



WASATCH CHOICE
— VISION —

Wasatch Choice Regional Transportation Plan

WFEDD Meeting December 11, 2025

Welcome!

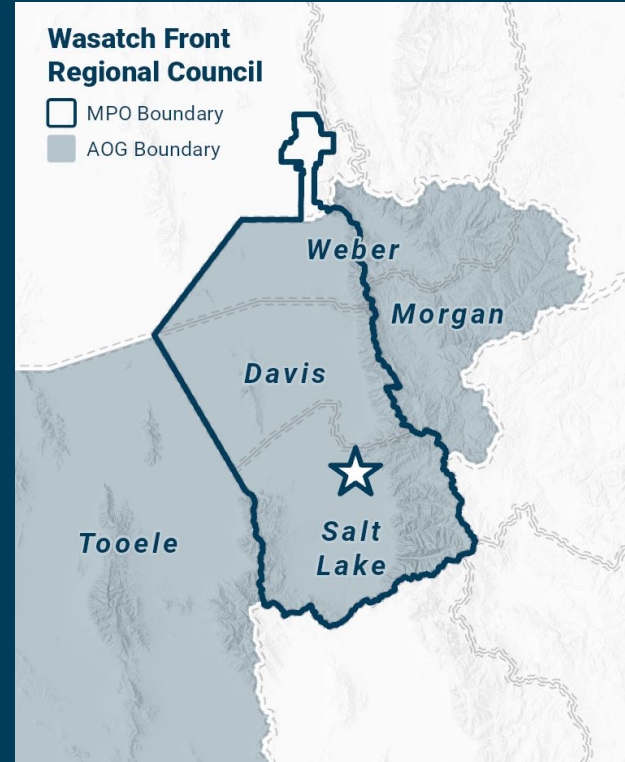
- 01** | Mission and Background
- 02** | Wasatch Choice Vision
- 03** | Growth Forecasting
- 04** | Regional Transportation Process
- 05** | Virtual Mapping



MISSION

WFRC builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

OUR AREA





WASATCH CHOICE

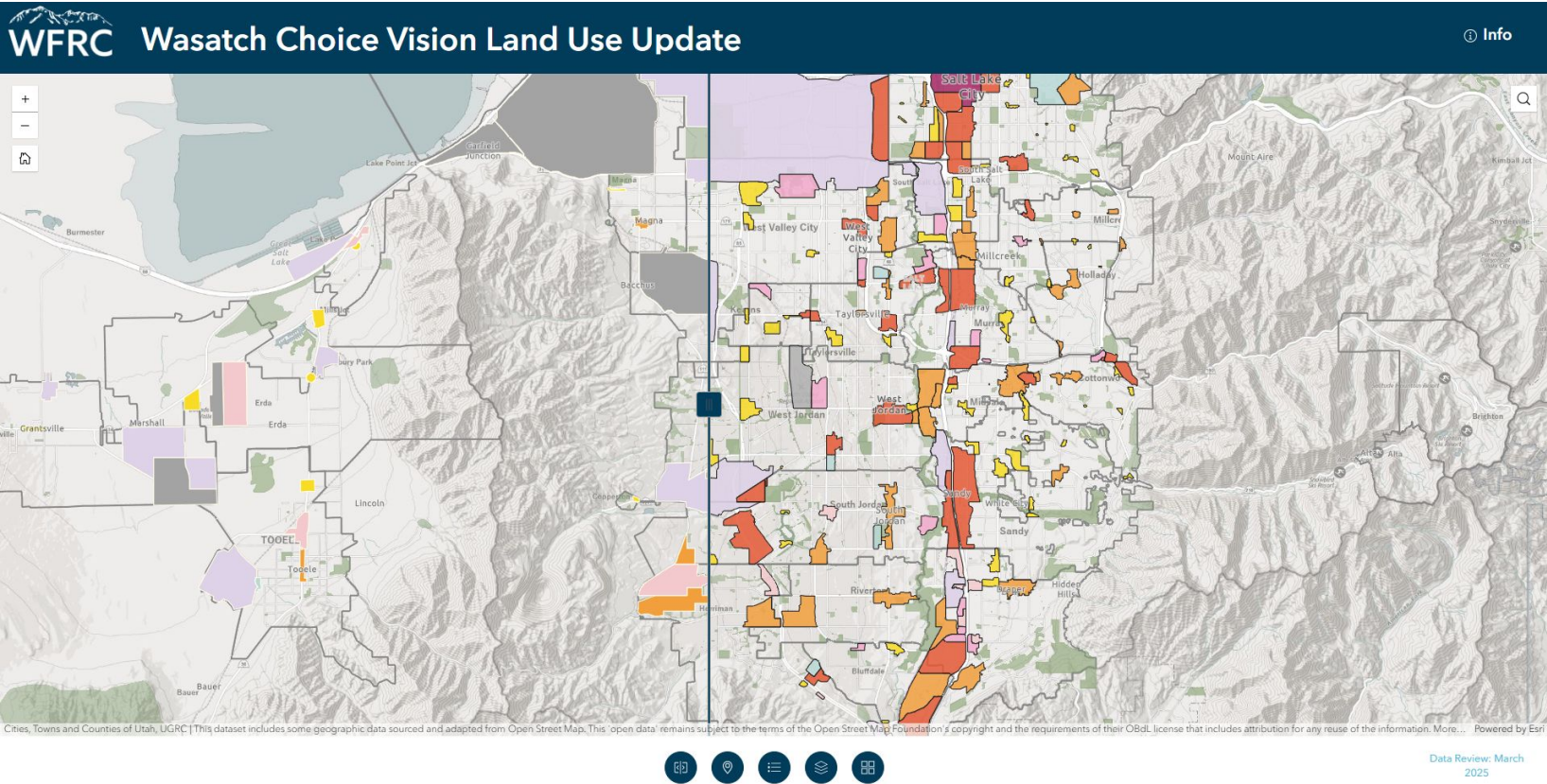
VISION



***CENTERS
WORK!***

WasatchChoice.org

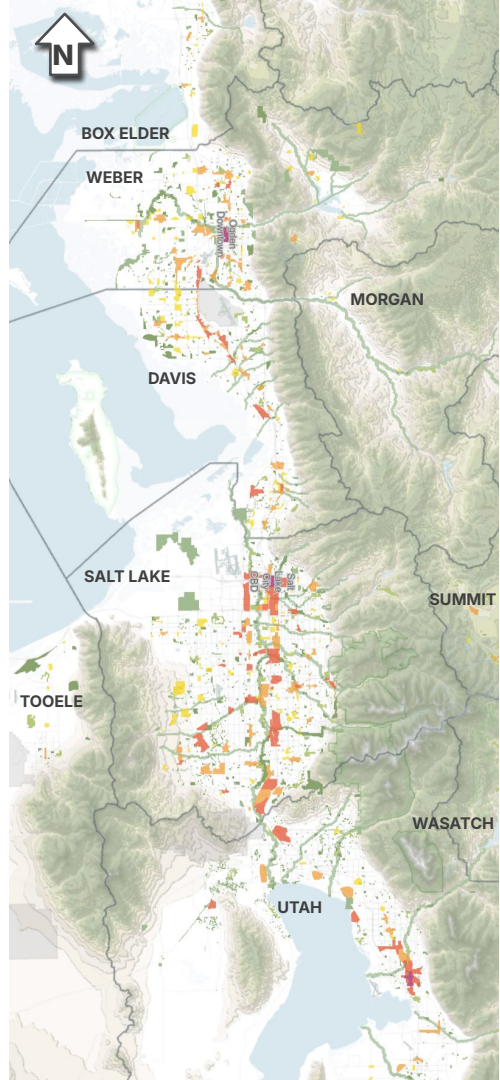
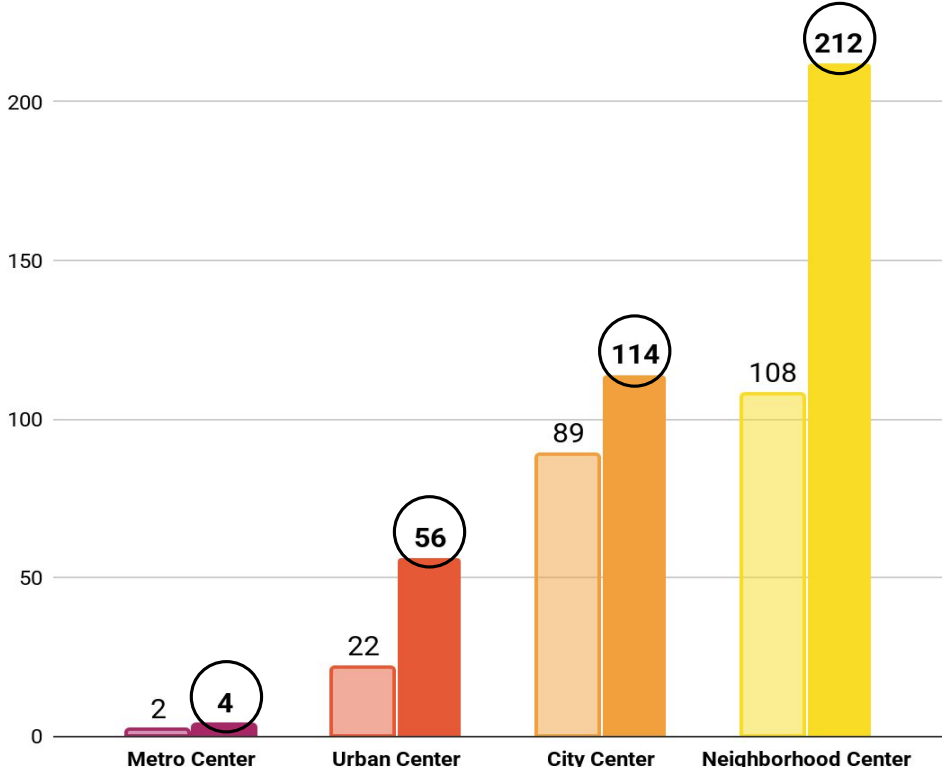
Wasatch Choice Land Use



Interest in Centers Over Time

2023: 221

2025: 386



NUMBER OF HOMES IN WASATCH CHOICE VISION CENTERS:

2010

74,000

2015

87,000

2020

116,000



2025

150,000

Access to **360,000** job opportunities



---- Rail
— Roads
— Bus Service

 Amenities & Service
 Transit Service

 Wasatch Choice Centers

 Other Centers

Growth Forecasting

Growth Forecast - WF Real Estate Market Model

– Key Inputs for REMM-based Forecasting –

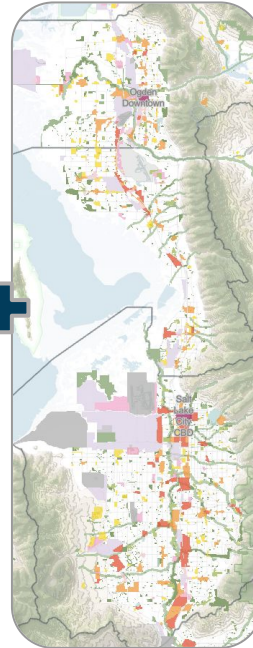
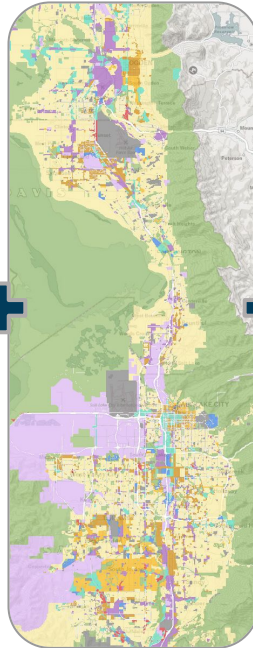
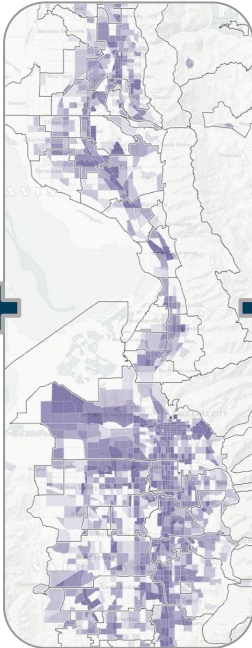
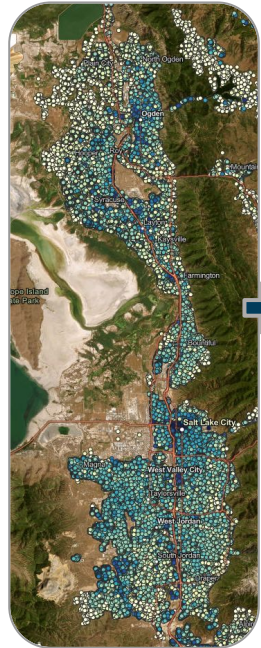
Residential
Housing

Employment
Locations

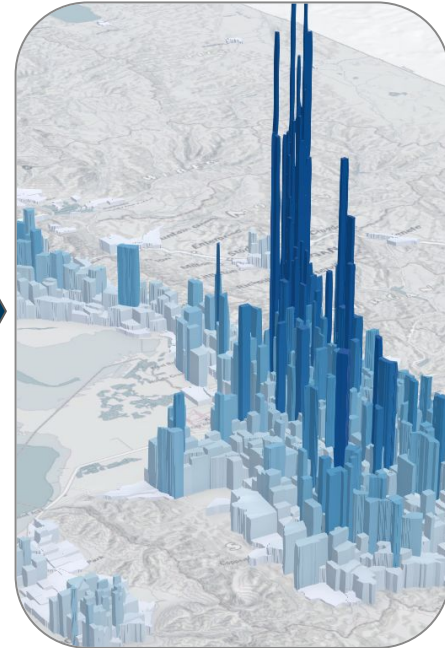
GFLU - Generalized
Future Land Use

WC Vision
Centers

Household,
Population, and
Employment
Projections,
Annual thru 2055



WF Real Estate
Market Model
(using Urban Sim)

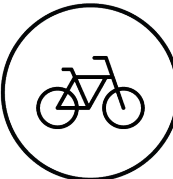
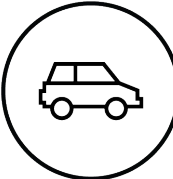


+ County-level Projections from State Population Committee (Gardner Policy Institute)

+ **'Pipeline' Projects** (approved or otherwise anticipated in short term)

Transportation Planning

Regional Transportation Plan (RTP)



Cities & Counties



U T A



RTP Process



Aspirational Brainstorming:

- + Projects came from:
 - 2024 Fall Workshops
 - Existing RTP
 - Key stakeholders
 - Discussions with communities, UDOT staff, UTA staff, and others



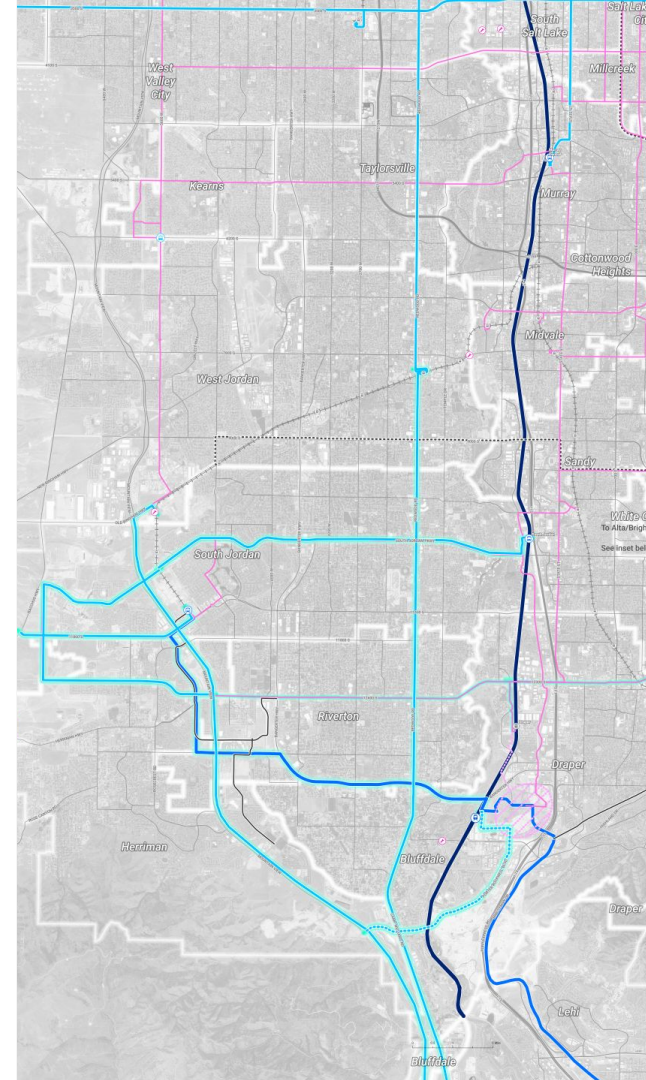
How is the Preferred Scenario Drafted?

- 1 Preliminary Screening
- 2 Technical Evaluation
 - Draft Preferred Scenario or
 - Exploratory Concepts

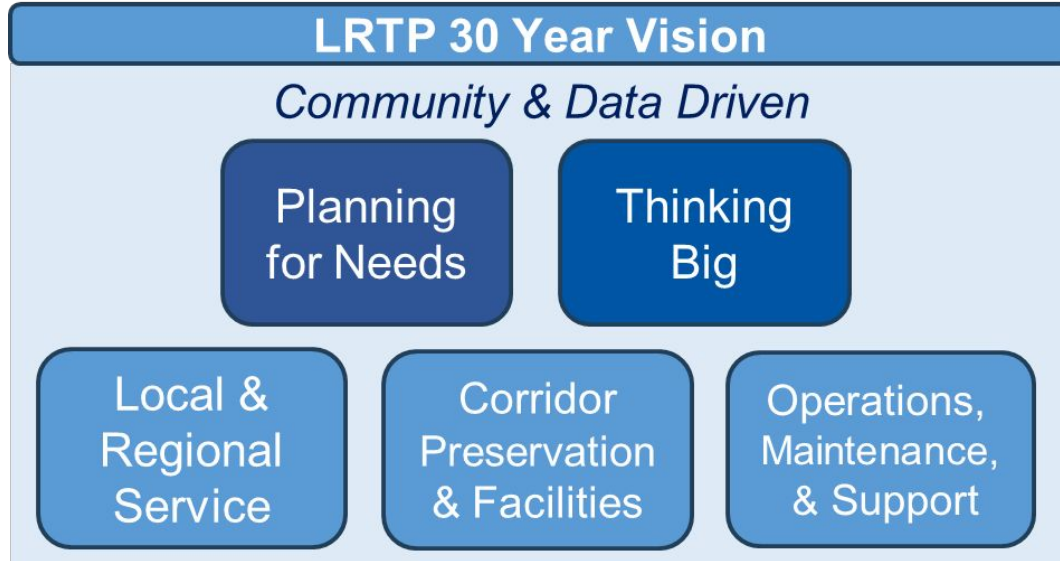


Exploratory Concepts

- + Projects that do not meet evaluation criteria
- + Recognized for future consideration



UTA Long-Range Transit Plan



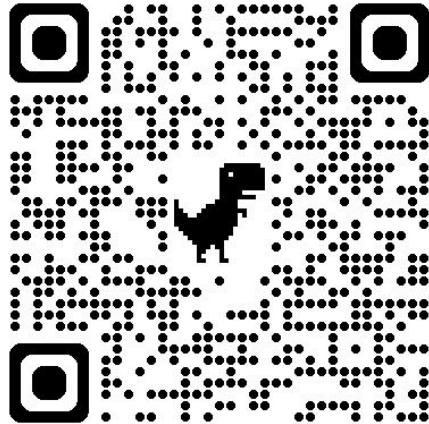
- + UTA Moves 2050 was adopted in spring 2024
- + UTA Moves 2055 will be adopted in mid-2027



**Review Draft
Preferred Scenario**

Virtual Map Review

- + Control what you see- toggle layers.
- + Zoom in and see more detail.
- + Comment linked clearly to you.
- + Leave comments later, not just right now.





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UTA's Economic Value Impact in Utah

Carlton J. Christensen, UTA Board Chair

Wasatch Front Economic Development District | December 11, 2025



UTA 2026 Tentative Budget Overview

	FY 2025 Budget	FY 2026 Budget	Change	% Change
Operating	\$464,509,000	\$487,523,000	\$23,014,000	5.0%
Capital	330,231,000	331,738,000	1,507,000	0.5%
Debt Svc & Reserves	180,803,000	189,288,000	8,485,000	4.7%
TOTAL	\$975,543,000	\$1,008,549,000	\$33,006,000	3.4%

Projected 2026 FTEs: 3,054.7



Total Funding Breakdown

Year	Total Budget	Total Grants Awarded	Total State Funds	Total TTIF	Total Local Partner	Total UTA Funds (Including Bond & Lease)
2026	339,213,000	111,703,000	14,622,000	31,050,000	13,478,000	168,360,000
2027	250,224,000	85,090,000	8,856,000	23,380,000	9,300,000	123,598,000
2028	207,932,000	72,102,000	3,093,000	3,525,000	3,033,000	126,179,000
2029	167,506,000	44,456,000	3,393,000	974,000	1,521,000	117,162,000
2030	104,254,000	30,911,000	700,000	2,151,000	21,000	70,471,000
Total	1,069,129,000	344,262,000	30,664,000	61,080,000	27,353,000	605,770,000





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)



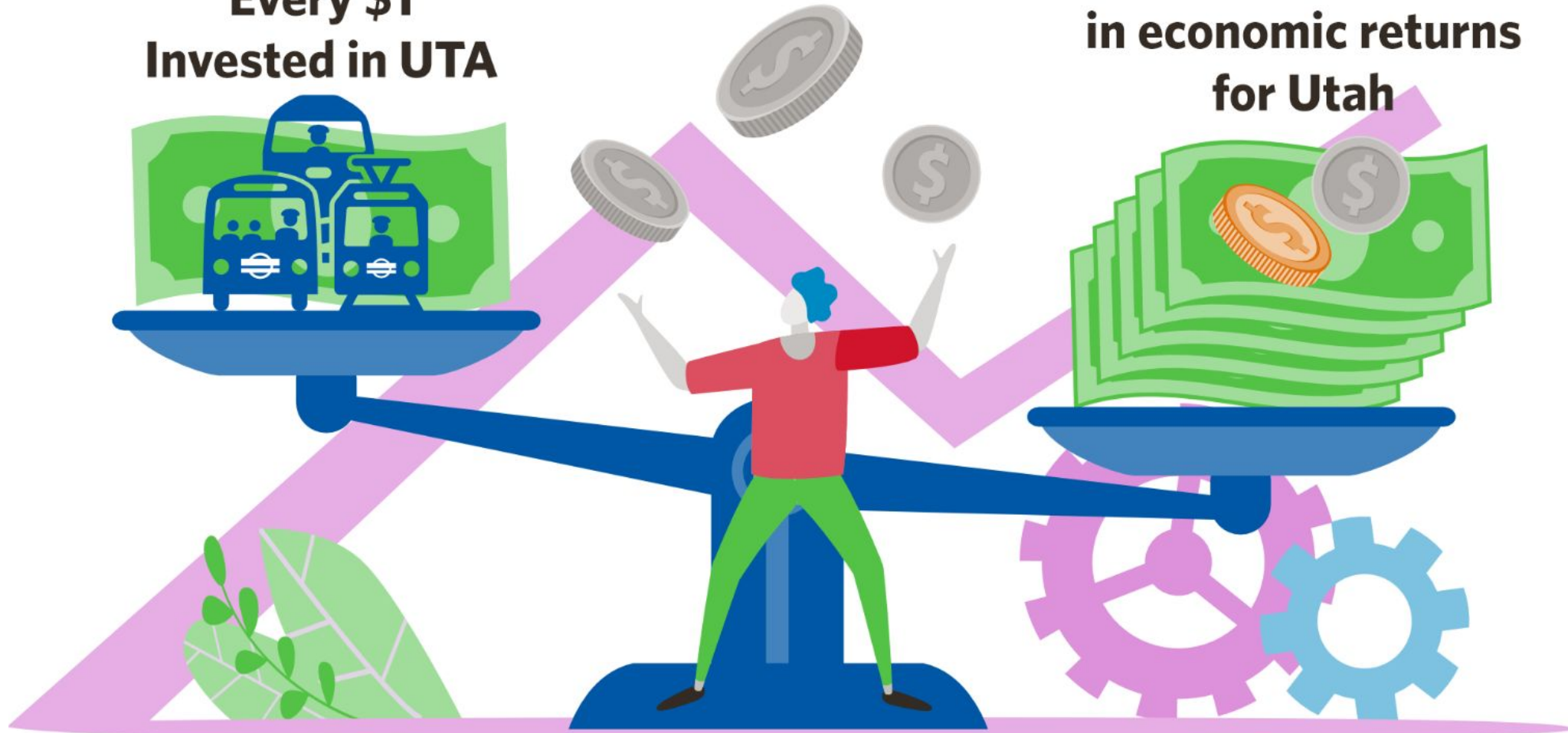
UTA benefits Utah's economy.

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**



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





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

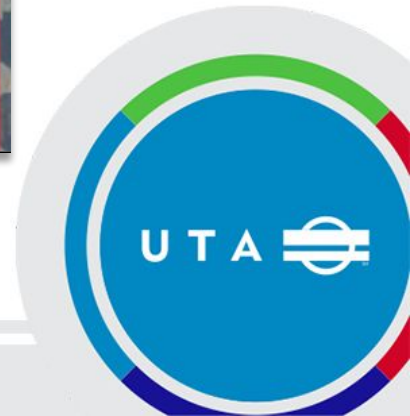


City Creek Center

2006

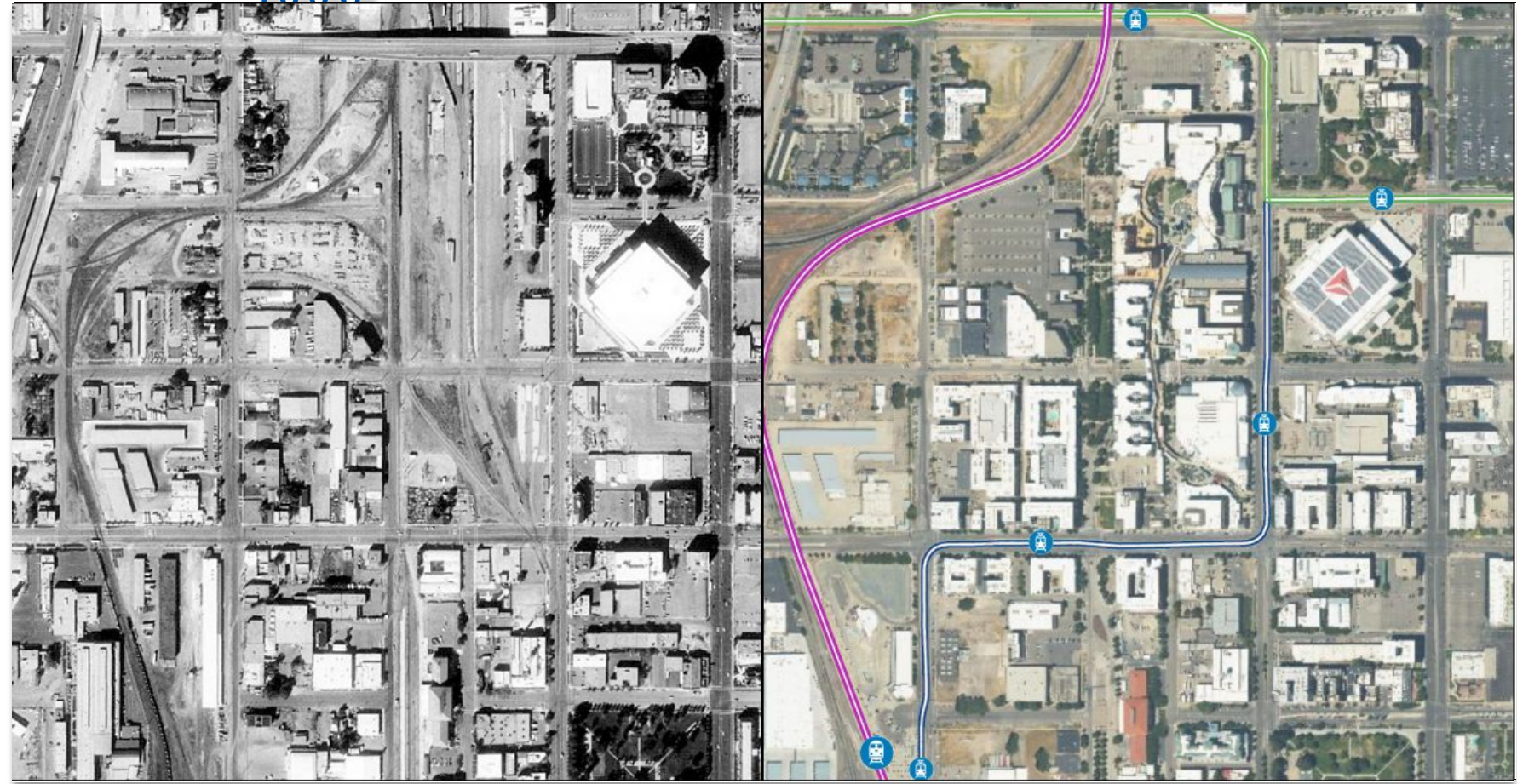


2005



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.

Questions?

