

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

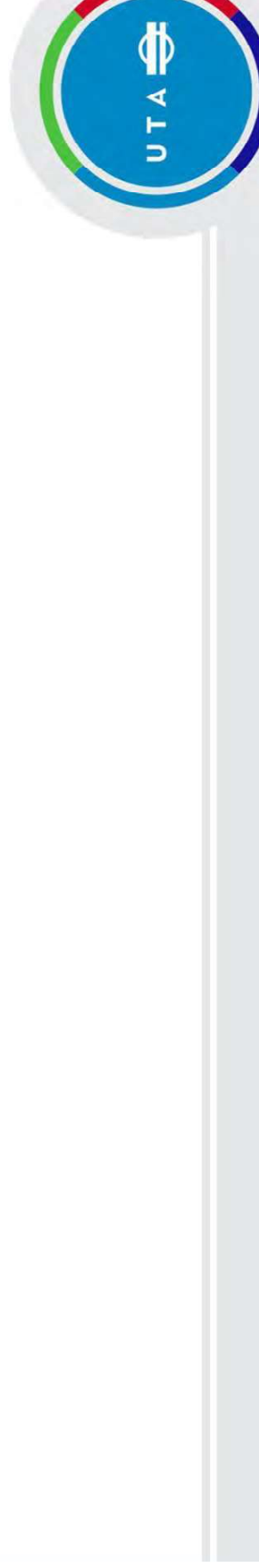
Carlton J. Christensen, UTA Board Chair

Salt Lake City Council

April 1, 2025



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

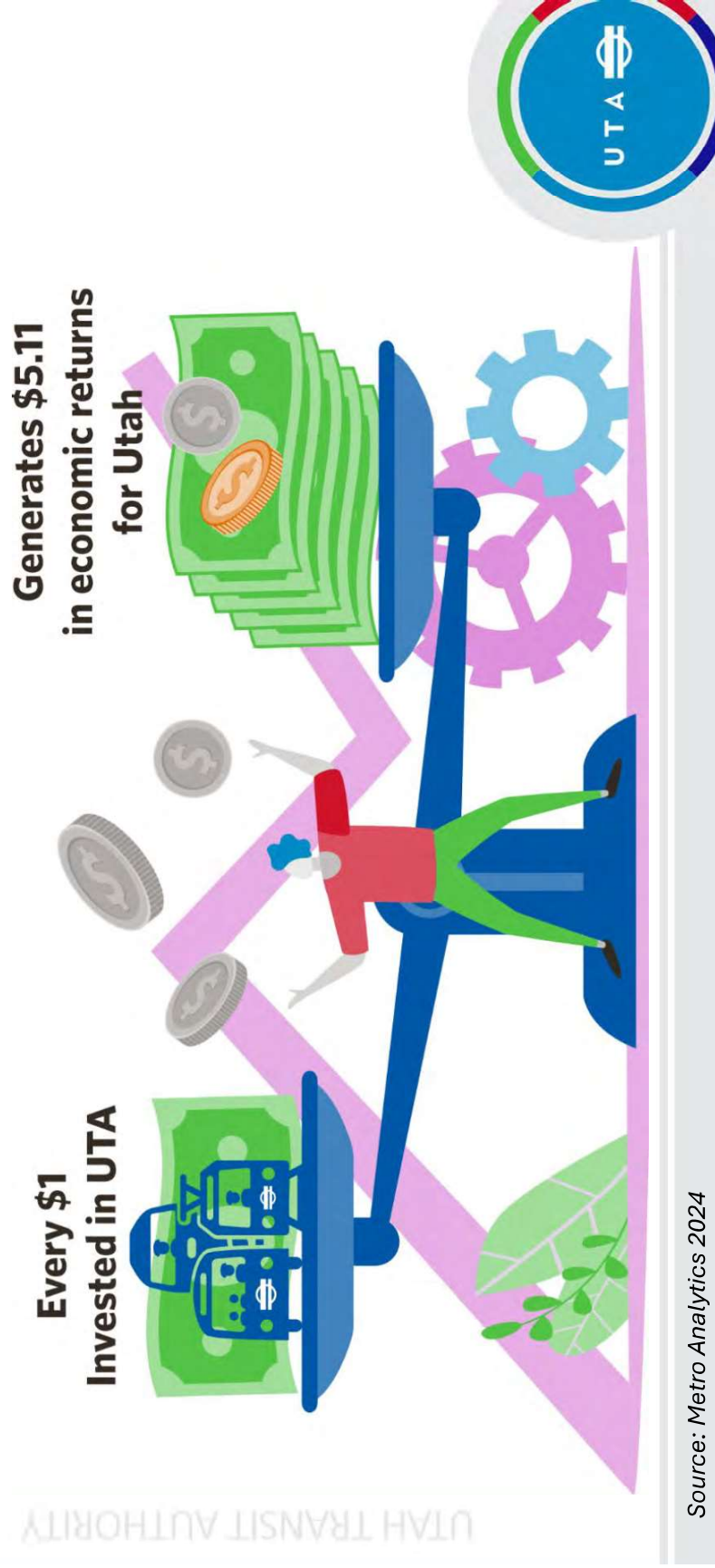
Metro Analytics Economic Value Impact Study (2024)



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)



Benefit to Utah Economy (2023 Annual Return)



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



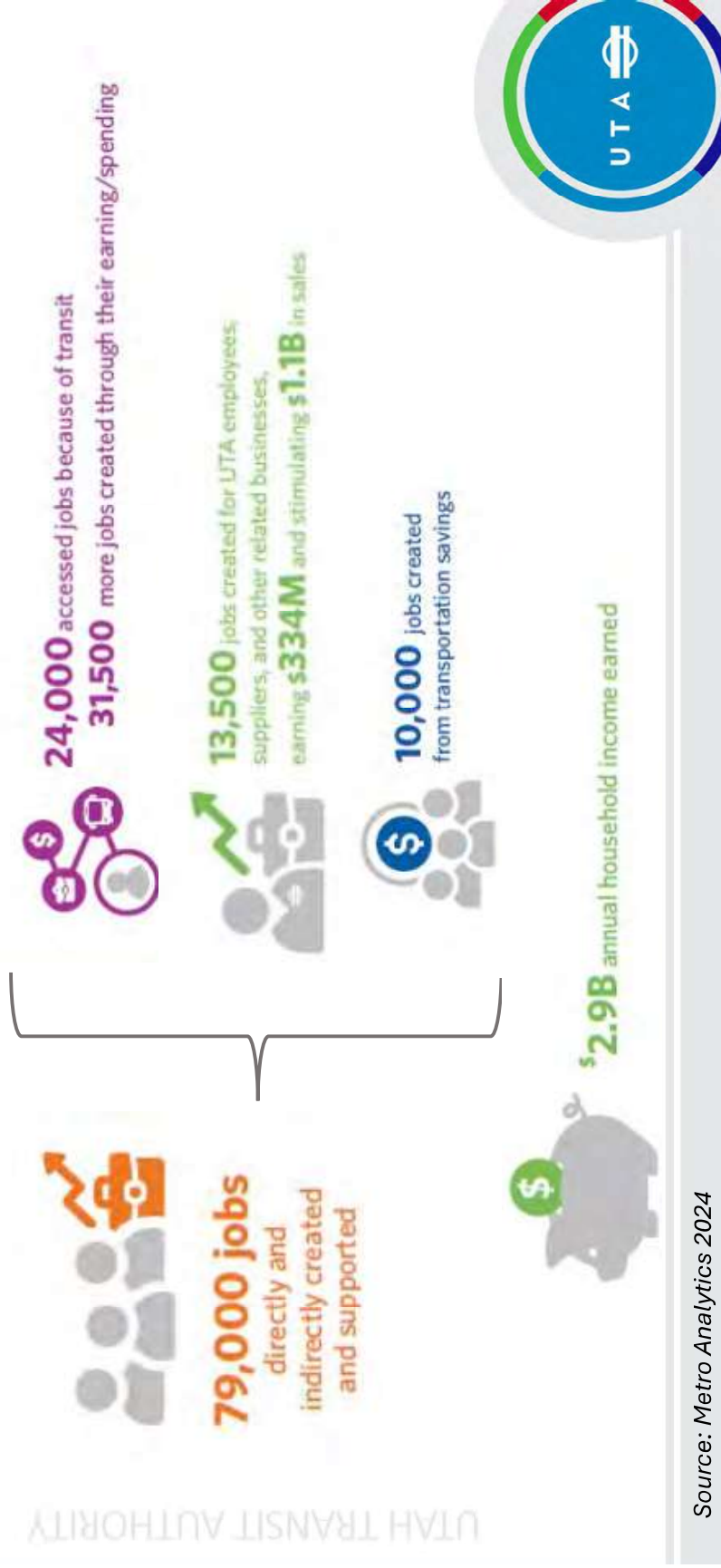
\$377M
generated tax
revenue in Utah



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



Annual Jobs Access and Creation (2023)



Source: Metro Analytics 2024



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)

UTAH TRANSIT AUTHORITY



\$717M

combined households
and business travel
efficiency savings



\$595M

household travel
expense savings



\$1 = \$1.27

return on
transportation savings



Source: Metro Analytics 2024



Generating Critical Economic Return

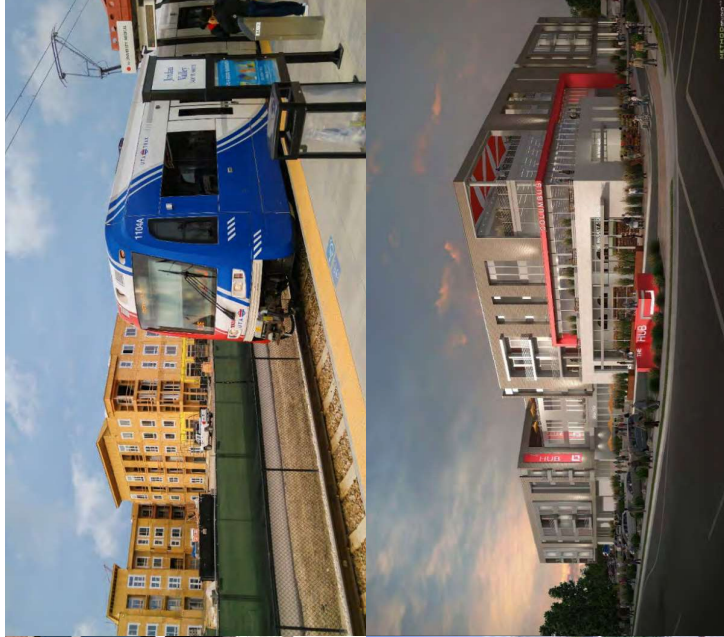
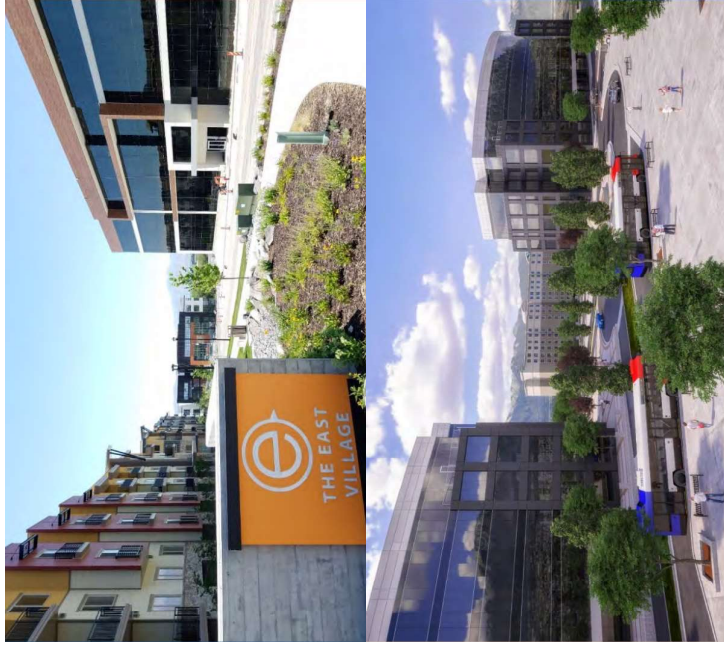
Metro Analytics Economic Value Impact Study (2024)



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





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



City Creek Center

2006

→ 2025



UTAH TRANSIT AUTHORITY



The Gateway

1997



UTAH TRANSIT AUTHORITY



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**

Increase service to 15-min

Community Priority

Downtown Salt Lake City
1 2A 28 4 200 205 209
223 451 F453 455 470
472 473

Power Station
1 205 217 417 451 F453 551

400 S. Redwood
1 4 9 205 217

Murray North Station
205

Murray Central Station
45 47 54 200 201 223



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

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



Salt Lake Central Station
2A 2B 209 509 513



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



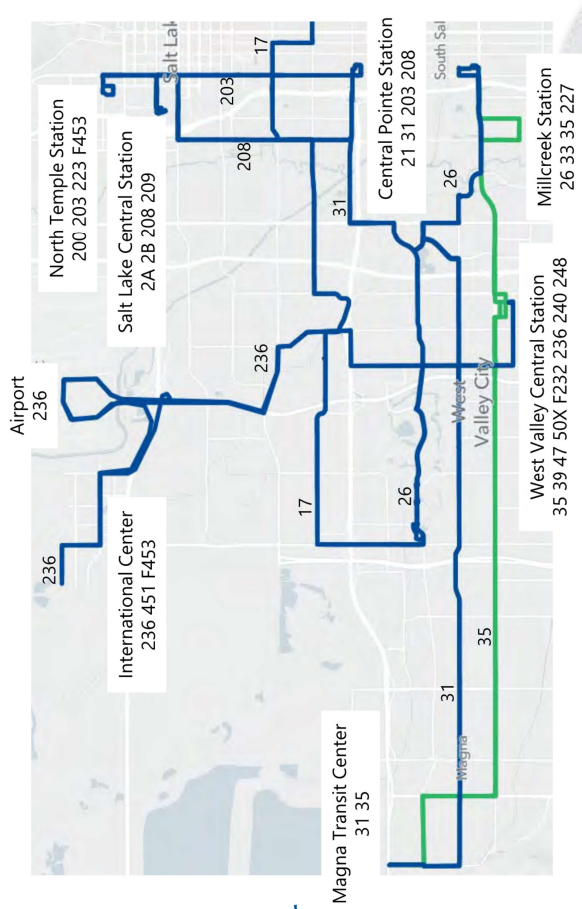
West Salt Lake County

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



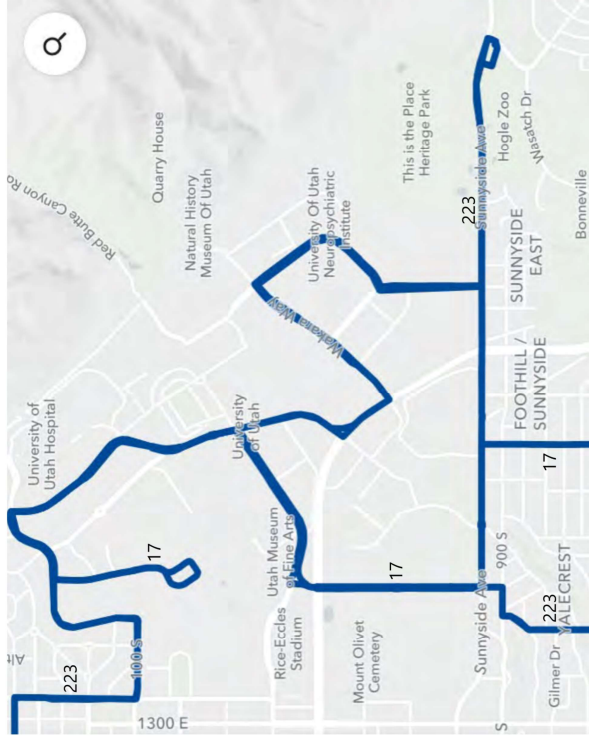
Hours	Miles	Shifts	Pullout
+95K	+1.1M	+47	+21



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



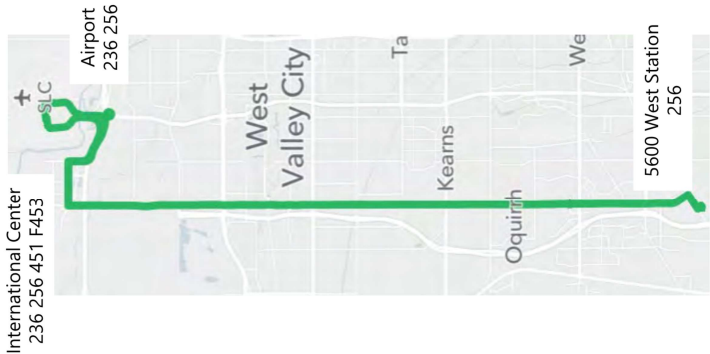
April 2028 Service Changes



5600 West

Route 256: **Enhanced Bus**
New 5600 West line

Replaces route F556



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



Questions?

