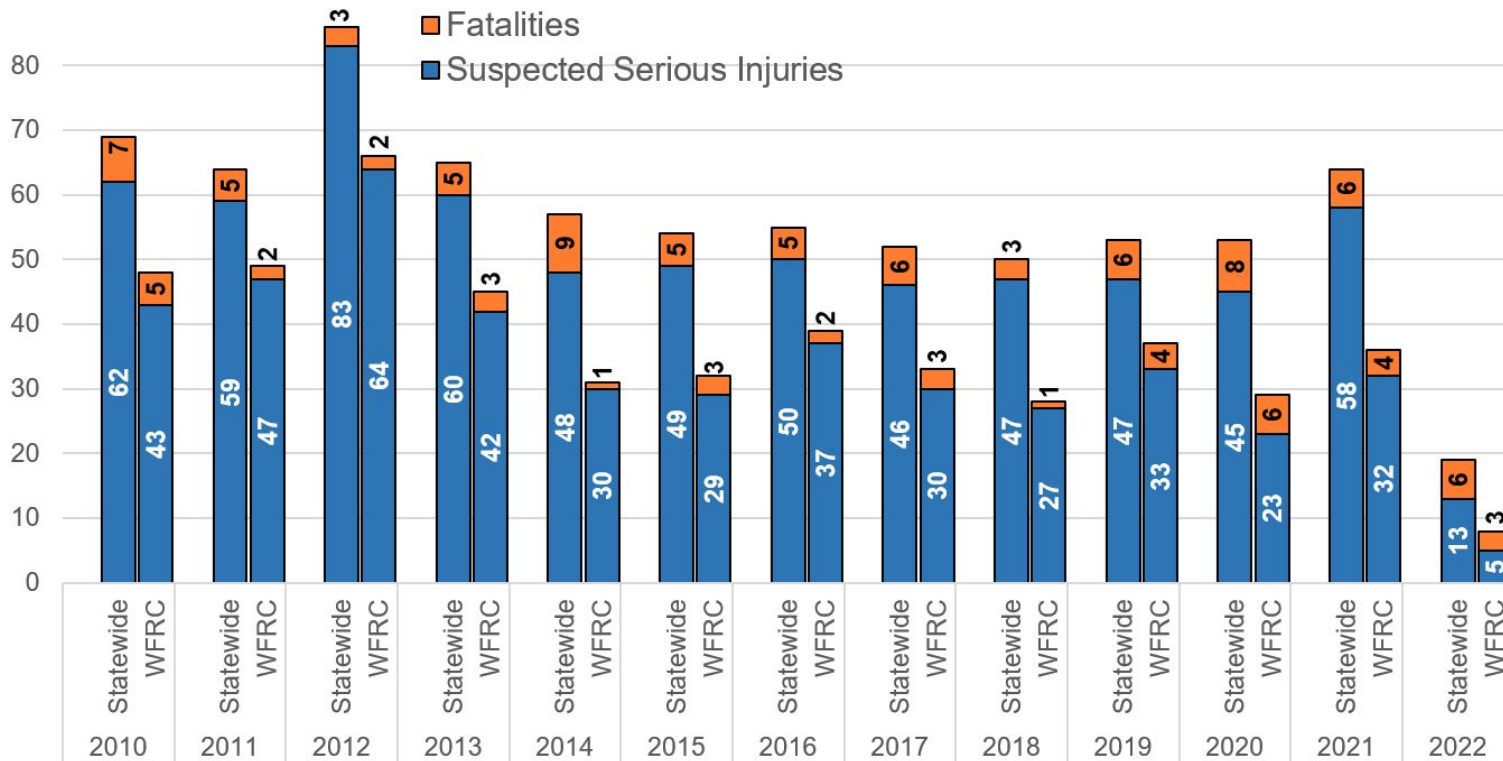
Arterial,
Collector
and Local
Roads
only



Crash and Fatality Trends

Bicycle Fatalities & Suspected Serious Injuries

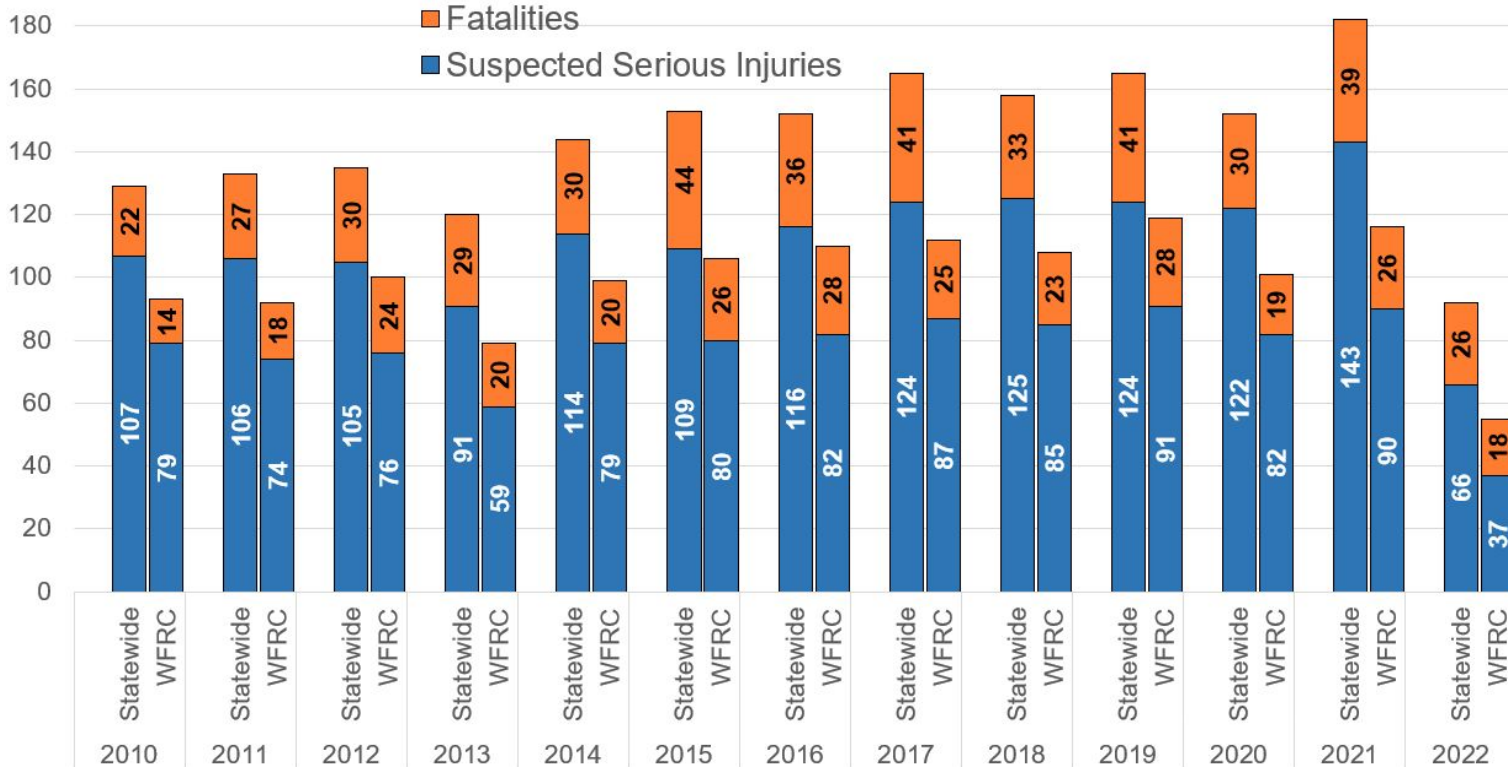
Arterial,
Collector
and Local
Roads
only



Crash and Fatality Trends

Pedestrian Fatalities & Suspected Serious Injuries

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only



Crash and Fatality Trends

Safe Driving Behaviors



DRIVE ALERT



DRIVE FOCUSED



DRIVE CALM



DRIVE SOBER



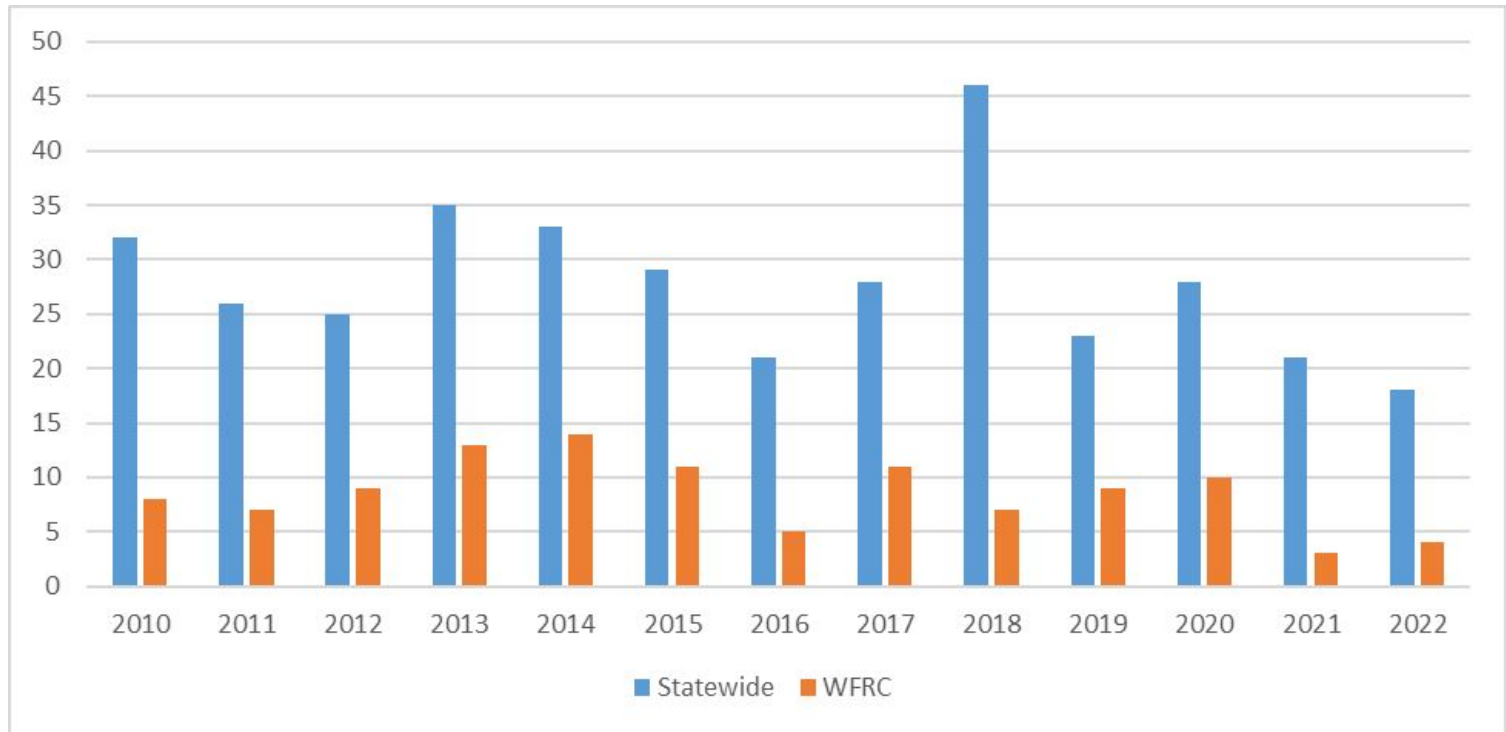
DRIVE BUCKLED

Crash and Fatality Trends



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and Local
Roads
only

Drive Alert - Fatal and Serious Injury Crashes

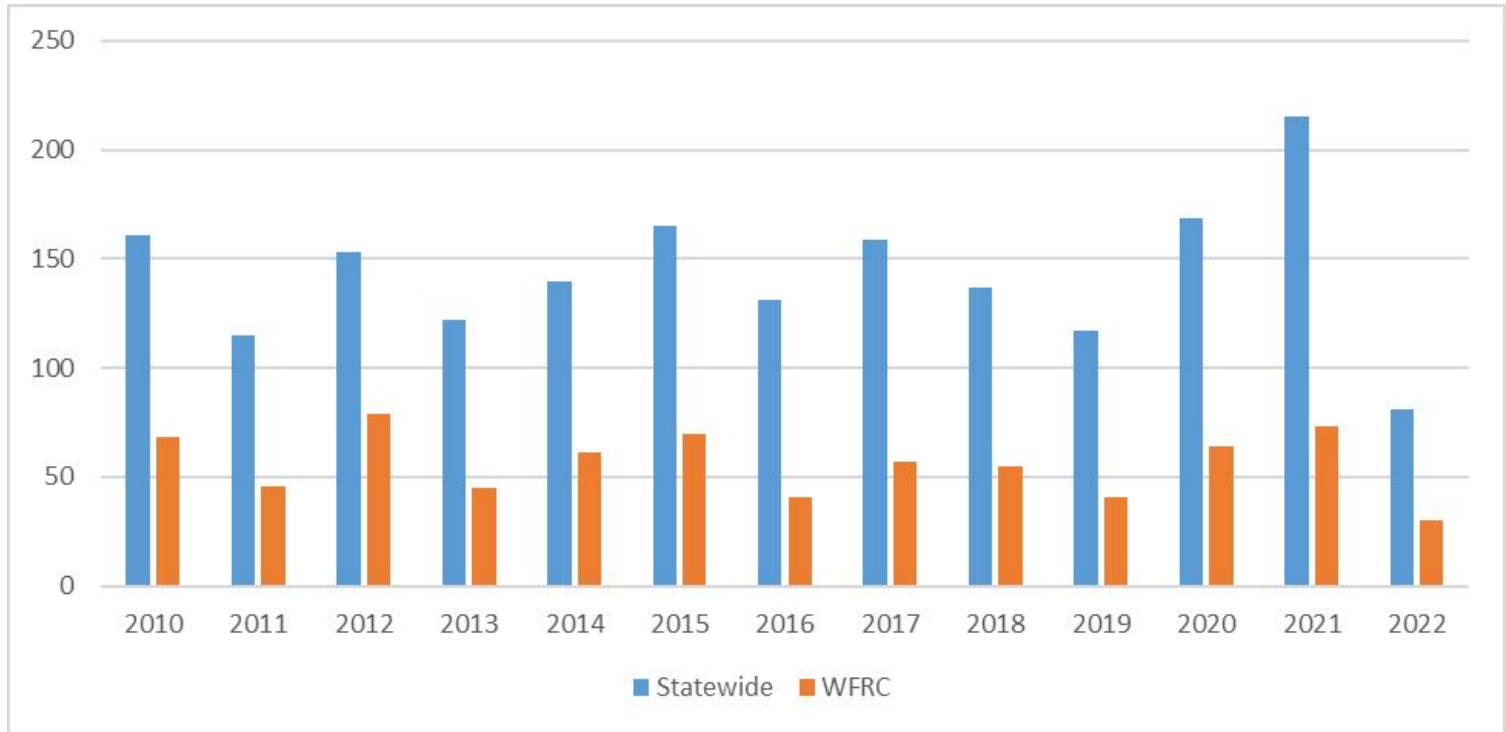


Crash and Fatality Trends



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Collector
and Local
Roads
only

Drive Buckled - Fatal and Serious Injury Crashes

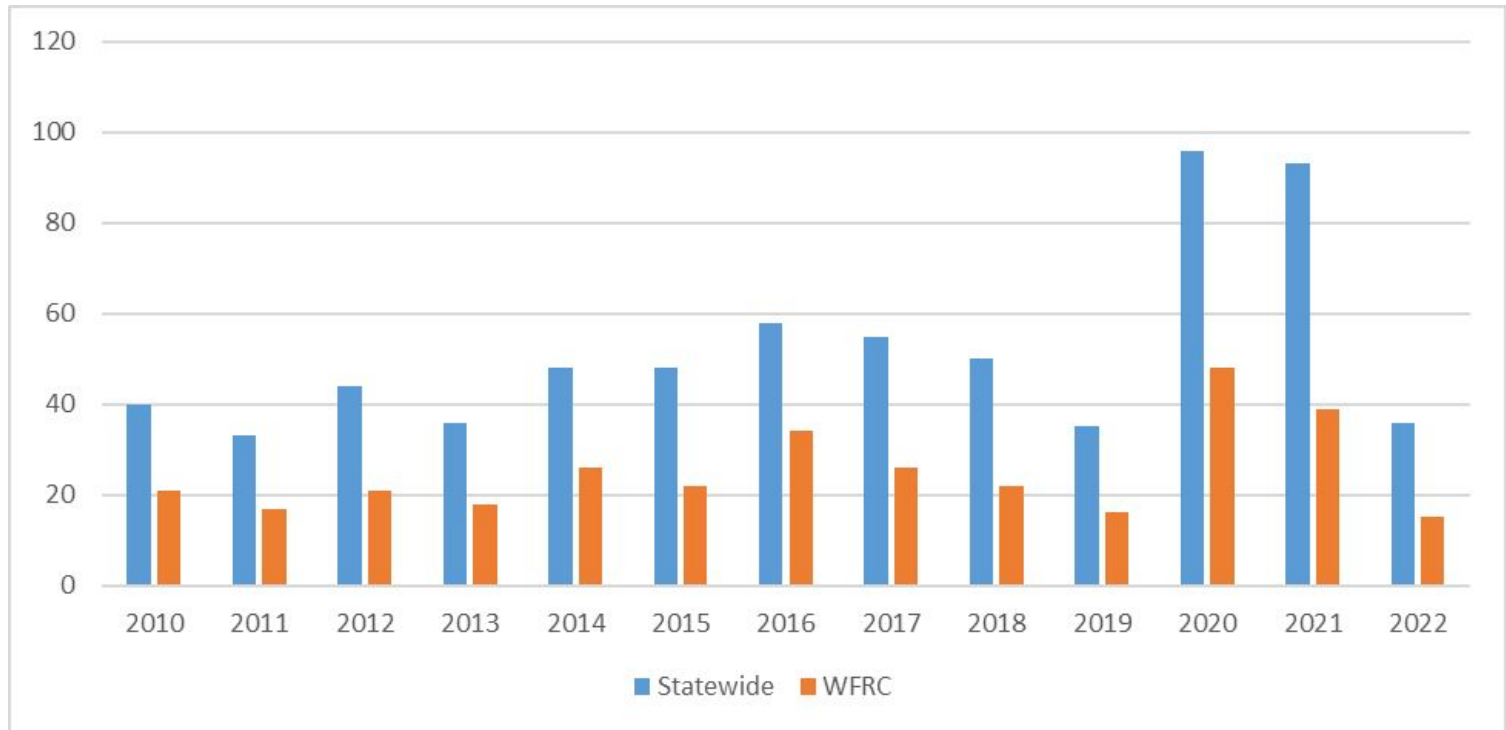


Crash and Fatality Trends



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and Local
Roads
only

Drive Calm - Fatal and Serious Injury Crashes

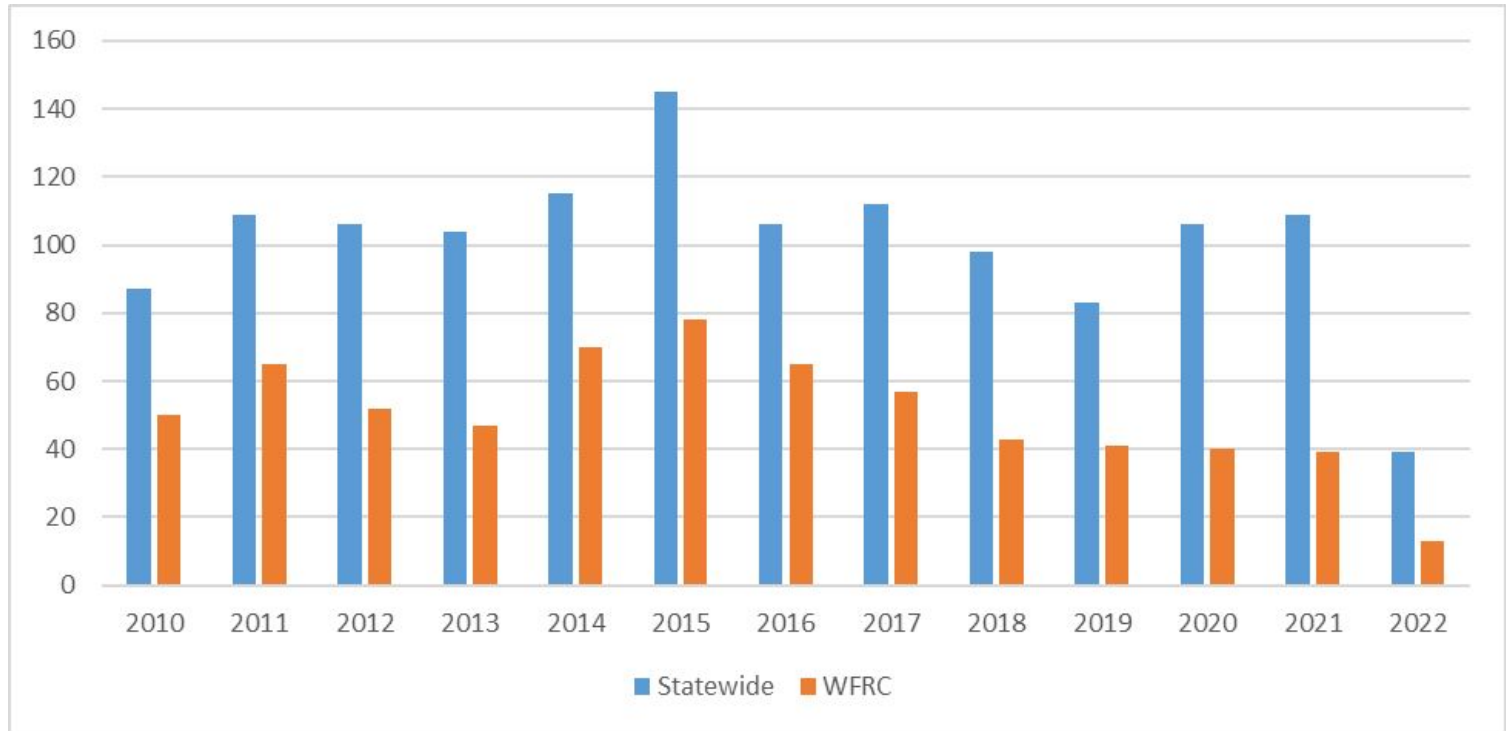


Crash and Fatality Trends



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Roads
only

Drive Focused - Fatal and Serious Injury Crashes

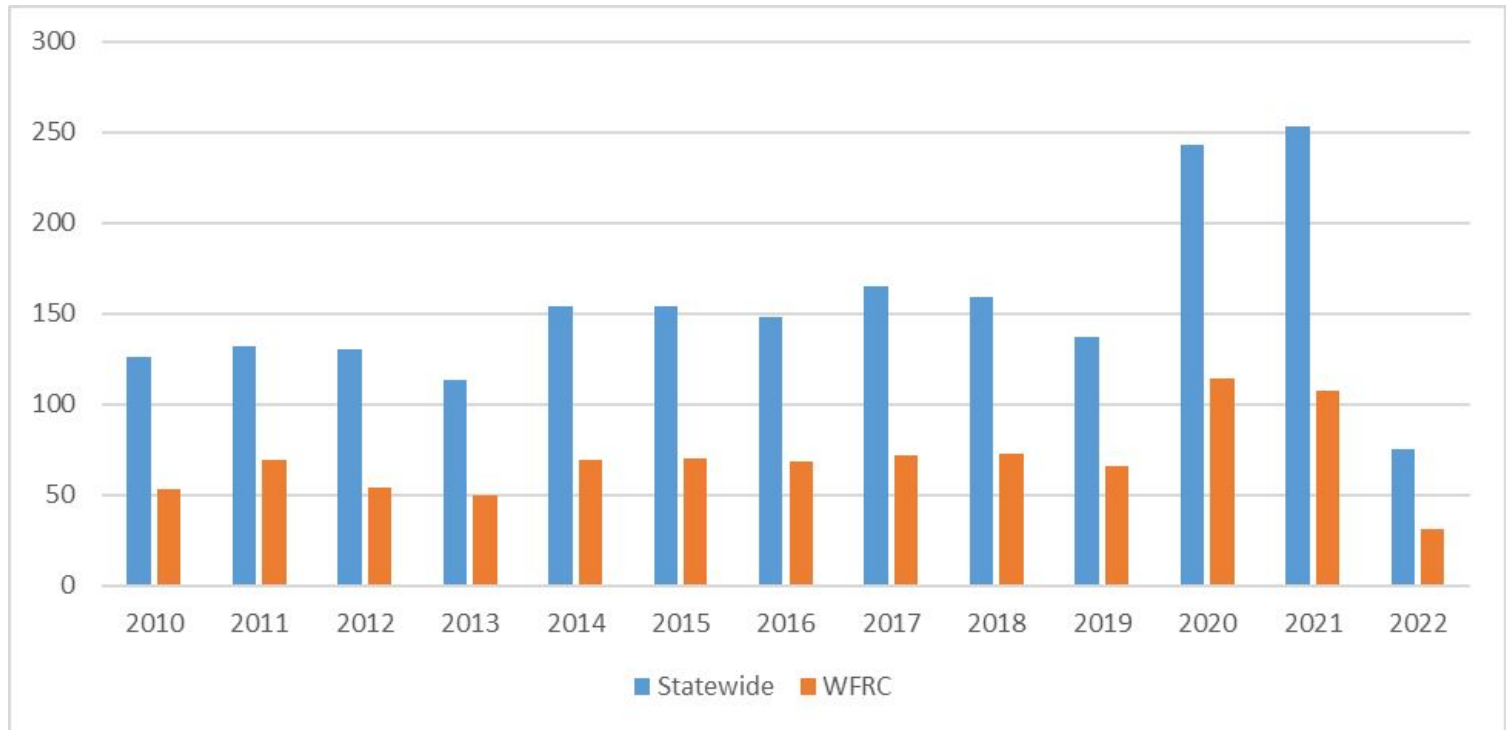


Crash and Fatality Trends



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Roads
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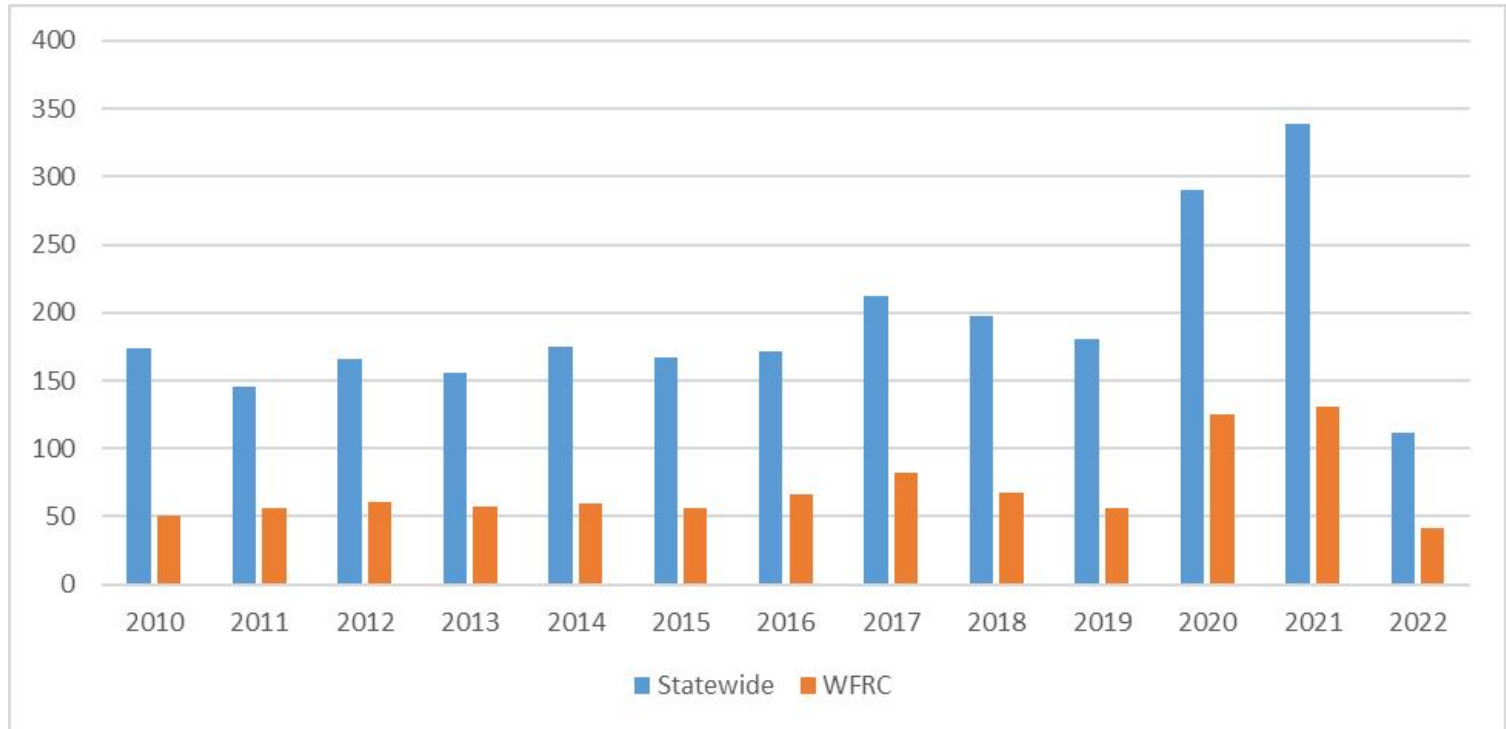
Drive Sober - Fatal and Serious Injury Crashes



Crash and Fatality Trends

Speed Related - Fatal and Serious Injury Crashes

Arterial,
Collector
and Local
Roads
only



The logo for the Utah Department of Transportation (UDOT) features the letters "UTDOT" in a bold, blue, italicized sans-serif font. The letters are slanted to the right, giving a sense of motion. The "U" and "T" are connected, and the "D" and "O" are also connected. The "T" has a long horizontal stroke that extends to the right.

UTDOT

Three parallel orange slanted bars, matching the slant of the text above, are positioned to the left of the tagline.

Keeping Utah Moving



Improving Street Design to Increase Safety for All

Infrastructure Design Affects Safety



- Slower traffic
- More protection

Slower Traffic Improves Safety

Speed Kills

20
MPH

8%



30
MPH

20%



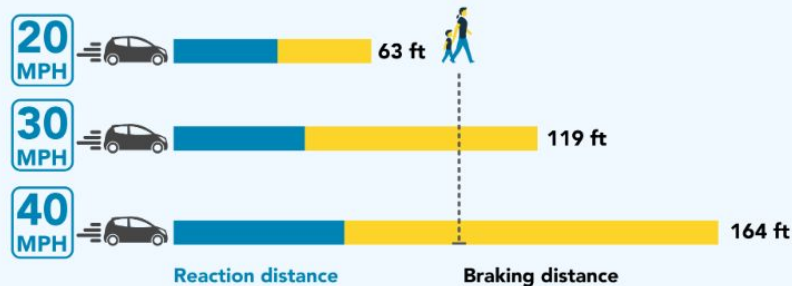
40
MPH

46%



Likelihood of death for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)

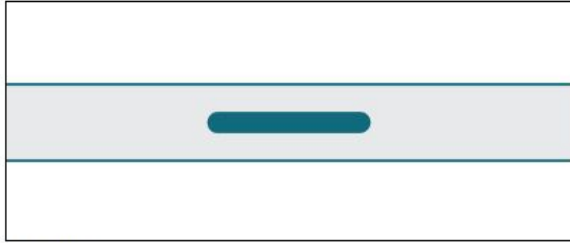


Source: National Highway Traffic Safety Administration (2015)



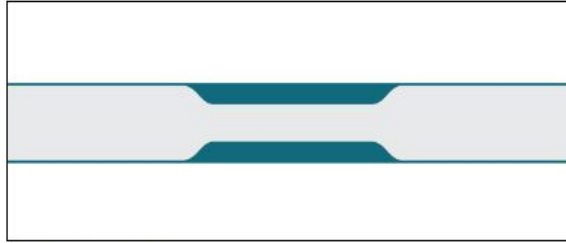
Source: NACTO Urban Street Design Guide (2013)

Speed Reduction Mechanisms



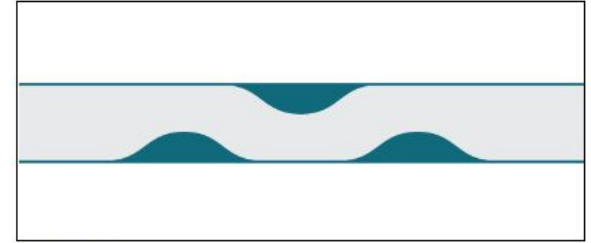
Median

Medians create a pinchpoint for traffic in the center of the roadway and can reduce pedestrian crossing distances.



Pinchpoint

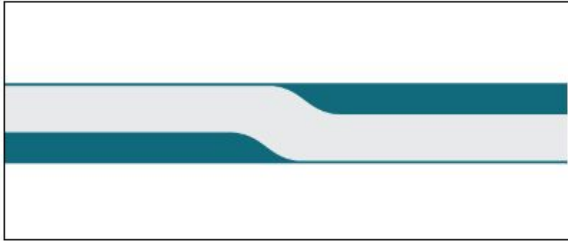
Chokers or **pinchpoints** restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.



Chicane

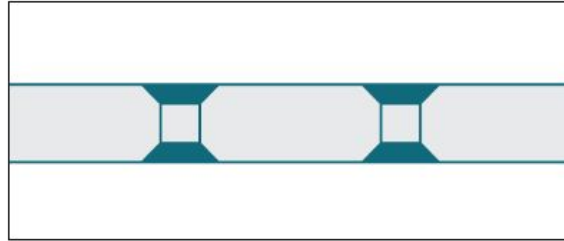
Chicanes slow drivers by alternating parking or curb extensions along the corridor.

Speed Reduction Mechanisms



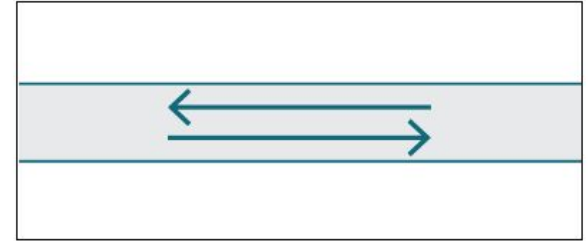
Lane Shift

A lane shift horizontally deflects a vehicle and may be designed with striping, curb extensions, or parking.



Speed Hump

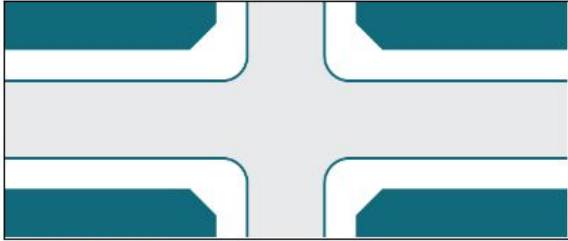
Speed humps vertically deflect vehicles and may be combined with a midblock crosswalk.



2-Way Street

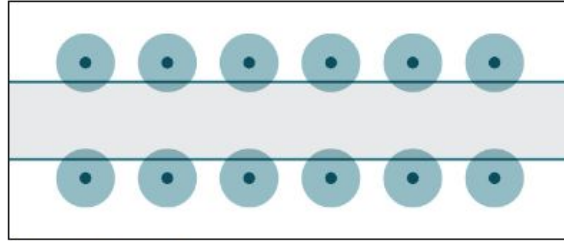
2-way streets, especially those with narrower profiles, encourage motorists to be more cautious and wary of oncoming traffic.

Speed Reduction Mechanisms



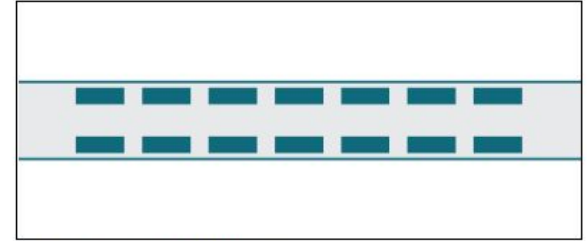
Building Lines

A dense built environment with no significant setbacks constrains sightlines, making drivers more alert and aware of their surroundings.



Street Trees

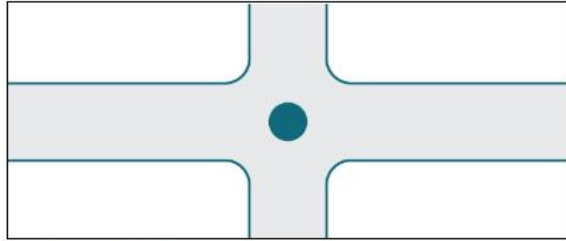
Trees narrow a driver's visual field and create rhythm along the street.



On-Street Parking

On-street parking narrows the street and slows traffic by creating friction for moving vehicles.

Speed Reduction Mechanisms



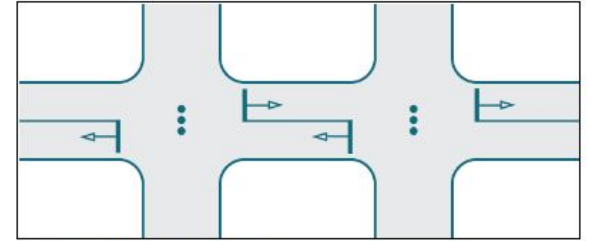
Roundabout

Roundabouts reduce traffic speeds at intersections by requiring motorists to move with caution through conflict points.



Diverter

A traffic diverter breaks up the street grid while maintaining permeability for pedestrians and bicyclists.

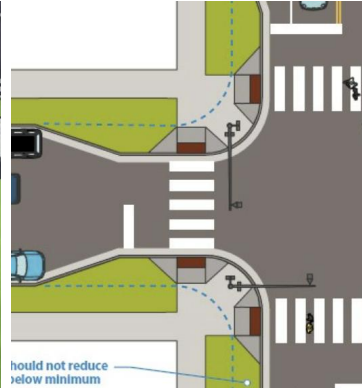


Signal Progression

Signals timed to a street's target speed can create lower speeds along a corridor.

Street Design to Increase Safety for All

- **Separate and Protect Users**



Street Design to Increase Safety for All



Source: [NACTO](https://nacto.org/)

Street Design to Increase Safety for All



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Source: [NACTO](https://nacto.org/)

CROSSWALK VISIBILITY ENHANCEMENTS



IN-STREET STOP OR YIELD SIGNS may improve driver yielding rates.

CURB EXTENSION visually narrows the travel lane, improves sight distance between drivers and pedestrians, and reduces the amount of time pedestrians are in the roadway.

HIGH-VISIBILITY MARKING improves visibility of the crosswalk, compared to the standard parallel lines.

RAISED CROSSWALK



ELEVATED CROSSING makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk.

APPROACH RAMPs may reduce vehicle speeds and improve motorist yielding.

PEDESTRIAN REFUGE ISLAND



REFUGE AREA breaks up a complex crossing into two shorter pieces, providing a place to rest and reducing the amount of time a pedestrian is in the roadway.

MEDIAN can enhance visibility of the pedestrian crossing and reduce speed of approaching vehicles.

PEDESTRIAN HYBRID BEACON



A **PEDESTRIAN HYBRID BEACON** is a traffic control device that stops all lanes of traffic, which can reduce pedestrian crashes.

ADVANCE YIELD OR STOP MARKINGS & SIGNS increase motorist yielding while reducing risk of a multiple-threat crash.

ROAD DIET—BEFORE



ROAD DIET—AFTER



ROAD DIETS narrow travel lane widths or reconfigure travel lanes, typically from a 4-to-3 lane cross section, to reduce pedestrian crossing distances and provide options for bicycle lanes or on-street parking.

RECTANGULAR RAPID-FLASHING BEACON



LIGHTING illuminates the front of the pedestrian and avoids creating a silhouette.

TRAIL CROSSINGS are made more visible by RRFBs when coupled with crosswalk visibility enhancements and a refuge island. The PHB should be considered as an option to the RRFB along highways with high traffic volumes or speeds.

LEADING PEDESTRIAN INTERVAL



WALK signal provides pedestrians a 3-7 second head start.

LEADING PEDESTRIAN INTERVAL is programmed into the WALK signal to give pedestrians a head start in the crosswalk, which can reduce conflicts with vehicles.

Illustrations not to scale

Street Design to Increase Safety for All

Cougar Boulevard Provo, Utah



Safe Streets for All (SS4A)

- \$1.0B annually (FY22-26)
- Nationally competitive grants
- Exclusively for local governments
- For roadway projects
- 20% local match
- Comprehensive Safety ***Action Plan***
 - ***strongly*** recommended first year



SS4A – Next Steps

- Prepare grant application – due Sep 15, 2022
 - WFRC requested to lead effort
- Prepare work scope for *Action Plan*
- SS4A Action Plan awards
 - \$200K - \$5M
- *Action Plan* bids & selection
- Identify safety projects & strategy priorities
- Grant request for projects & strategies - TBA
 - FY23-26
 - \$5M - \$50M

