

Geographic Economic Model



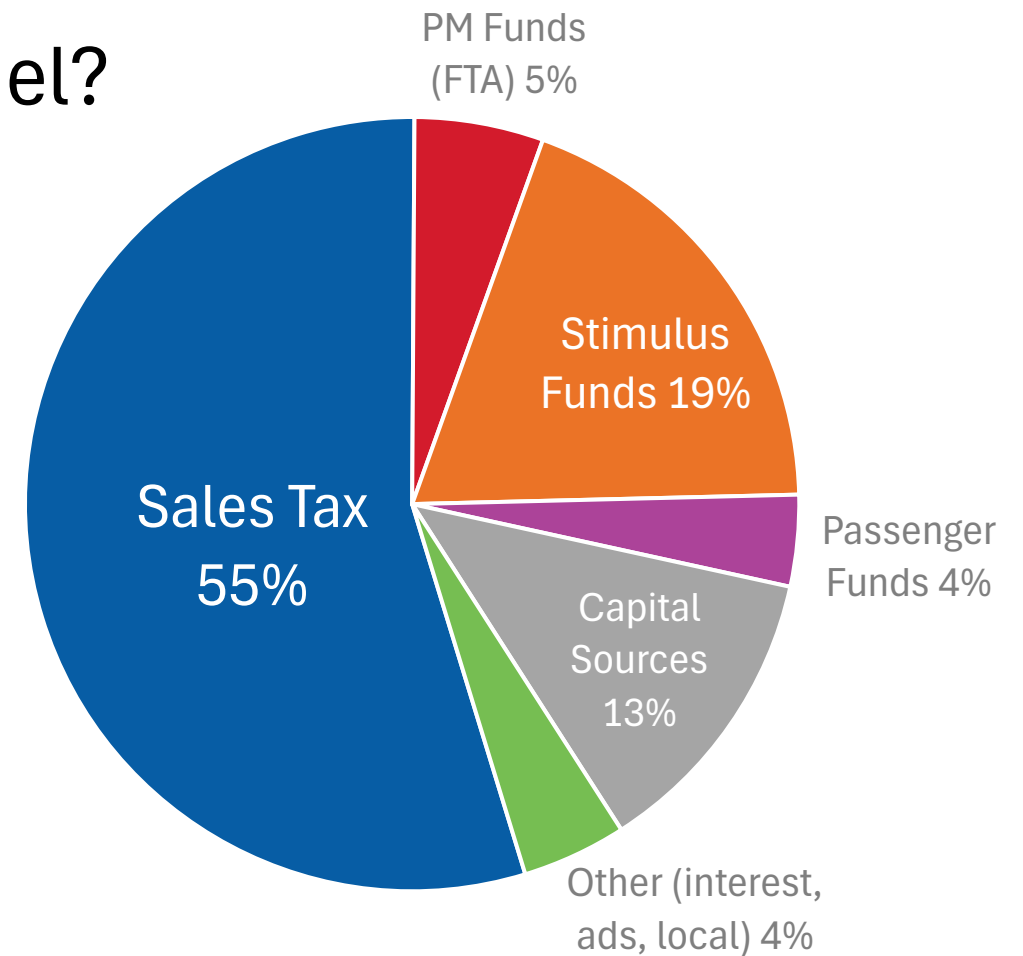
UTA Geographic Economic Model

Analysis Year End
2022

UTA On Demand
Tooele County zone
On-demand service operation
9:00 AM - 5:00 PM
Mon-Fri 7 am - 7 pm
For more information, go to
utah.gov/ondemand

Why Use a Geographic Economic Model?

- Each member county contributes a certain percent of Sales Tax to fund the Transit System
- Other funds are sought after by UTA to benefit and grow the overall regional transit network
- More than twenty years of model use



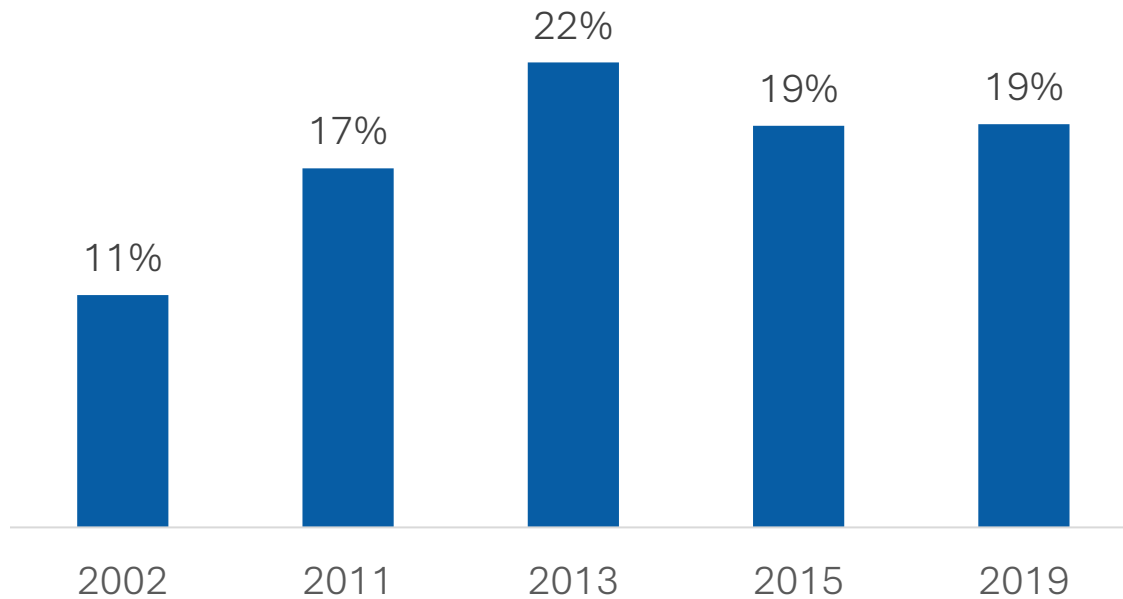
2022 Revenue Sources



What does this model mean?

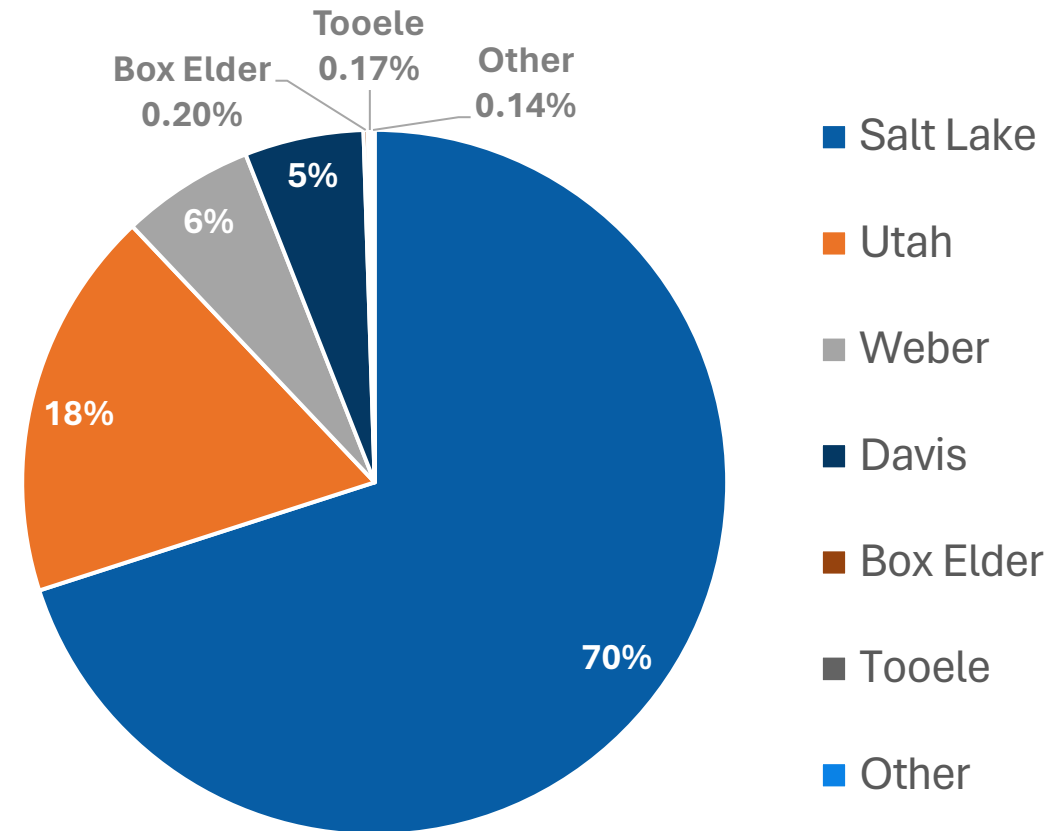
The importance of a regional system:

Inter-county travel - Transit trips often originate and terminate in different counties.

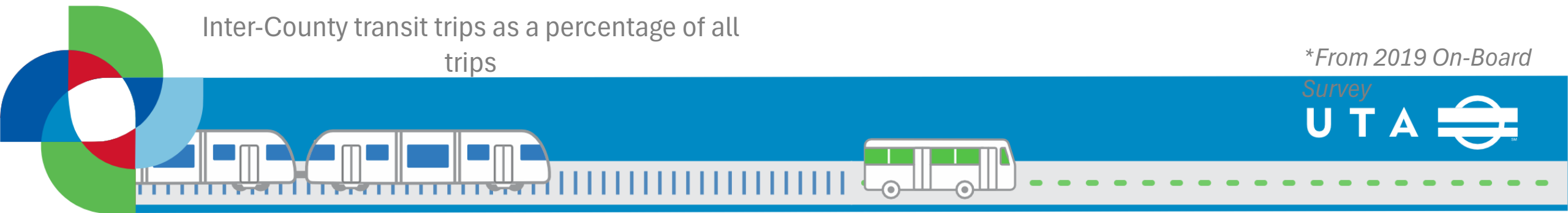


Inter-County transit trips as a percentage of all trips

County of Destination (All transit trips)*



*From 2019 On-Board Survey

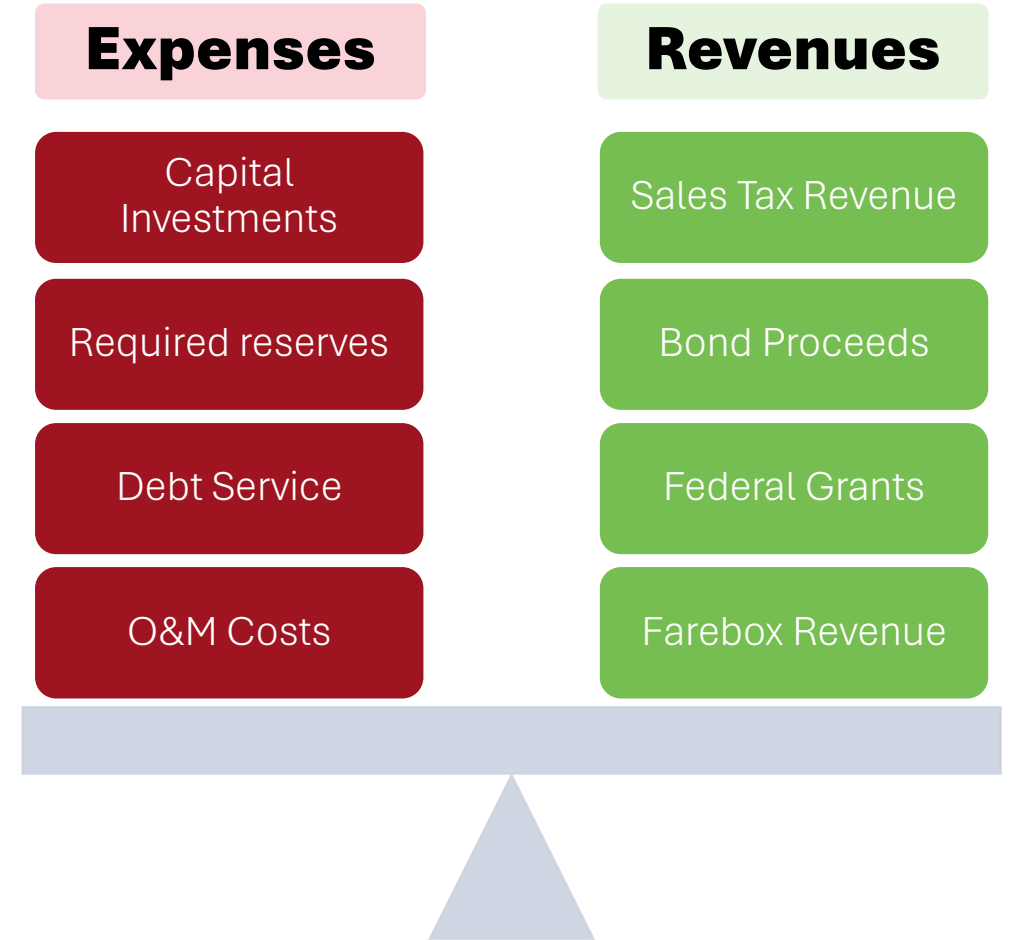


What do we analyze?

UTA monitors the revenues received from and the level of service or capital investment provided to each county.

This data is collected and processed in UTA's Geographic Economic Model (GEM) Analysis.

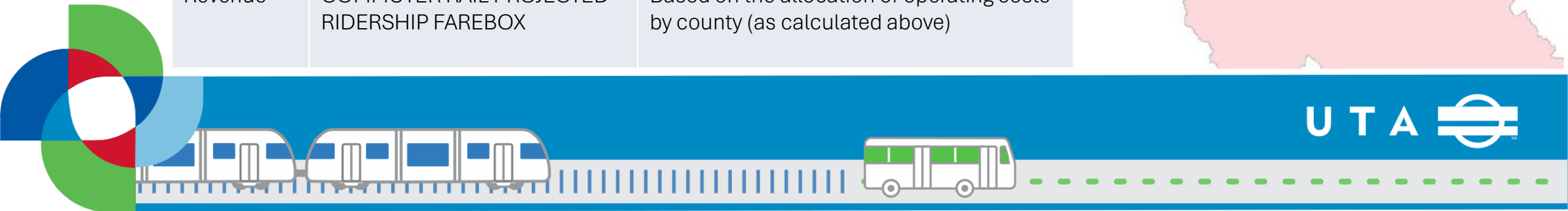
- **All transit modes are evaluated, including Paratransit, Vanpool, and MicroTransit services**
- **Analysis is independently verified by a 3rd Party Consulting Firm**



The Geographic Economic Model: Example

Allocation of Existing Commuter Rail Capital and Operating Costs

Cost Type	Allocation Method	Method Description
Capital	RAILROAD RIGHT-OF-WAY PURCHASE	These one-time costs for the Right-of-way purchase are allocated by population by county
Capital	COMMUTER RAIL CAPITAL COSTS	Mileage percentage = (miles per county) / (total miles)
Operating	COMMUTER RAIL OPERATING COSTS	Allocated based on a 25% ridership and 75% of track miles by county
Revenue	SALES TAX CONTRIBUTIONS PER COUNTY	Simple distribution of revenue by County
Revenue	FEDERAL 5307 FUNDS ALLOCATIONS	The Federal Formula Funds are allocated by population and weighting factors to UZA's
Revenue	COMMUTER RAIL PROJECTED RIDERSHIP FAREBOX	Based on the allocation of operating costs by county (as calculated above)



The Geographic Economic Model:

Update Steps

- **Document**
 - Actual operating revenues and costs from 2001 to 2022
 - Actual capital sources and expenditures from 2001 to 2022
- **Projections**
 - FY23 costs/revenues through 2040 (i.e. according to the transit financial plan)
- **Allocate**
 - Operating costs and revenues from 2001 to 2040
 - Capital sources and expenditures from 2001 to 2040
 - Allocation method agreed to in 2012 by MPOs and COG members (WFRC, MAG, SL County, among others)
- **Validate**
 - Model is independently validated by Lewis, Robertson & Burningham (LRB Finance)



The Geographic Economic Model: *Not Included*

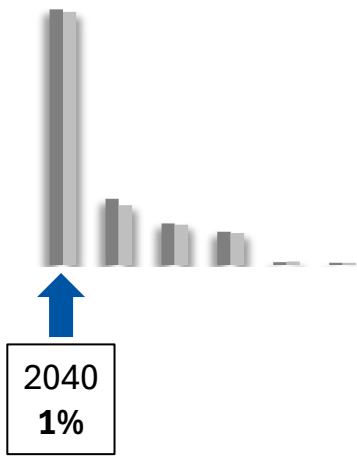
- **Proposed Capital Projects**
 - FrontRunner to Payson
 - Point of the Mountain
 - Orange Line Trax
 - Davis Connector BRT
 - FrontRunner to Brigham City
- **Operating Costs to Support New Capital Projects**
 - Additional operating expenditures for:
 - Labor
 - Fuel
 - Other (parts, supplies, insurance, etc.)



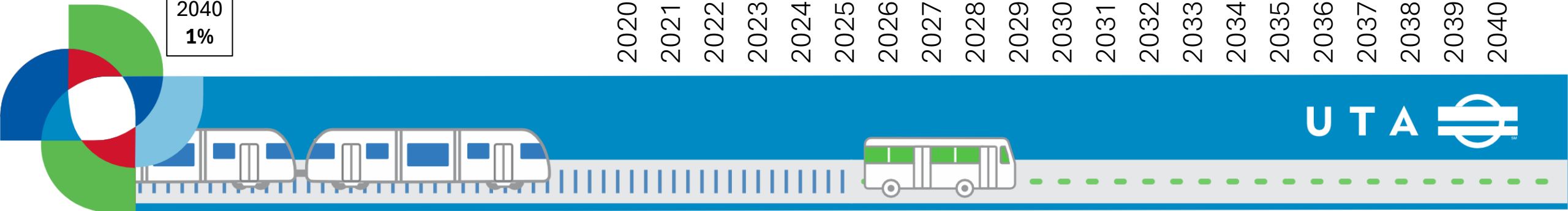
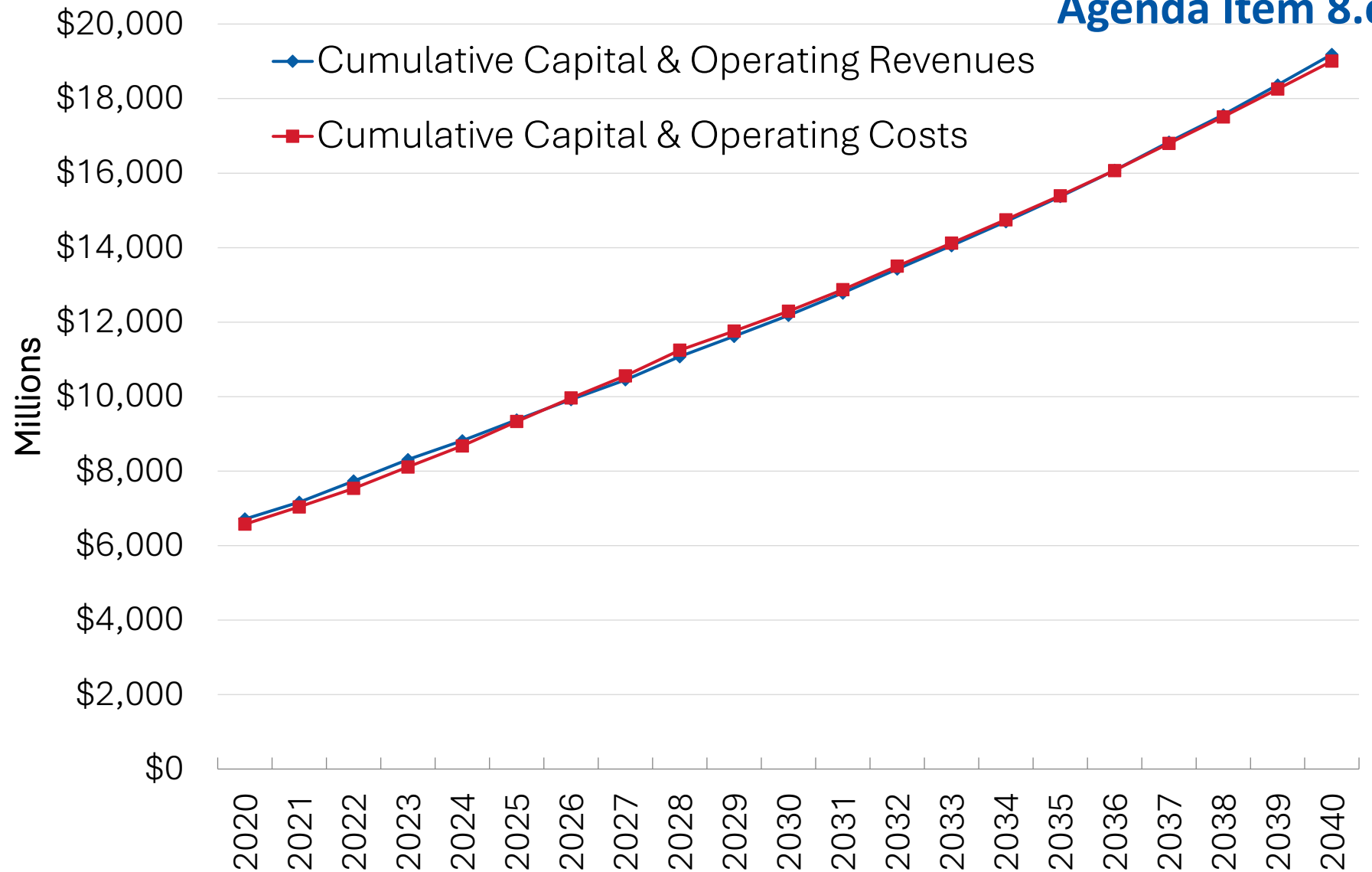
Salt Lake County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



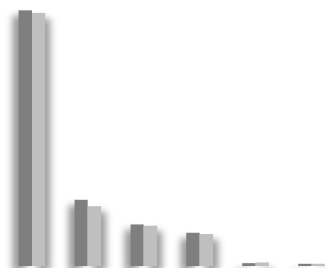
Agenda Item 8.c.



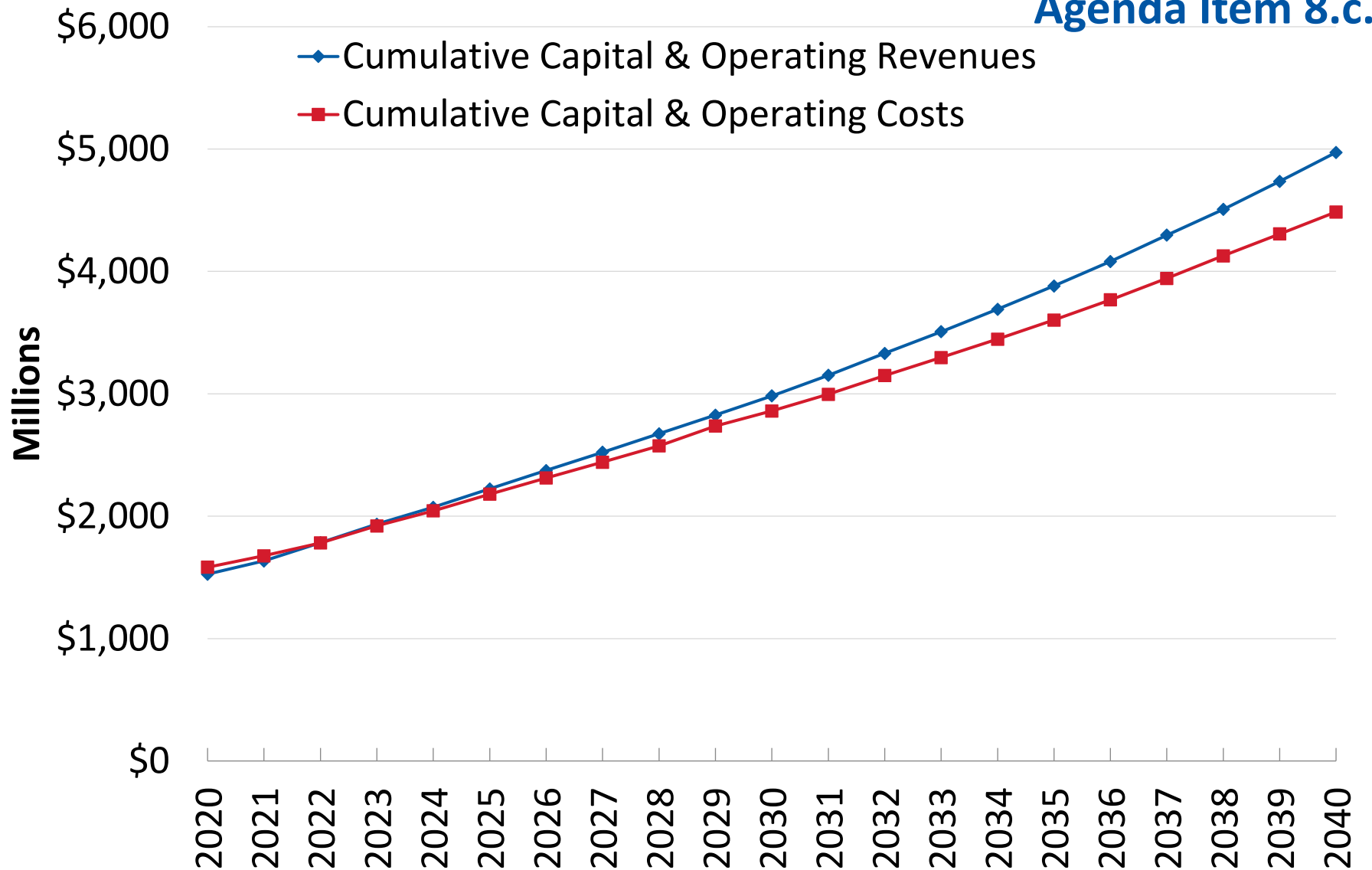
Utah County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



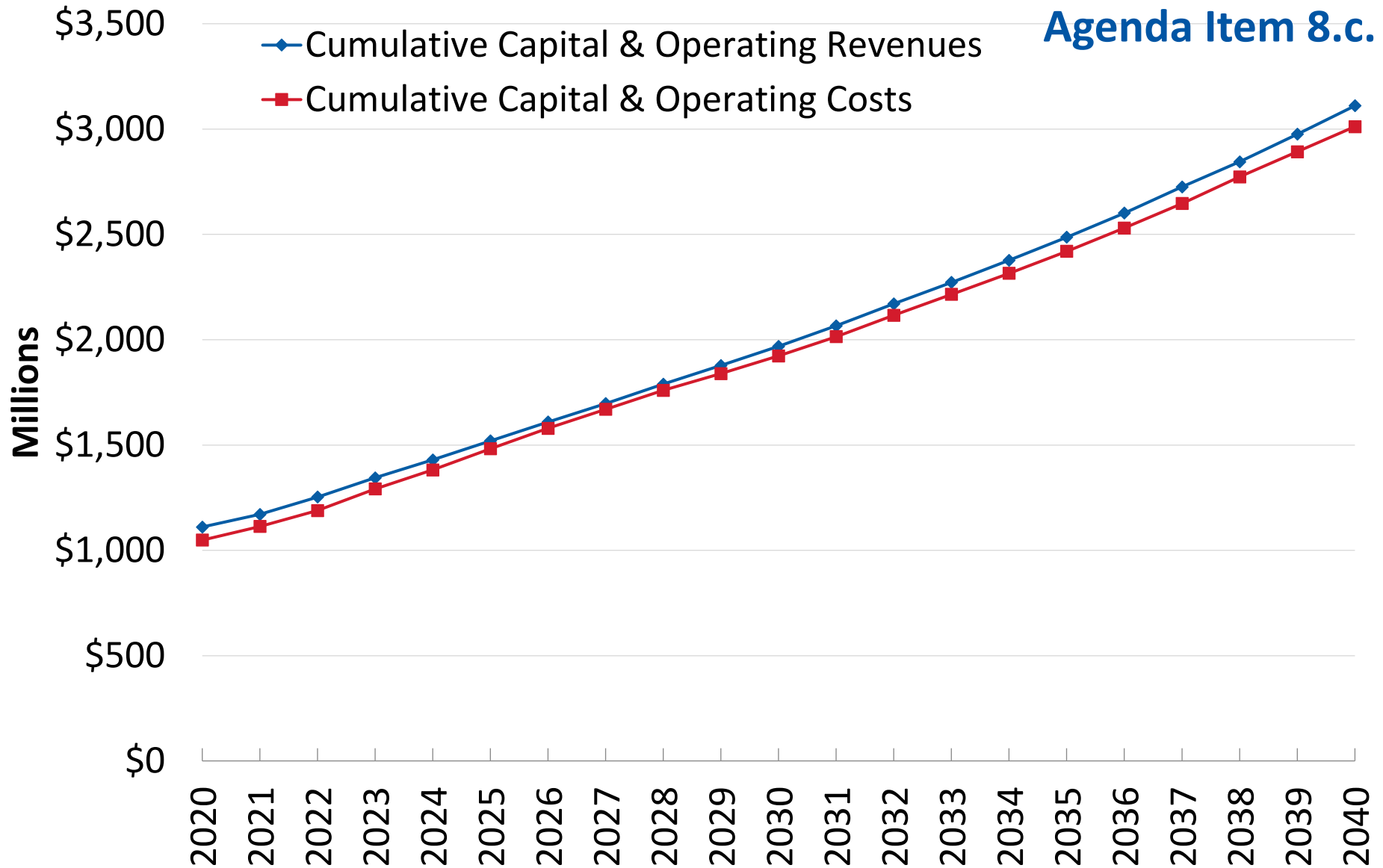
2040
11%



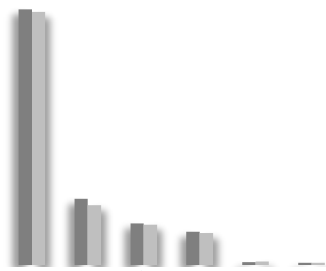
Davis County Results

Agenda Item 8.c.

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.



Overall Results



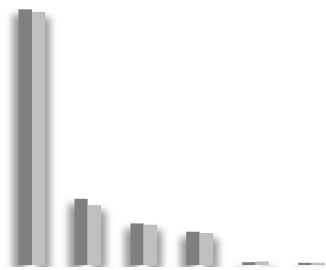
2040
3%



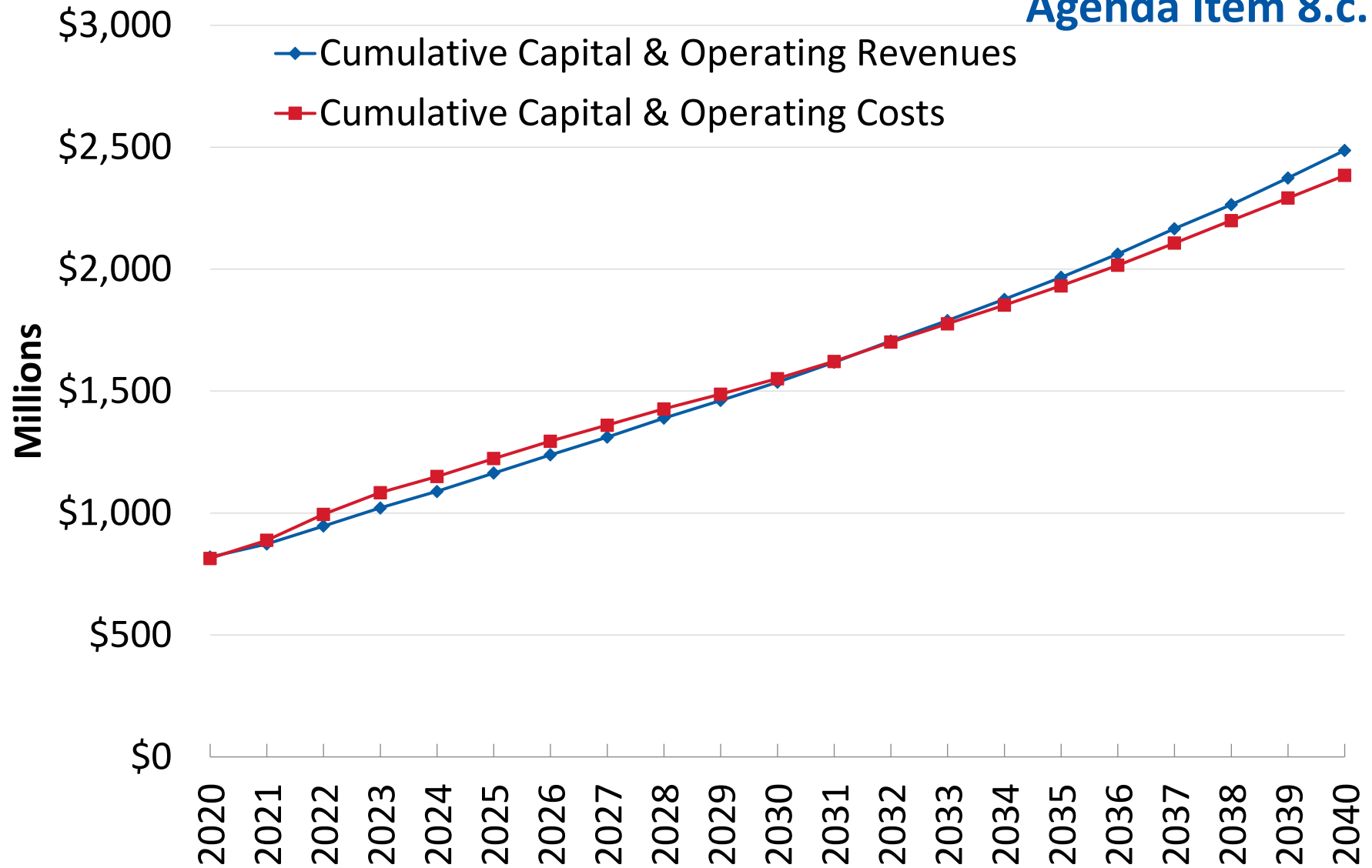
Weber County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



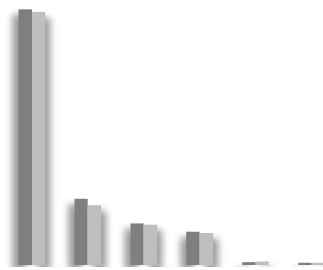
2040
4%



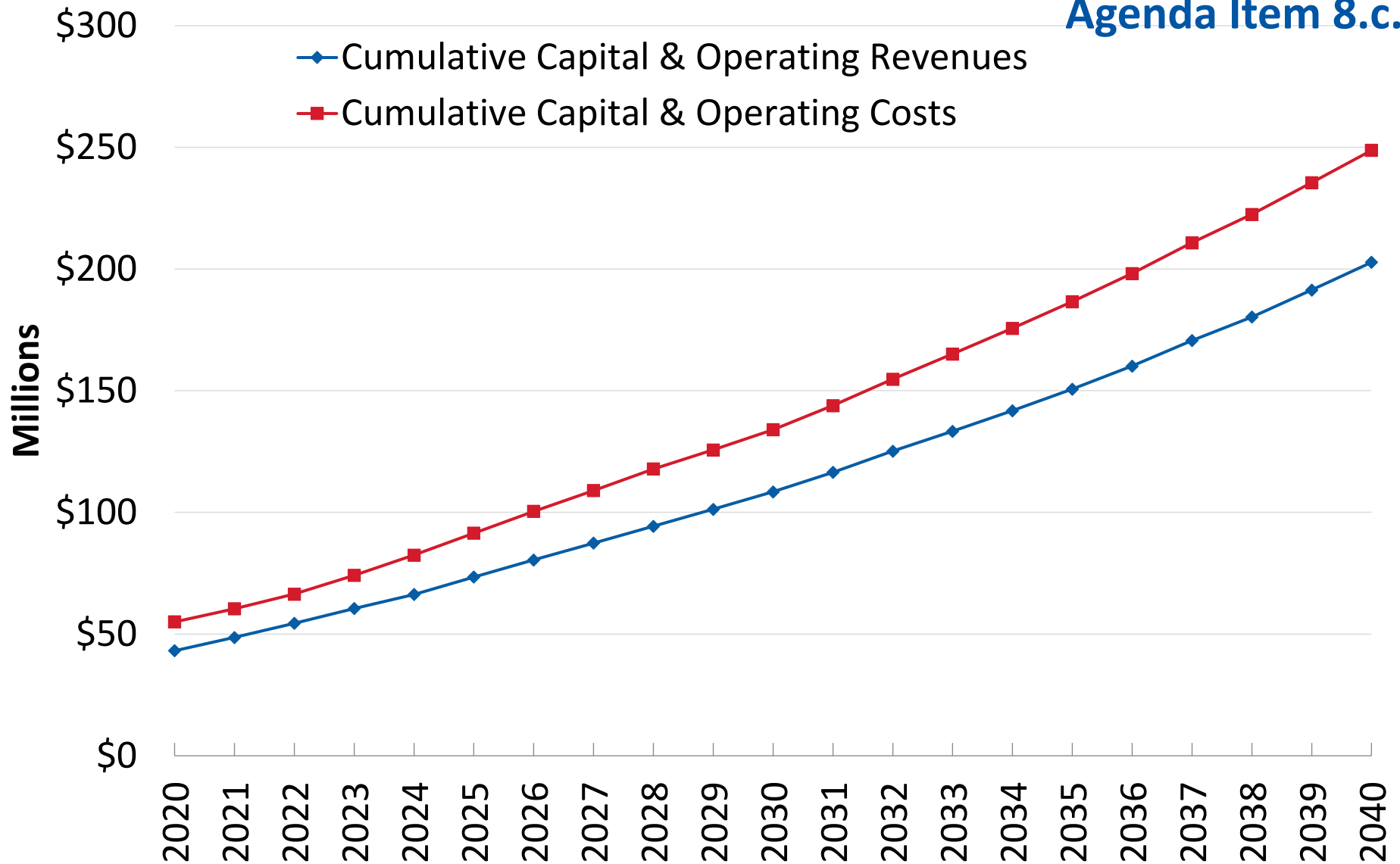
Tooele County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



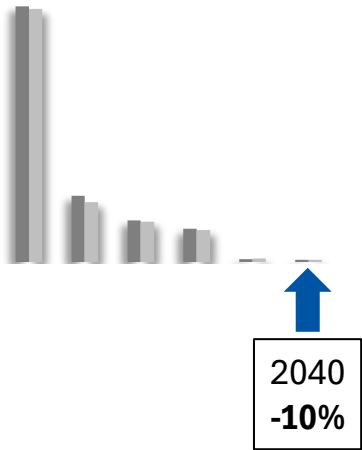
2040
-18%



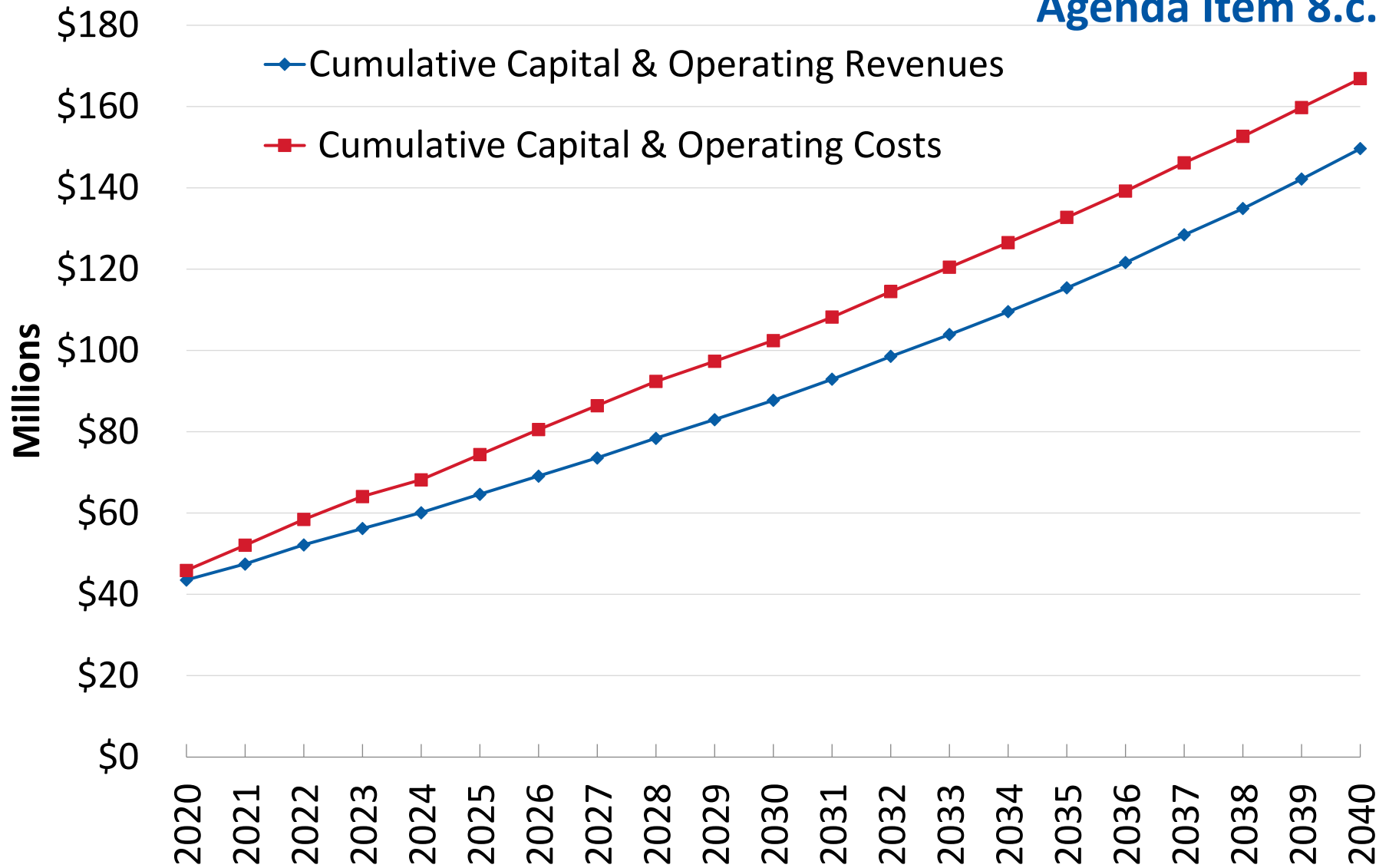
Box Elder County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



Agenda Item 8.c.

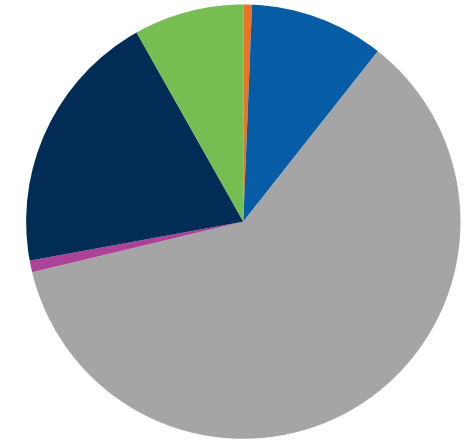


The Geographic Economic Model: Results & Conclusions

- UTA monitors revenue and expense trends that develop over time
- The GEM Analysis informs long-term strategic work with local leaders
 - UTA does not adjust immediate service or capital plans based on the GEM Analysis
- *LRB Public Finance Advisors validates GEM Analysis – 2022 pending*

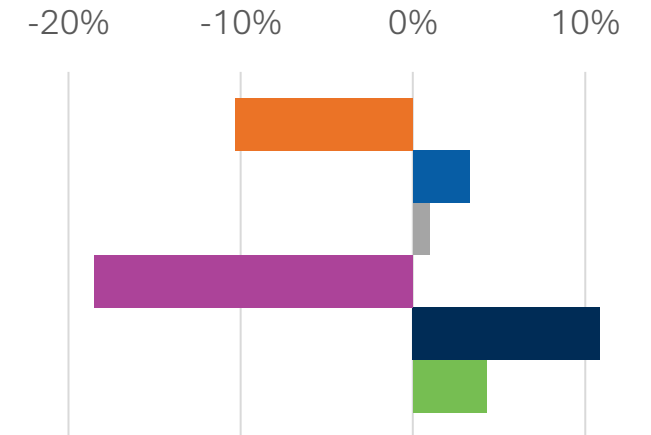
UTA Sales Tax Percentage by County

County	Preliminary 2022
Box Elder	0.6%
Davis	10.0%
Salt Lake	60.6%
Tooele	0.9%
Utah	19.7%
Weber	8.2%
Total	100.0%



Attributed Revenue above Attributed Expense (2001 - 2040)

County	Preliminary 2022
Box Elder	-10.3%
Davis	3.3%
Salt Lake	1.0%
Tooele	-18.5%
Utah	10.9%
Weber	4.3%



The Geographic Economic Model: Overall Results 2000-2040

