

UTA's Economic Value Impact in Utah and 5-Year Service Plan

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Salt Lake City Council

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UTA's Economic Value Impact





Generating Critical Economic Return



Success Statement: UTA is an economic engine that positively impacts Utah's statewide economy, benefiting every Utahn

Goal: Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide

Economic Value Impact Studies (2024)

- **Study Purpose**

 - Describe and quantify the contribution UTA's transit services make to Utah's economy

- **Conducted by Metro Analytics from Fall 2023-Summer 2024**

 - Consultant was secured in coordination with transportation and economic partners, including MPOs, Kem Gardner Institute, GOPB, UDOT
 - Members of the business community were interviewed
 - Metro Analytics also provided economic analysis of projects contained in Utah's Unified Transportation Plan





Generating Critical Economic Return

Metro Analytics Economic Value Impact Study (2024)



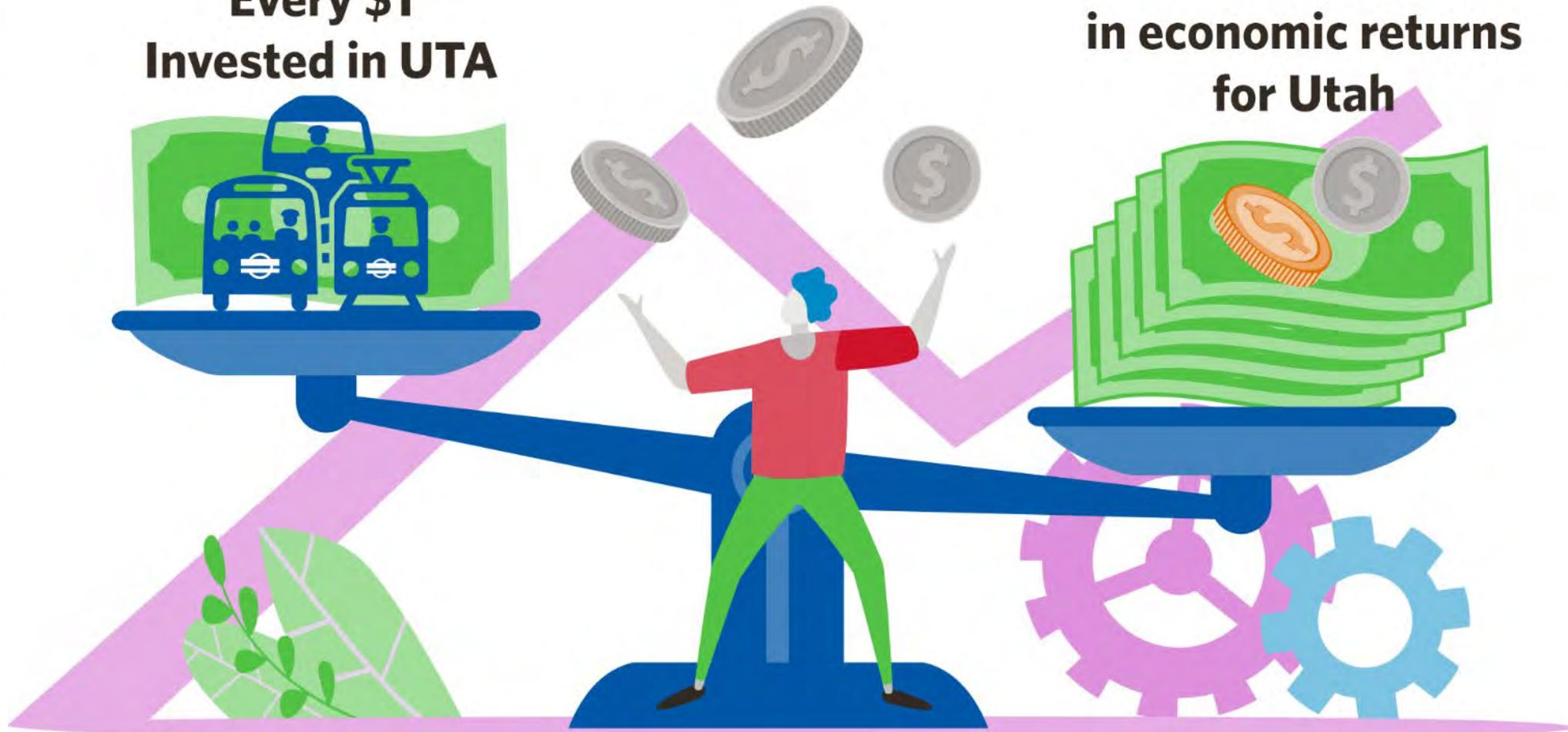
UTA benefits Utah's economy.

The economic return of UTA investment and operations generates jobs, spending, travel savings, and business and tax outcomes that benefit the entire state of Utah.

UTA Annual Return on Investment (2023)

Every \$1
Invested in UTA

Generates \$5.11
in economic returns
for Utah



UTAH TRANSIT AUTHORITY



Benefit to Utah Economy (2023 Annual Return)



\$9.6B more
generated in goods
and services due to time
and mileage savings



\$377M
generated tax
revenue in Utah



\$1 = \$5.11
ROI
(Return on Investments)



Annual Jobs Access and Creation (2023)



79,000 jobs
directly and
indirectly created
and supported



24,000 accessed jobs because of transit
31,500 more jobs created through their earning/spending



13,500 jobs created for UTA employees,
suppliers, and other related businesses,
earning **\$334M** and stimulating **\$1.1B** in sales



10,000 jobs created
from transportation savings



\$2.9B annual household income earned





Generating Critical Economic Return

Metro Analytics Economic Value Impact Study (2024)



Non-users benefit the most from transit.

UTA services reduce traffic congestion on freeways and in towns, benefitting everyone on the road through fewer miles traveled, fewer hours on the road, fewer car expenses, less tax dollars to road repairs, quicker travel times, less stress, access to more employers (and choice in employment), and cleaner air.

Travel Efficiency Annual Savings – e.g., Time, Fuel, Maintenance, Air Quality Costs (2023)



\$717M

combined households
and business travel
efficiency savings



\$595M

household travel
expense savings



\$1 = \$1.27

return on
transportation savings





Generating Critical Economic Return

Metro Analytics Economic Value Impact Study (2024)



Investing in UTA benefits Utah's economy.

The positive impacts of transit performance greatly outweigh the taxes and fares collected to support the system. Investment in transit services yields a higher net impact than if that funding were returned to its sources in Utah's economy.

Examples of Visible Economic Impact

UTAH TRANSIT AUTHORITY





2010

S-Line



2023

S-Line



10-year anniversary of S-Line reflects connection of transit and economic development



City Creek Center

2006

2025



UTAH TRANSIT AUTHORITY



The Gateway

1997 →





Generating Critical Economic Return

Metro Analytics Economic Value Impact Study (2024)



Economic impact is one part of transit decision-making.

Economic impact is one of many factors in choosing to invest in UTA public transit. Factoring it in can help prioritize and plan future investment for maximum benefits to Utah's economy.

UTA 5-year Service Plan (2025-2029) for Salt Lake City



Look Back to 2024 : A Strong Transit Investment Year

- Determined **UTA's \$1=\$5.11 ROI** on Utah's economy through third-party study
- Kicked off construction on the **Midvalley Express (MVX)** and secured a **\$62.8 million** federal grant
- Developed the **10-Year Capital Plan and 5-Year Service Plan** that will **add 9 million service miles** to the UTA system
- Met 80% FrontRunner peak ridership threshold for **federal capital investment grant eligibility**
- Awarded **Stadler U.S.** contract to build up to **80 light rail vehicles** for replacement and expansion of UTA's TRAX fleet
- **Refinanced \$432.9M** of Build America bonds



April 2026 Service Changes



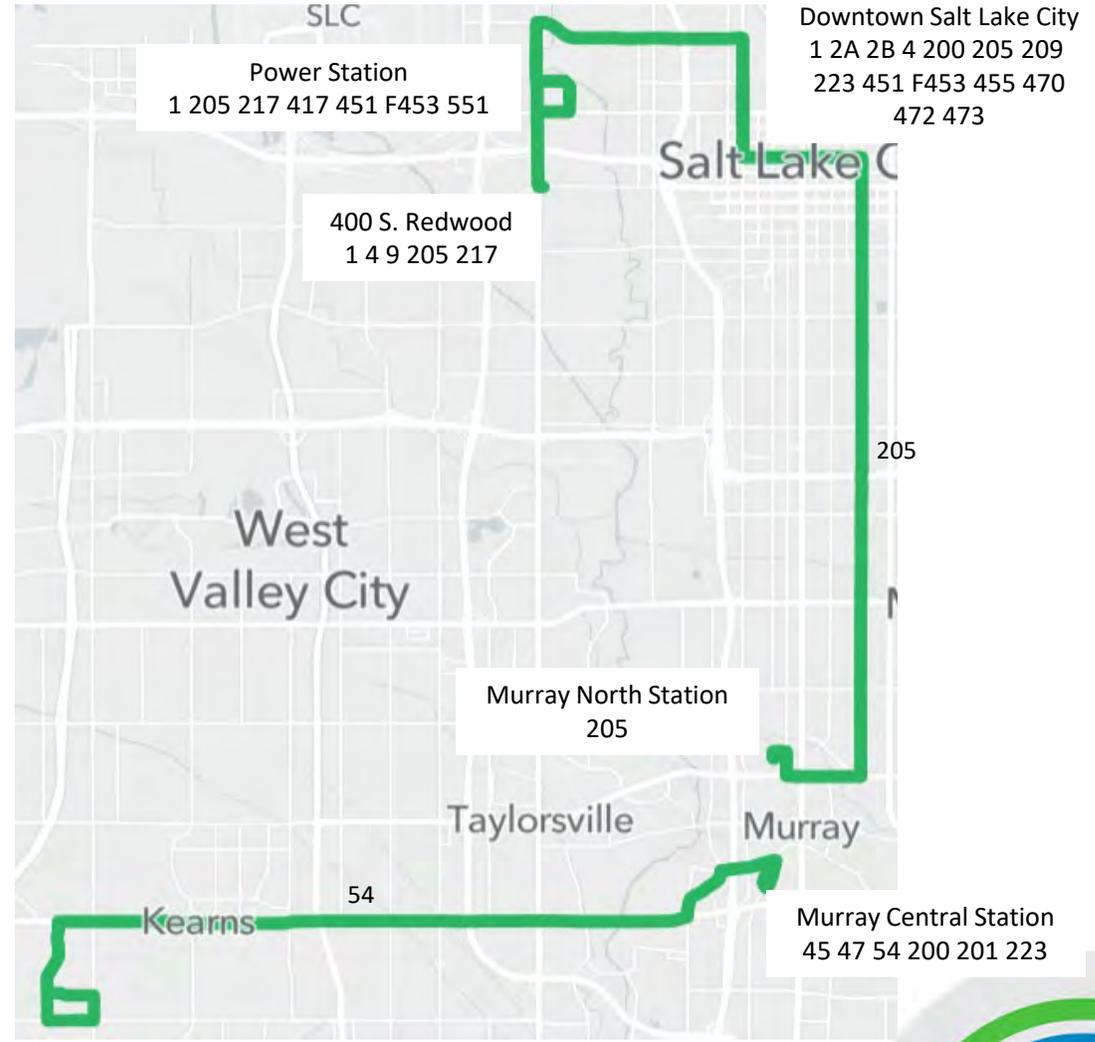
Service Restoration

Routes 54, 205:

Frequent Bus

Community Priority

Increase service to 15-min



Hours	Miles	Shifts	Pullout
+45K	+645K	+22	+7



200 South

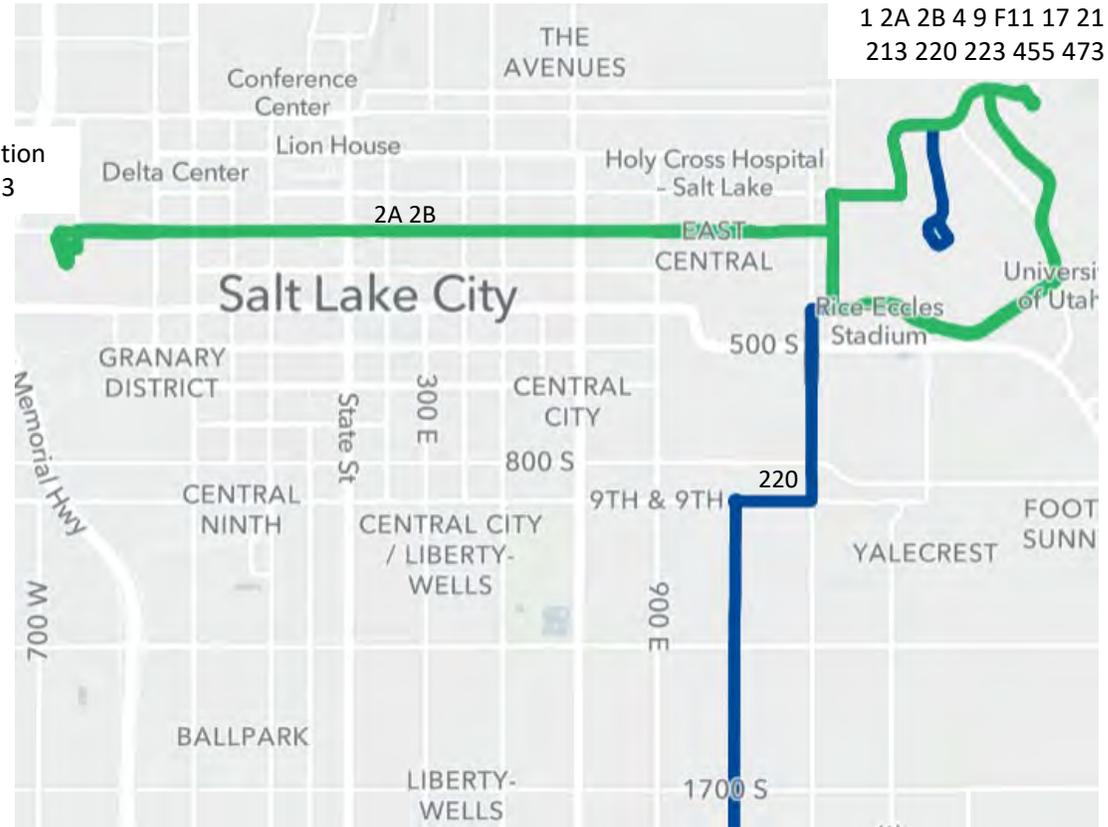
Route 2:

Replace with 2A/2B **Frequent Bus**
 6-9 min. frequency on Weekdays

Route 220:

Shorten to U of U Union

Salt Lake Central Station
 2A 2B 209 509 513



University of Utah
 1 2A 2B 4 9 F11 17 21
 213 220 223 455 473



Hours	Miles	Shifts	Pullout
+13K	+114K	+6	+5



S-Line Extension

Route 720: Extend to Highland Drive



Hours	Miles	Shifts	Pullout
+2K	+24K	+2	+1



April 2027 Service Changes



West Salt Lake County

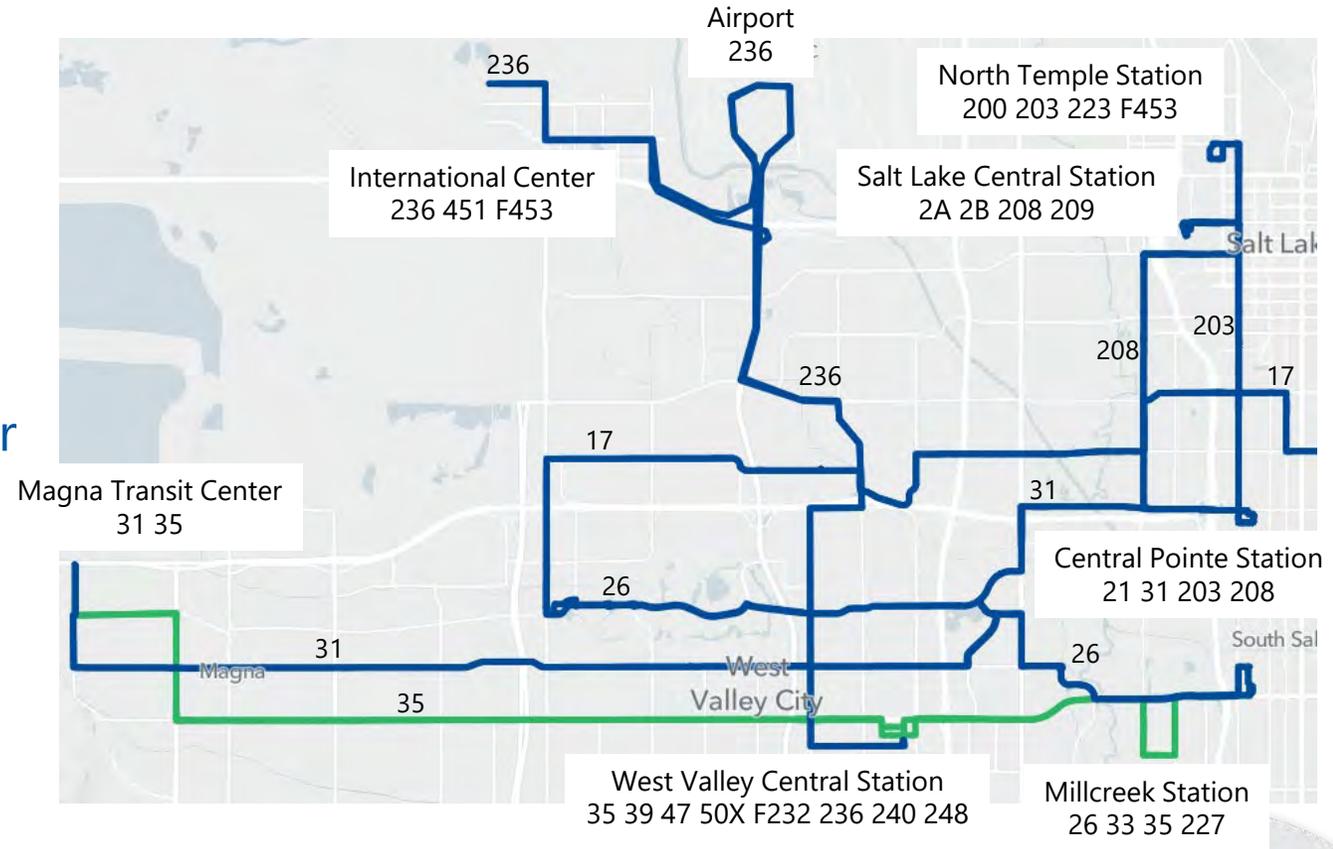
Route 17: Extend for new coverage
Increase service to 30-min.

Routes 26, 31, 203, 208: New service

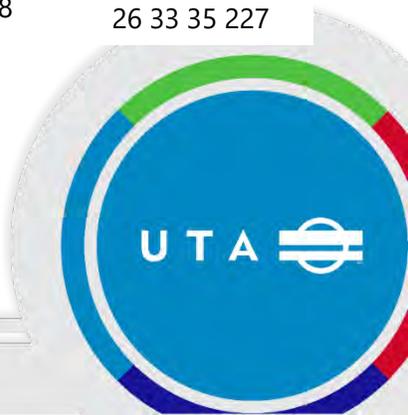
Route 35: Serve new Magna Transit Center

Route 236:
New route serves Airport, Intl. Center

Replaces routes 509, 513, 551



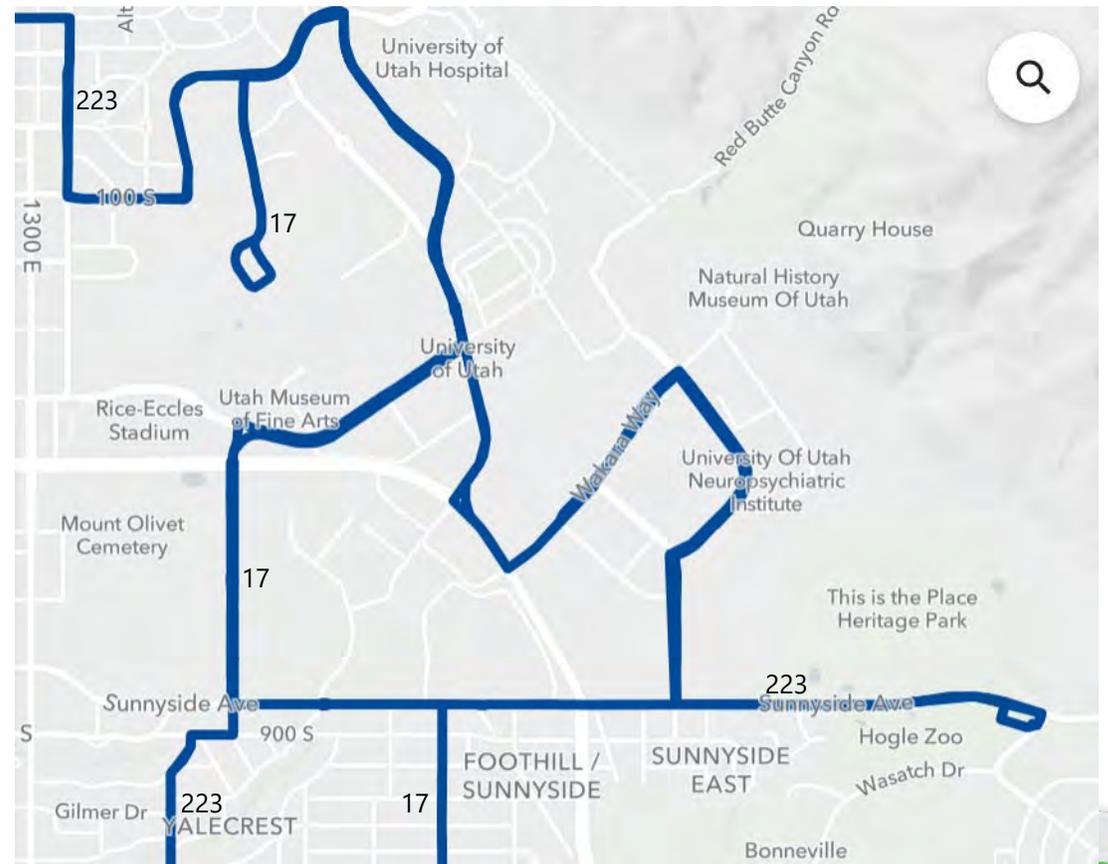
Hours	Miles	Shifts	Pullout
+95K	+1.1M	+47	+21



Hogle Zoo

Route 223: Community Priority
 Serve new roundabout at Zoo

Route 17:
 Reroute to preserve coverage
 Increase service to 30-min



Hours	Miles	Shifts	Pullout
+0.07K	+15K	0	0



April 2028 Service Changes

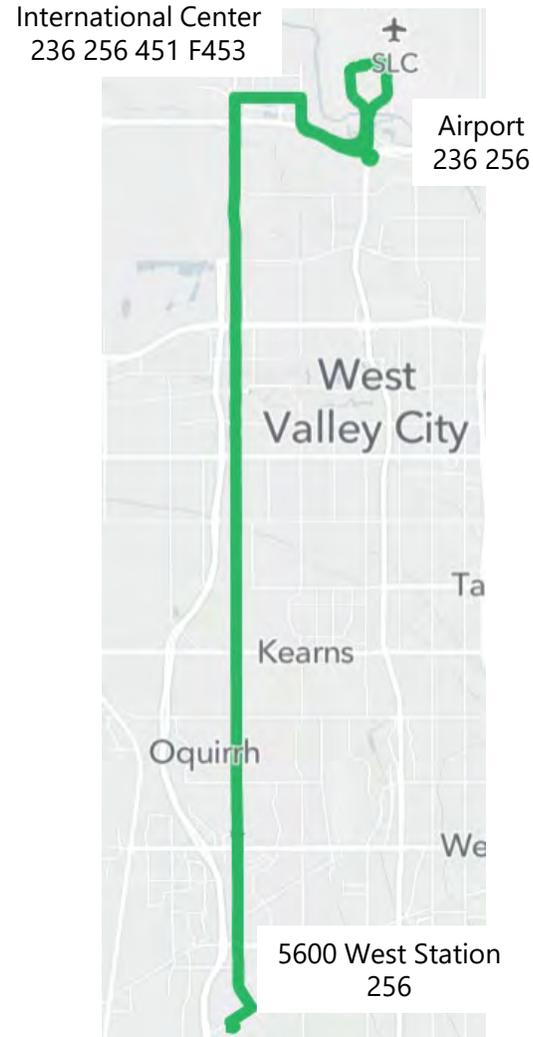


5600 West

Route 256: Enhanced Bus

New 5600 West line

Replaces route F556



Hours	Miles	Shifts	Pullout
+68K	+730K	+33	+11



Questions?

