Chapter 9: Economics

9.1 Introduction

This chapter describes the current economic conditions in western Salt Lake County and northwestern Utah County. Both areas are experiencing rapid urban growth. Section 9.3.2, Salt Lake County Commerce, and Section 9.4.2, Utah County Commerce, describe the communities that are included in the economic impact analysis area. This chapter also presents the expected economic impacts of the proposed Mountain View Corridor (MVC) alternatives.

Economic Impact Analysis Area. The economic impact analysis area is defined as the local municipalities, communities, and economic sectors that would likely be affected by construction and operation of the project. For the most part, the municipalities and communities are adjacent to the proposed alternatives. Indicators of economic activity addressed in this chapter include employment, commerce, tax revenues, and property values.

9.2 Regional Economic Overview

The Wasatch Front (which includes Salt Lake and Utah Counties) is known as the "Crossroads of the West" and has direct interstate connections to several major western markets including Seattle, San Francisco, Las Vegas, San Diego, Denver, and Los Angeles. For this reason, the transportation infrastructure along the Wasatch Front plays an important role in transporting goods and services both locally and nationally and is key to the region's overall economic productivity.

The area's regional transportation system consists of an east-west, north-south interstate highway system, three railroads, and an international airport. These transportation facilities support manufacturing, warehousing, and distribution facilities in the region. Salt Lake City is also an important regional trade and shipping center for the Rocky Mountain region and the West Coast (Salt Lake County 2004). The availability of areas for large-scale, nonresidential development provides the potential for continued economic development; however, the high level of automobile congestion in the area could place some limits on future development.

Figure 9-1 through Figure 9-6, Business and Commercial Districts, show the concentrations of businesses and commercial districts in the economic impact analysis area and the number of employees at each major business.[1] Table 9.2-1 below shows the 10 largest employers in the impact analysis area, all of which are in Salt Lake County. The largest employers in the Utah County portion of the study area include Huckleberry's Restaurant (600 employees) and Thanksgiving Point (300 employees) recreation complex, both of which are in Lehi.

[1] InfoUSA, a private vendor of business sales data, provided the specific business and employee data used in this analysis. For each enterprise in a user-specified area, the InfoUSA database provides the number of employees, dollar volume of commerce, standard industrial classification (SIC), business address, geo-referenced location for geographic information systems (GIS) mapping, and other data.

Table 9.2-1. Largest Businesses in the Economic Impact Analysis Area

Business Name (Industry)	Jurisdiction	Employees
Discover Card (credit card)	West Valley City	4,000
Alliant Techsystems, Inc. (aerospace)	Magna	2,400
Harmon City, Inc. (grocers)	West Valley City	2,000
3Com (computer parts and supplies)	Salt Lake City	1,600
Convergys	South Jordan	1,600
IHC Health Plans (insurance)	Salt Lake City	1,500
Kimberly-Clark Ballard Medical	Draper	1,450
CR England, Inc. (trucking)	West Valley City	1,200
Kennecott Utah Copper Corp. (copper refining)	Magna	900
1-800-Contacts, Inc. (contact lenses)	Draper	819
Weider Nutrition International, Inc. (health-food products)	Salt Lake City	685
Ultradent Products	South Jordan	680
Beehive Clothing (apparel and garments)	Salt Lake City	630

Source: InfoUSA 2004

Many factors support economic growth in the impact analysis area. Utah offers a low cost of doing business (93.3% of the national average), a pro-business regulatory environment, and low business taxes (Tax Foundation 2007). Also, the availability of inexpensive labor is attractive to potential employers. Utah's per-capita income ranked 45th in the nation in 2005 with annual pay at 83.7% of the national average (U.S. Department of Commerce 2005). Finally, solid utility and communications infrastructure, coupled with strong local schools, act to recruit new businesses.

As the impact analysis area has experienced rapid population growth, the need for additional high-quality and efficient transportation facilities has increased. Because these needs have not been sufficiently met, congestion has increased throughout the region. Due to the linear, north-south, geographic configuration of the region (confined by the mountain ranges on the west and east), the largest growth in vehicle-miles of travel will be on north-south freeways and arterials, specifically in the portion of the impact analysis area in southern Salt Lake County (WFRC 2003). The continued increase in traffic congestion will lead to longer commute times for employees and a related loss of productivity.

Greater economic activity is characterized by an increase in automobile traffic and truck traffic associated with ground freight transportation. The Utah Trucking Association estimates that the number of trucks delivering freight on Utah roads will double over the next 20 years (Deseret Morning News 2005a). Between 1,000 and 1,200 trucking companies in Utah are members of the Utah Trucking Association, including many privately owned lines operated by large businesses such as Kmart, Rite Aid, and Wal-Mart.

Table 9.2-2 lists the largest trucking companies in or adjacent to the impact analysis area (in terms of the number of trucks operated in Utah) for full-truckload and less-than-truckload companies. A full-truckload company is a trucking firm that carries entire trailer loads that are delivered to a single destination. A less-than-truckload company carries freight for multiple destinations in a single trailer. Each of the companies in Table 9.2-2 is located near a major transportation corridor.

Table 9.2-2. Trucking Companies in the Wasatch Front Urban Area

Trucking Company	Address	Employees	Trucks in Utah
Largest Full-Truckload Trucking Companies			
C.R. England, Inc.	4701 West 2100 South West Valley City	1,200	2,500
Central Refrigerated	5175 West 2100 South West Valley City	400	1,300
Swift Transportation	3720 West 800 South Salt Lake City	300	350
Pride Transport	5499 West 2500 South West Valley City	321	213
Godfrey Trucking	6173 West 2100 South West Valley City	50	80
Less-than-Truckload Trucking Companies			
Motor Cargo Industries	845 W. Center Street North Salt Lake	350	650
Yellow Transportation	2410 South 2700 West West Valley City	361	97
Link Trucking, Inc.	1235 South 3200 West Salt Lake City	100	82
ABF Freight Systems, Inc.	55 S. Redwood Road Salt Lake City	150	40

Source: WFRC 2003

9.3 Economic Resources in Salt Lake County

9.3.1 Salt Lake County Employment

9.3.1.1 Employment Trends and Forecast

Table 9.3-1 presents the number of employed people in Salt Lake County and the state of Utah. This table shows that nearly half of the state's employed population works in Salt Lake County. The projected average annual rate of change of employment is higher throughout the state (1.68%) than in Salt Lake County (1.47%), which indicates that the number of employed people in Salt Lake County is increasing at a slower rate than the state average.

Table 9.3-1. Employment in Salt Lake County (1980–2030)

Jurisdiction	Employment						Percent Change[a]
	1980	1990	2000	2010	2020	2030	
Utah (statewide)	667,388	900,419	1,340,109	1,667,638	1,991,534	2,217,041	1.68%
Salt Lake County	331,115	442,285	646,003	779,843	913,143	1,002,915	1.47%
Percent of state employment	49.6%	49.1%	48.2%	46.8%	45.9%	45.2%	—

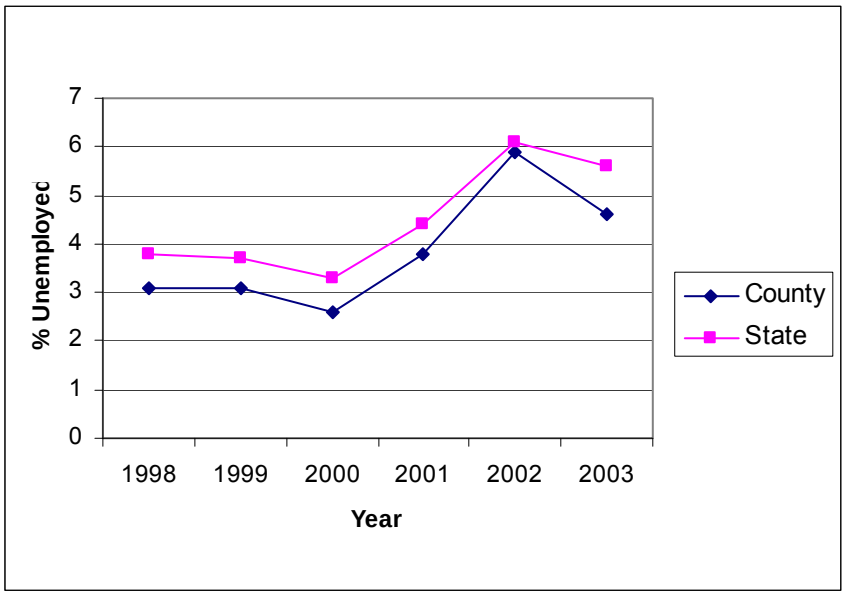
[a] Average annual rate of change calculated from 2000 to 2030.

Source: Utah Department of Workforce Services 2002a

9.3.1.2 Unemployment

Unemployment rates in Salt Lake County are similar to those for Utah overall. Since 2001, unemployment rates have increased both within the county and statewide. Chart 9-1 below shows the unemployment rate for Salt Lake County and the state of Utah. From 1998 to 2003, unemployment rates ranged from less than 3% to almost 6% in Salt Lake County and from almost 4% to 6% statewide. The county and state unemployment rates peaked in 2002 at about 6%.

Chart 9-1. Unemployment Rate in Salt Lake County (1998–2003)



Source: U.S. Department of Labor, Bureau of Labor and Statistics 2004

9.3.1.3 Primary Employment Sectors

Salt Lake City is the center of trade and commerce for the four-county Wasatch Front metropolitan area (Weber, Davis, Salt Lake, and Utah Counties), and the population throughout Salt Lake County is rapidly expanding. For these reasons, services and trade are the primary employment sectors in the county. In 1990, services overtook trade as the primary employment sector in the county. The percentage of people employed in the services sector is projected to continue to increase through 2030 as the county population continues to grow and boost the demand for local services.

After services and trade, government and nonfarm proprietors form a second tier of employment sectors as both consistently account for more than 10% of employment. In addition, Salt Lake City is both the state capital and the county seat and so provides many county- and state-level government jobs. The third tier of employment sectors includes construction; manufacturing; transportation, communications, and public services; and finance, insurance, and real estate, each of which accounts for 1% to 10% of the county's employment. Lastly, the agriculture and mining sectors each make up less than 1% of the county's employment.

Table 9.3-2 below shows the number of jobs in each employment sector and the percentages of the total number of jobs in Salt Lake County. Actual data are presented for 1980 to 2000, and projections are listed for 2010 to 2030. State data are presented for the year 2000 to allow a comparison with county data.

Table 9.3-2. Employment in Salt Lake County by Employment Sector (1980–2030)

Employment Sector	Employment and Percent of Total by Year						
			2000				
	1980	1990	Salt Lake County	Utah (Statewide)	2010	2020	2030
Agriculture	1,164 <1%	1,039 <1%	739 <1%	20,595 1.54%	576 <1%	576 <1%	492 <1%
Mining	6,058 1.83%	2,754 <1%	2,797 <1%	8,003 <1%	2,527 <1%	2,513 <1%	1,030 <1%
Construction	16,442 4.97%	14,884 3.37%	34,353 5.32%	71,598 5.34%	38,087 4.88%	44,748 4.90%	48,809 4.97%
Manufacturing	46,183 13.95%	50,580 11.44%	57,517 8.90%	130,847 9.76%	59,489 7.63%	65,153 7.14%	70,244 7.00%
Transportation, Communications, and Public Services	22,312 6.74%	28,293 6.40%	42,709 6.61%	60,846 4.54%	48,221 6.18%	55,416 6.07%	62,592 6.24%
Trade	74,463 22.49%	93,170 21.07%	127,273 19.70%	251,635 18.78%	143,780 18.44%	164,176 17.98%	180,253 17.97%
Finance, Insurance, and Real Estate	17,483 5.28%	24,530 5.55%	40,950 6.34%	57,327 4.28%	50,253 6.44%	58,214 6.38%	63,741 6.36%
Services[a]	56,103 16.94%	97,726 22.10%	163,721 25.34%	315,368 23.53%	228,603 29.31%	282,760 30.97%	315,441 31.45%
Government	48,963 14.79%	58,878 13.31%	77,902 12.06%	184,539 13.77%	96,310 12.35%	110,393 12.09%	117,130 11.68%
Nonfarm Proprietors	41,944 12.67%	70,428 15.92%	98,072 15.18%	239,351 17.86%	111,997 14.36%	129,238 14.15%	142,183 14.18%

[a] Includes private households and agricultural services employment.

Source: Utah Department of Workforce Services 2002b

9.3.2 Salt Lake County Commerce

Commerce (the buying and selling of commodities) in Salt Lake County depends on transportation. Transportation is particularly important in West Valley City, where the motor freight transportation and warehousing, automotive dealership, and gasoline service station industries dominate the local economy. These West Valley City businesses are successful because the wholesale trade of durable and nondurable goods is a major industry in almost every city in Salt Lake County.

9.3.2.1 Bluffdale

Bluffdale is currently a small, rural community, but its proximity to major transportation routes makes it an attractive location for business development. The city is bounded by Interstate 15 (I-15) on the east and Bangerter Highway on the north and has access to the Union Pacific Railroad.

9.3.2.2 Herriman

Herriman was recently incorporated (June 1999) (City of Herriman 2004a) and has little economic activity or history. Herriman is primarily a "bedroom community"[2] but does have a handful of home-based retail businesses. Progress is being made by the City to add retail and commercial development to the area (City of Herriman 2004b).

9.3.2.3 Kearns

Kearns is an unincorporated township just south of West Valley City and about 14 miles from Salt Lake City. Kearns' largest single source of commerce is Frito-Lay, Inc. which employs 349 people and has a sales volume of over $396 million (WFRC 2003). Other large sources of commerce include services such as retail variety stores, grocers, and restaurants as well as a major health insurance provider. Although there are many businesses in Kearns, the average commute time for residents of Kearns is 26.5 minutes (U.S. Census Bureau 2001a), which indicates that many residents are employed outside of Kearns.

9.3.2.4 Riverton

A 25-mile commute from Salt Lake City, Riverton has grown rapidly over the past 5 years. The City is currently attempting to revitalize the downtown business district adjacent to Bangerter Highway and wants to take advantage of the proposed MVC project to encourage large-scale commercial development (Riverton City 2001). Special-trade contractors account for the largest share of

[2] A "bedroom community" is a residential community in the suburbs that provides few employment opportunities.

industry in Riverton; however, Smith's Food and Drug Center has the highest sales volume at over $36 million while employing 200 people (WFRC 2003). The wholesale trade of durable and nondurable goods also plays an important role in the Riverton economy.

9.3.2.5 Salt Lake City

Salt Lake City is the center of trade and commerce for the four-county Wasatch Front metropolitan area. Because of this, businesses in Salt Lake City depend on efficient transportation corridors to transfer goods to the surrounding communities. Businesses in Salt Lake City pull employees from surrounding communities, including many of the communities in the impact analysis area, and require roads with enough capacity to allow the commuting workforce to commute to and from the workplace. The southern portion of Salt Lake City is within the impact analysis area.

The largest source of commerce in Salt Lake City is the wholesale trade–durable goods industry. 3Com is the largest contributor to this industry with a sales volume of over $1.6 billion and 1,600 employees. The Brasher Salt Lake Auto Auction is also a major contributor with a sales volume of $962 million (WFRC 2003). Other prominent industries in Salt Lake City include wholesale trade–nondurable goods, food and similar products, health services, motor freight transportation and warehousing, and miscellaneous retail.

Although it is outside the impact analysis area, the University of Utah employs 18,000 people and likely draws employees from the entire impact analysis area. Salt Lake City is both the state capital and the county seat and so provides many government jobs. Salt Lake City is also home to the headquarters of the Church of Jesus Christ of Latter-day Saints. Other major employers include Wells Fargo Bank, Questar, AlphaGraphics, Fidelity Investments, Zions Bank, Key Bank, Qwest Communications, and Delta Airlines.

9.3.2.6 South Jordan

South Jordan has been growing at a very rapid rate through residential development. South Jordan's current employment base consists of several commercial and industrial businesses including Convergys, Ultradent Products, and Merit Medical with 1,600, 680, and 570 employees, respectively (WFRC 2003). However, the number of commercial building permits declined between 2002 and 2003 while the number of residential building permits continued to grow (City of South Jordan 2004). This indicates that South Jordan is not adding enough employment to keep pace with new residents and might become more of

a bedroom community that depends on efficient transportation for commuting residents.

9.3.2.7 Taylorsville

Taylorsville has been incorporated for just less than 10 years. The city is home to many companies such as American Express, Convergys, and others that were developed under the jurisdiction of Salt Lake County primarily between 1970 and 1990. Taylorsville is almost completely built out, so any future economic gains will come from redevelopment instead of new development. Recent sales tax trends indicate that the city could be losing sales to neighboring communities, and these trends have led Taylorsville to draft redevelopment plans (City of Taylorsville 1997).

9.3.2.8 West Jordan

West Jordan's proximity to Bangerter Highway, I-15, and rail services makes it an attractive location for commercial and industrial businesses. Sysco Intermountain Food Services, a major food service distributor, is the single largest source of commerce in West Jordan with $300 million in sales volume (WFRC 2003). Fairfield Semiconductor is the second-largest business generator with over $256 million in sales volume and 500 employees (WFRC 2003). Other large industries include construction contracting, wholesale trade (durable and nondurable goods), and health services. Despite these industries, the largest employer in West Jordan is the Jordan School District, which employs 1,905 people.

9.3.2.9 West Valley City

West Valley City is a growing employment area that currently has more jobs available than local workers (West Valley City 2000). The largest sources of commerce in West Valley City are the automotive dealer and gasoline service station industries. One such business is Warner Truck Center with over $258 million in sales volume and 400 employees (WFRC 2003). The related motor freight transportation and warehousing industry is also prominent. Other sources of commerce include wholesale trade (durable and nondurable goods), grocers, and health services. Given the dominant industry in West Valley City, adequate transportation corridors play a major role in the city's economy.

9.3.2.10 Draper

Draper is on the eastern edge of the impact analysis area but will likely feel the economic impacts of a new highway through the project corridor. Draper was once an agricultural community but is gaining more suburban characteristics. The largest business in Draper is 1-800 Contacts, Inc., which employs 819 people and has over $187 million in sales volume (WFRC 2003). Wholesale trade of durable and nondurable goods, as well as general building and special-trade contracting, also play an important role in Draper's economy.

Draper lies along I-15 between Salt Lake City and Provo and has a diverse economic base due to its location. The city is capitalizing on retail and varied employment opportunities that are associated with the transportation corridors that cross the city (City of Draper 2003). Other major employers include Kimberly-Clark Ballard Medical with 1,450 employees and Swire Coca-Cola, eBay, Inc., and Bill Good Marketing, each with over 500 employees (WFRC 2003).

9.3.2.11 Copperton

Copperton, which was originally established as a mining town, is now a small residential development at the mouth of Brigham Canyon about 25 miles southwest of Salt Lake City. Because Kennecott Utah Copper owned all the land surrounding the community, Copperton was excluded from the growth experienced by the rest of the Salt Lake Valley in the 1980s and 1990s. However, Copperton has become less isolated because of the building boom in the southern part of Salt Lake County. With their rapid expansion, West Jordan and South Jordan have encroached to within a few miles of Copperton's boundaries. Copperton is now more integrated with the rest of the valley. Children attend schools in West Jordan, and residents usually travel to other locations in the valley for shopping and other services (OnlineUtah.com 2004).

9.3.2.12 Magna

Magna is a township that lies west of West Valley City and has a number of retail shops and restaurants around its downtown area (City of Magna 2004). Two major businesses are present in Magna. Kennecott Utah Copper employs 900 people and has a sales volume of over $1 billion. Alliant Techsystems employs 2,400 people and has a sales volume of over $542 million (WFRC 2003).

9.3.3 Salt Lake County Revenues and Tax Rates

Revenues and tax rates play an important role in economic development. Within the economic impact analysis area, local sales taxes are collected by each municipality for use by that city. This has resulted in each city competing for large retail and "big-box" developments. A transportation system with links to specific areas is an important factor in competing for retail development. At the time of the analysis, all jurisdictions in the Salt Lake County impact analysis area had identical sales-and-use tax rates of 4.75% state sales tax; 1.00% local sales tax; 0.50% mass-transit tax; 0.10% botanical, cultural, and zoo tax; and 0.25% county option sales tax. This results in a total sales tax of 6.6%.

Table 9.3-3 shows the total revenue collected for the general fund of each Salt Lake County jurisdiction in the impact analysis area and the general sources of that revenue. Property tax and sales tax are the two primary sources of revenue for all jurisdictions in the impact analysis area. The table also shows the percentage of the total revenue for each major revenue source. As shown in the table, Salt Lake City and West Valley City generate the largest sales tax revenue as a result of the commercial centers in these cities.

Table 9.3-3. Revenues for Salt Lake County and Cities (Fiscal Year 2002)

	Total Sales Tax		Total Property Tax		All Other Sources		Total Revenue
Jurisdiction	Amount	Percent of Total	Amount	Percent of Total	Amount	Percent of Total	Amount
Salt Lake County	$35,243,097	17.1%	$78,200,107	38.1%	$92,063,256	44.8%	$205,506,460
Bluffdale	$422,425	24.9%	$338,924	20.0%	$933,366	55.1%	$1,694,715
Draper	$3,766,740	26.5%	$2,072,080	14.6%	$8,360,190	58.9%	$14,199,010
Herriman	$116,666	2.4%	$375,241	7.7%	$4,365,897	89.9%	$4,857,804
Riverton	$2,312,183	33.2%	$1,280,695	18.4%	$3,375,548	48.4%	$6,968,426
Salt Lake City	$43,545,707	25.4%	$56,170,679	32.7%	$71,920,039	41.9%	$171,636,425
South Jordan	$2,950,625	23.6%	$2,248,097	18.0%	$7,316,095	58.5%	$12,514,817
Taylorsville	$6,859,434	40.8%	$3,232,343	19.2%	$6,735,657	40.0%	$16,827,434
West Jordan	$9,449,453	27.3%	$6,267,205	18.1%	$18,858,737	54.5%	$34,575,395
West Valley City	$16,776,046	22.9%	$10,475,643	14.3%	$45,894,328	62.7%	$73,146,017

Data for Copperton and Magna were not available.
Percentages of total revenue might not add to 100% due to rounding.
Source: Utah State Auditor's Office 2004

9.3.4 Salt Lake County Property Values

Property sales and selling prices continue to increase in Salt Lake County. Reflecting the rapid growth in the area, median home prices in 2006 were 21% higher than their 2005 levels (Salt Lake County 2007).

Table 9.3-4 shows the median values for owner-occupied housing for jurisdictions associated with the impact analysis area, Salt Lake County, and the state of Utah. There is a wide variation among the jurisdictions in terms of median housing values. Values range from $129,700 in the Magna township to $298,500 in Bluffdale.

Table 9.3-4. Median Housing Values in Salt Lake County (2005)

Jurisdiction	Median Housing Value
Utah (statewide)	$167,200
Salt Lake County	$184,084
Bluffdale	$298,500
Draper	$276,000
Herriman	$202,800
Magna	$129,700
Riverton	$197,500
Salt Lake City	$180,500
South Jordan	$253,200
Taylorsville	$157,600
West Jordan	$169,300
West Valley City	$141,900

Data for Copperton were not available.
Source: City-Data.com 2005

9.4 Economic Resources in Utah County

9.4.1 Utah County Employment

9.4.1.1 Employment Trends and Forecast

Table 9.4-1 presents employment in Utah County and the state of Utah. An increasing percentage of the state's workers is projected to work in Utah County by 2030. The projected average annual rate of change in employment is higher in Utah County (1.95%) than it is statewide (1.68%), suggesting that employment in the county is increasing at a faster rate than the state average. This indicates that more jobs are being produced in Utah County and that increased transportation capacity is necessary to accommodate the increased workforce.

Table 9.4-1. Employment in Utah County (1980–2030)

Jurisdiction	Employment						Percent Change[a]
	1980	1990	2000	2010	2020	2030	
Utah (statewide)	667,388	900,419	1,340,109	1,667,638	1,991,534	2,217,041	1.68%
Utah County	79,565	118,018	195,169	254,702	310,925	350,741	1.95%
Percent of state employment	11.9%	13.1%	14.6%	15.3%	15.6%	15.8%	—

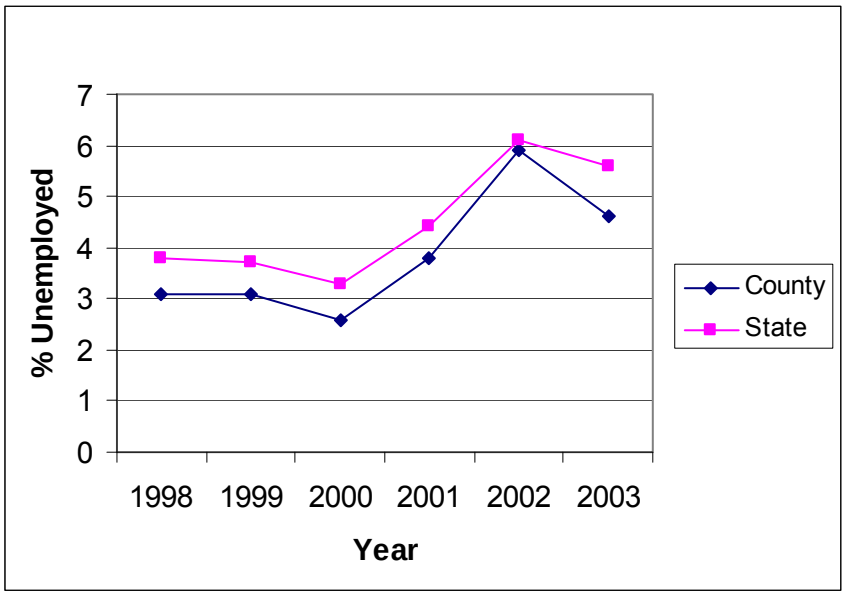
[a] Average annual rate of change calculated from 2000 to 2030.

Source: Utah Department of Workforce Services 2002a

9.4.1.2 Unemployment

Unemployment rates in Utah County are slightly lower than the state average. Since 2001, unemployment rates have increased both within the county and statewide. Chart 9-2 below shows the unemployment rate for Utah County and the state of Utah. From 1998 to 2003, unemployment rates ranged from 2.6% to 5.9% in Utah County and from 3.3% to 6.1% statewide. The county and state unemployment rates peaked in 2002 at 5.9% and 6.1%, respectively.

Chart 9-2. Unemployment Rate in Utah County (1998–2003)



Source: U.S. Department of Labor, Bureau of Labor and Statistics 2004

9.4.1.3 Primary Employment Sectors

The portion of the impact analysis area in Utah County consists mainly of bedroom communities located between Salt Lake City and Provo. Both of these metropolitan areas are centers of trade and commerce for the region that provide jobs for Utah County residents in the impact analysis area. Because of the rapidly expanding population throughout the county, services and trade, along with nonfarm proprietors, are the primary employment sectors in Utah County. The percentage of people employed in the services sector is projected to continue to increase through 2030 as the county population continues to grow and boost the demand for local services.

Government jobs consistently employ between 10% and 15% of the employed. In addition, Salt Lake City is both the state capital and the Salt Lake County seat, while Provo serves as the Utah County seat. Because both cities are within a reasonable commute for residents of the impact analysis area in Utah County, many residents of Utah County have government jobs in either Utah or Salt Lake Counties. Construction; manufacturing; transportation, communications, and public services; and finance, insurance, and real estate each accounts for 1% to 10% of the county's employment. Mining makes up less than 1% of the county's employment, and agriculture is projected to decrease to 1% by 2020.

Table 9.4-2 shows the number of jobs in each employment sector and the percentages of the total number of jobs in Utah County. Actual data are presented for 1980 to 2000, and projections are listed for 2010 to 2030. State data are presented for the year 2000 to allow a comparison with county data.

Table 9.4-2. Employment in Utah County by Employment Sector (1980–2030)

Employment Sector	Employment and Percent of Total by Year						
			2000				
	1980	1990	Utah County	Utah (Statewide)	2010	2020	2030
Agriculture	2,557 3.21%	2,557 2.17%	2,532 1.30%	20,595 1.54%	2,876 1.13%	2,659 0.86%	2,460 <1%
Mining	359 <1%	40 <1%	46 <1%	8,003 <1%	64 <1%	70 <1%	75 <1%
Construction	3,322 4.18%	2,989 2.53%	10,337 5.30%	71,598 5.34%	11,948 4.69%	14,635 4.71%	16,923 4.82%
Manufacturing	12,972 16.3%	14,089 11.94%	19,114 9.79%	130,847 9.76%	18,376 7.21%	21,127 6.79%	23,856 6.80%
Transportation, Communications, and Public Services	2,172 2.73%	2,518 2.13%	2,550 1.31%	60,846 4.54%	3,003 1.18%	3,645 1.17%	4,263 1.22%
Trade	12,638 15.88%	21,929 18.58%	34,108 17.48%	251,635 18.78%	42,719 16.77%	51,170 16.46%	57,803 16.48%
Finance, Insurance, and Real Estate	2,015 2.53%	2,275 1.93%	4,412 2.26%	57,327 4.28%	6,6563 2.58%	7,858 2.53%	8,698 2.48%
Services[a]	20,377 25.61%	36,415 30.86%	62,633 32.09%	315,368 23.53%	88,338 34.68%	111,048 35.72%	126,781 36.15%
Government	11,125 13.98%	14,660 12.42%	20,562 10.54%	184,539 13.77%	28,532 11.20%	35,288 11.35%	36,922 10.53%
Nonfarm Proprietors	12,028 15.12%	20,546 17.41%	38,875 19.92%	239,351 17.86%	52,283 20.53%	63,425 20.40%	72,960 20.80%

[a] Includes private households and agricultural services employment.

Source: Utah Department of Workforce Services 2002b

9.4.2 Utah County Commerce

As with Salt Lake County, many businesses in Utah County are focused on the wholesale trade of durable and nondurable goods and the subsequent distribution of these goods.

9.4.2.1 Lehi

Lehi is a historic community on the north side of Utah Lake that includes the resort community of Thanksgiving Point. The largest industry in Lehi is the wholesale trade of durable goods, but the business with the highest sales volume is Focus Communications at $56 million (WFRC 2003). Other important industries in the Lehi economy include special-trade contracting, grocers, automotive dealers, and gasoline service stations. A Cabela's outdoor outfitter opened in 2005 in Lehi and is expected to draw about 4 million visitors per year from Utah and other nearby western states (Deseret Morning News 2005b).

9.4.2.2 Saratoga Springs

Saratoga Springs is a relatively new community that lies west of Lehi on the northwest side of Utah Lake. Saratoga Springs has grown fairly rapidly since it was incorporated in 1997. According to the 2000 U.S. census (referred to as Census 2000), the average commute for citizens of Saratoga Springs is 41 minutes (U.S. Census Bureau 2001b). This length of commuting time, combined with a lack of local major employers, indicates that Saratoga Springs is a bedroom community for workers in Salt Lake City, Provo, and other surrounding communities.

9.4.2.3 American Fork

The largest industry in American Fork is the wholesale trade of nondurable goods. This industry includes Alvita Herbal Teas, which is the largest single source of commerce in American Fork with $253 million in sales volume. Other major industries in American Fork include business services, security commodity brokers and services, and furniture, home furnishings, and equipment retailers.

The city's largest employer is the Alpine School District, which employs about 6,200 people. Utah Valley Business Park, a new commercial development located directly off the I-15 interchange, houses Dentrix Dental Systems, Nature's Herbs/Twinlabs, and other companies (Utah County 2004). The city has also recently begun to renovate the downtown business district (American Fork Chamber of Commerce 2004).

9.4.2.4 Pleasant Grove

Pleasant Grove is an old city with a young population. It was incorporated in 1855 and has a median age of 23.6 years, according to Census 2000. The city lies along I-15 southeast of American Fork. Major employers in Pleasant Grove include Walker Oil, BW Incorporated, Qwest Communications, and PacifiCorp.

9.4.2.5 Lindon

Lindon is about 46% developed (by land area), meaning it has room to grow. Lindon is served by I-15 and has recently attracted several new businesses: Modus Media (the city's largest employer with 1,000 employees), Home Depot, Schaeffer Industries, Walker Food and Fuel, Canopy, Inc., and For Every Body (City of Lindon 2003).

9.4.2.6 Eagle Mountain

Eagle Mountain is another relatively new community in the impact analysis area; the city was incorporated in 1996. Eagle Mountain is a master-planned, pedestrian-friendly community. A recent designation of 300 acres for commercial and industrial development demonstrates that the city has room for new businesses and wants to expand its economic base (City of Eagle Mountain 2006).

9.4.2.7 Camp Williams

Camp Williams, a National Guard Training Site operated by the Utah Army National Guard, encompasses about 25,000 acres in Salt Lake and Utah Counties with primary operations that involve maintaining military mission requirements and supporting the local community. Camp Williams plays an important role in the local economy and provides temporary housing for about 2,600 personnel during training assignments (Global Security 2007).

9.4.3 Utah County Revenues and Tax Rates

Revenues and tax rates play an important role in economic development. Within the economic impact analysis area, local sales taxes are collected by each municipality for use by that city. This has resulted in each city competing for large retail and "big-box" developments. Transportation that links to specific areas is an important factor in competing for retail development. All jurisdictions in the Utah County impact analysis area have sales-and-use tax rates of 4.75% state sales tax; 1.0% local sales tax; and 0.25% county option sales tax. The only difference in sales taxes between municipalities is a 0.25% mass-transit tax. These tax rates result in a total sales tax of 6.0% or 6.25%.

Table 9.4-3 shows the total revenue collected for the general fund of each Utah County jurisdiction in the impact analysis area and the general sources of that revenue. Property tax and sales tax are important sources of revenue for all jurisdictions in the impact analysis area. The table also shows the percentage of the total revenue for each major revenue source.

Table 9.4-3. Revenues for Utah County and Cities (Fiscal Year 2002)

	Total Sales Tax		Total Property Tax		All Other Sources		Total Revenue
Jurisdiction	Amount	Percent of Total	Amount	Percent of Total	Amount	Percent of Total	Amount
Utah County	$11,953,858	24.5%	$11,003,140	22.6%	$25,790,033	52.9%	$48,747,031
American Fork	$3,659,750	32.9%	$1,422,778	12.8%	$6,056,451	54.4%	$11,138,979
Eagle Mountain	$145,335	7.2%	$181,684	9.0%	$1,680,550	83.7%	$2,007,569
Lehi	$2,266,702	18.7%	$1,330,507	11.0%	$8,552,440	70.4%	$12,149,649
Lindon	$1,541,565	36.2%	$775,291	18.2%	$1,946,484	45.7%	$4,263,340
Pleasant Grove	$2,205,592	22.2%	$1,401,637	14.1%	$6,311,232	63.6%	$9,918,461
Saratoga Springs	$74,202	4.4%	$138,509	8.2%	$1,481,874	87.4%	$1,694,585

Data for Camp Williams were not available.

Percentages of total revenue might not add to 100% due to rounding.

Source: Utah State Auditor's Office 2004

9.4.4 Utah County Property Values

Property values in Utah County reflect the high demand for property in the county and the continued increase in home sales. Home sales for the first quarter of 2004 increased by 12% over the first quarter of 2003. The average selling price of residential property for Utah County was $176,199 in 2003 (Utah County Association of Realtors 2004).

Table 9.4-4 shows the median values for owner-occupied housing for jurisdictions associated with the impact analysis area, Utah County, and the state of Utah. All of the jurisdictions in the impact analysis area have a median housing value that exceeds that of Utah overall, and most exceed that of Utah County as well. Values range from $168,500 in Lehi to $262,700 in Lindon.

Table 9.4-4. Median Housing Values in Utah County (2005)

Jurisdiction	Median Housing Value
Utah (statewide)	$167,200
Utah County	$183,381
American Fork	$171,400
Eagle Mountain	$169,900
Lehi	$168,500
Lindon	$262,700
Pleasant Grove	$183,200
Saratoga Springs	$203,800

Data for Camp Williams were not available.
Source: City-Data.com 2005

9.5 Environmental Consequences

This section addresses the economic impacts of the proposed project in the following four areas:

- Impacts to the traveling public
- Commerce and employment
- Local government revenues
- Property values

The topic of impacts to the traveling public addresses the impacts to motorists' travel time and the associated economic impacts of reductions in travel time, both during construction and during the operation of the project. Using the principle that "time is money," this topic quantifies the purpose of and need for the MVC by estimating the cost of increases in traffic congestion that are expected to occur if the project is not built. The remaining three topics evaluate how the location of the MVC would benefit or harm the local and regional economy and the municipalities.

9.5.1 Methodology

The following sections describe the methodologies used to determine the economic impacts of the MVC. Specifically, the methodology for determining impacts to the traveling public is discussed. The other economic areas are evaluated in more qualitative terms.

The impact analysis has been updated since the Draft EIS based on refinements to the action alternatives as described in Section 2.1.7.3, Design Options Incorporated in the Final EIS, and Section 2.1.7.4, Additional Changes to the Alternatives between the Draft EIS and Final EIS. In addition, this analysis has been updated since the Draft EIS to reflect Version 6.0 of the travel demand model and updated land-use forecasts. For more information, see Section 2.1.7.1, Revised Travel Demand Modeling for the Final EIS. In addition, property values have been updated to use 2005 data instead of the 2002 data used in the Draft EIS.

9.5.1.1 Impacts to the Traveling Public

The cost to society of travel delay is calculated as the increase in vehicle-hours spent in traffic congestion on regional roads multiplied by the value of this time expressed in dollars per hour. The overall weighted value of this time is estimated to be $16.76 per hour spent in congestion, based on methodology developed by the U.S. Department of Transportation and locally applicable data. Appendix 9A, Table A-1, Estimated Value of Motorists' Travel Time, explains how this dollars-per-hour estimate was developed.

The benefits of the MVC alternatives were then quantified by using traffic modeling to determine the reduction in vehicle-hours spent in congestion compared to the No-Action Alternative. This beneficial impact is presented in terms of its present value from the time of the project's initial operation through the year 2030. A 3.0% discount rate, which accounts for the time value of money, was chosen to estimate the present values because it is a reasonable long-term, inflation-free discount rate. This assumed discount rate represents the real discount rate, which has eliminated the effects of expected inflation. Using the real discount rate will result in a present value in constant-dollar values (that is, the present-value results would have the same value per dollar, or purchasing power, as each dollar value of time spent in traffic). In addition, the real discount rate was used because the time period of analysis was about 15 years and it is difficult to estimate the level of inflation over such a long period. Real values are much easier to relate to than inflated values over such a long period.

9.5.1.2 Commerce and Employment

To evaluate commerce and employment impacts, geographic information systems (GIS) software was used. All businesses along the proposed alternatives were identified, and then the business addresses were entered into a GIS database. The GIS business location data were then compared to each MVC alternative to determine which businesses would need to be relocated. In addition to complete relocations, businesses near the right-of-way were also identified. These businesses are considered close enough to the alignment that they could be affected during project construction and operation.

9.5.1.3 Local Government Revenues

The proposed alternatives would affect local government revenues by converting residential and commercial properties to a transportation use, which would eliminate any property tax or sales tax generated by the properties. To determine the loss in taxes, the land use data from Chapter 4, Land Use, were entered into a GIS database. Then, each alternative was entered into the database to determine the amount of each type of zoned land use (residential, commercial, and so on) that would be removed from the tax base in each municipality. The average property and sales tax revenue was calculated for each land use type by determining the total amount of tax revenues collected for each type of land use for each county and then dividing by the acres of each land use for each county.

In Salt Lake County, which is almost entirely developed, the lost tax revenue was determined by using the acreage of each zoned land use type that would be converted to transportation use and multiplying the acreage by the average tax

revenue per acre for that land use type. In Utah County, the acres of each type of zoned land that might be converted to transportation use were calculated.

Utah County has a much higher percentage of undeveloped land in the impact analysis area than does Salt Lake County. Because the percentage of zoned land that is undeveloped is unknown, total tax revenue impacts were calculated by jurisdiction as though all land was developed. The results overestimate the true impacts to tax revenues in Utah County. The percentages of current tax revenues for Utah County jurisdictions are not given due to the high number of undeveloped acres, and the potential tax revenue impacts are discussed qualitatively.

9.5.1.4 Property Values

There are no formulas that can quantify the effects of a new transportation facility on property values because each situation is different. The estimates of the changes in property values as a result of the proposed alternatives are based on existing research that evaluated the increase or decrease of property values based on how close a property is to a new transportation facility.

9.5.2 General Overview of Economic Impacts

Some of the economic impacts would be similar no matter which proposed alternative is selected. The following sections describe the general types of economic impacts that can be expected to commerce and employment, local government revenues, and property values. A general discussion of the economic impacts from construction is also provided.

For this analysis, the non-tolled options are assumed to be operational by 2016 and the tolled options by 2011. The actual timing of available funding for either tolled or non-tolled options is not known. It is assumed that the tolled options would have funding available before the non-tolled options. In reality, both non-tolled and tolled options might not be fully operational until later than 2015 and 2011, respectively, as this analysis assumes. It should also be noted that the Arterials Alternative with Tolling Option would likely take longer to construct than the other tolled options because the arterial segments would not be tolled and might not have initial funding in place, unlike the toll segments of the other alternatives. For this analysis, the year 2011 is still used as the assumed point at which the Arterials Alternative with Tolling Option would be fully operational.

9.5.2.1 General Commerce and Employment Impacts

Project Operation. An improved regional transportation system promotes commerce by moving goods and services more efficiently and by reducing production costs for all businesses, but particularly the businesses that depend the

most on the transportation system. Though these cost reductions vary by the type of business, they could increase profitability and could lower the costs of these goods and services to consumers. Reduced consumer costs could increase the demand for these goods and services, which would encourage existing businesses to expand and encourage new businesses to locate in the region. Further, increased profitability encourages reinvestment in businesses in the project area. Given these contributions to the economy, this chapter concludes that the MVC's roadway and transit improvements would have highly beneficial impacts to commerce and employment.

Although these benefits are intuitive, they are difficult to quantify because there is a wide range of existing businesses in the economic impact analysis area as well as a wide range of businesses that could potentially locate in the area. Also, the beneficial impacts would occur incrementally over a long period of time.

In contrast to the expected benefits to commerce and employment, the proposed alternatives could cause adverse impacts to employment from displaced businesses and both adverse and beneficial impacts from changes to roadway access. Table B-1 through Table B-5 in Appendix 9A identify the name, location, and type of the businesses in proximity to the Salt Lake County and Utah County alternatives. These businesses could be affected during project construction and operation. See Appendix 6A, Property Impacts, in Chapter 6, Community Impacts, for businesses that might be relocated by alternative.

For the tolled options, users of the MVC would be paying a cost above that of their current taxes for the ability to use a transportation route with less congestion. The alternatives analysis has completed a sensitivity analysis on the amount of the toll and has assumed that the toll would be about 20 cents per mile during peak traffic periods and 10 cents per mile during other periods in 2013 (after the MVC has become fully operational). Assuming that a toll road user drives about 8 miles to and from work for 250 days per year during peak traffic periods, each trip would cost the user $1.60 (8 miles × $0.20/mile = $1.60) or $3.20 per day or $800 per year in order to save the time that would have been spent delayed in traffic congestion without the MVC project.

Project Construction. For analysis purposes, commerce impacts and employment impacts are linked—employment changes are a direct result of commerce changes. During project construction, these impacts would be attributable to (1) the increase in economic activity associated with project-related expenditures, and (2) any decrease in commerce and employment resulting from the displacement of businesses and the temporary decrease in commerce and employment due to disruption of access.

The size of the MVC construction project, potentially over $3.0 billion spread over 10 years, suggests that a large number of laborers, tradespeople, supervisory personnel, and other workers would need to be employed at the site. However, the net impacts to regional employment from the proposed alternatives depend on the source of project funding.

- If the MVC is primarily funded by state and local jurisdictions or by programmatic federal funds, there would be no difference in employment impacts between the alternatives. This is because the funds that would be spent on the proposed alternatives are likely to be spent on other road projects or other transportation infrastructure projects in the region. From a regional perspective, the employment impacts would be beneficial but would be essentially the same across all alternatives, including the action and No-Action alternatives.
- If the MVC is primarily funded by federal funds or other funds that would not have been available to the state or region without the project, then the increase in employment in the construction industry and supporting industries would be a beneficial impact attributable to one or more of the proposed alternatives. This is unlikely given the way that federal transportation dollars are allocated across states.
- If the MVC is funded through a public-private partnership such as a toll road system, the private funding component would initially bring a new economic contribution to the region, but, over time as the tolls are used to repay investors, money would likely flow back out of the state. Private investors are located primarily outside of Utah and would contribute only a small portion of total project costs (about 10%). The majority of potential users for the tolled options would be local residents traveling within the project corridor. Therefore, no net economic gain to the regional economy would likely result from any of the tolled options.

9.5.2.2 General Impacts to Local Government Revenues

The action alternatives would require that the Utah Department of Transportation (UDOT) purchase private property for right-of-way. The majority of the right-of-way is currently in the tax base of communities in Salt Lake County and Utah County. The State's removal of these properties from the tax base into a roadway or transit facility would reduce local government revenues and prevent development on these lands.

Over the long term, roadway and transit improvements would facilitate economic development by providing a regional transportation system. As discussed in Section 9.5.1.2, Commerce and Employment, and Section 9.5.1.4, Property Values, the increased economic competitiveness and higher property values due to the improvements would likely offset any local adverse impacts. These economic benefits would similarly affect local government revenues in a positive way, most likely increasing them above the levels that would occur under the No-Action Alternative. Quantifying this net benefit of the improved transportation system is difficult because the benefits would occur incrementally over a long period of time and would be influenced by other economic factors. In addition, these benefits might not occur uniformly across communities.

Table 9.5-1 below identifies property and sales tax generation assumed for various types of land use for communities in Salt Lake County and Utah County on a per-acre basis. Property taxes and sales taxes are two important sources of revenue for communities in Salt Lake and Utah Counties. The type of development strongly influences the amount of tax revenue that is generated. Appendix 9A, Table C-2 through Table C-6, Combined Potential Property Tax and Sales Tax Revenue Impacts, further describe how the tax generation estimates were developed. Appendix 9A, Table C-1, Land Use Impacts by Municipality, summarizes the land use information used to estimate revenue impacts.

Table 9.5-1. Municipal Property and Sales Tax Generation for Specific Land Uses in the Economic Impact Analysis Area, 2002 Dollars

	Developed Lands		
Land Use	Property Tax Revenue ($/acre)	Sales Tax Revenue ($/acre)	Total Impact ($/acre)
Salt Lake County			
Agriculture	$33	$0	$33
Commercial	$2,702	$14,264	$16,966
Industrial	$2,702	$14,264	$16,966
Institutional	$0	$0	$0
Open Space/Protection Area	$1,085	$0	$1,085
Residential – Low Density	$3,822	$0	$3,822
Residential – Medium Density	$3,822	$0	$3,822
Utah County			
Agriculture	$39	$0	$39
Camp Williams	$0	$0	$0
Commercial	$1,606	$10,545	$12,151
Industrial	$1,606	$10,545	$12,151
Institutional	$0	$0	$0
Open Space/Protection Area	$51	$0	$51
Residential – High Density	$1,880	$0	$1,880
Residential – Low Density	$1,880	$0	$1,880
Residential – Medium Density	$1,880	$0	$1,880
Resort	$1,606	$10,545	$12,151

Assumptions:

Open Space/Protection Area includes utilities and natural resources.

Resort property is taxed similarly to other commercial property.

Resort sales tax revenues per acre are similar to those for commercial property.

Sources: Utah State Tax Commission, Property Tax Division 2003; Changes in Land Use 1988 to 2002, calculations by Parsons Brinckerhoff

9.5.2.3 General Impacts to Property Values

Impacts to regional property values are focused on the project's operation, rather than construction, and would vary by the type of surrounding land use. This analysis uses several commonly accepted generalizations when discussing property value impacts. These generalizations are either intuitive or are supported by empirical data, and in either case provide evidence for whether an impact would be beneficial or adverse. In some cases, these generalizations provide insights into the degree to which the property value might be changed.

- A new highway in a predominantly residential area would diminish property values for those properties adjacent to the highway right-of-way and for properties near the highway. This adverse impact is due to noise, visual impacts, and other effects attributable to the highway. The impact of highway noise on residential property values was demonstrated by Nelson (1982), who concluded that: (1) for every 1-dBA (A-weighted decibel) increase in noise, there is a corresponding reduction in residential property value of about 0.40%; (2) noise levels above 50 dBA to 60 dBA, or conversation levels, were considered most likely to cause intrusion, with resulting impacts to property values; and (3) it takes longer to sell a property near a highway (about 4 days longer on average) according to a realtor survey.[3]
- A new highway in a non-residential area might have both beneficial and adverse property value impacts—primarily beneficial to commercial and industrial properties near highway access points, but adverse to properties currently zoned for retail or mixed land uses whose access or visibility are reduced as a result of a limited-access highway. This analysis assumes that the net property value impacts to non-residential properties would be beneficial due to better transportation access.
- Being close to transit stations and stops would have beneficial impacts to adjacent properties and other properties close to the facilities. This proximity reduces transportation costs for nearby households and increases the visibility of and accessibility to adjacent businesses. In a survey of eight previous studies, Diaz (1999) demonstrated a positive relationship between the proximity of rail transit and property values, particularly residential property values. However, based on the wide range of methodologies and impacts used in the case studies, it was not possible to standardize the results in a manner similar to Nelson's study.

[3] Nelson surveyed nine other property value studies and standardized their results using a Noise Depreciation Sensitivity Index (NDSI) within a hedonic model of property value. The 0.40% impact associated with each dBA increase in noise is the weighted average across these studies.

9.5.2.4 General Construction Impacts

Any major construction project temporarily inconveniences or disturbs the residents, businesses, and business customers adjacent to the project. These temporary effects include:

- Presence of construction workers, heavy construction equipment, and materials
- Temporary road closures, traffic diversions, and changes to property access
- Airborne dust
- Noise and vibrations from construction equipment and vehicles
- Decreased visibility and loss of access to businesses by customers

The congestion associated with construction could also cause increased travel delays and lost worker productivity. This impact would affect both commuters and businesses that rely on local transportation. Temporary adverse impacts could also occur because of reduced accessibility during construction. These impacts would primarily be experienced by businesses whose clientele is based on convenience or impulse patronage rather than businesses with a specific client base. For example, motorists might avoid a gas station near a construction zone because it is more difficult to access. In contrast, patients going to a doctor's office in a construction zone would be less likely to select another doctor based on temporary access problems. The above impacts would be temporary but could result in a substantial impact depending on the length of construction.

Without proper planning and mitigation, these construction-related effects could adversely affect the comfort and daily life of residents, inconvenience customers and employees, and disrupt the flow of materials and supplies to and from businesses. Construction impact controls will be integrated into the Project Management Plan, the Business Mitigation Plan, and the project's contract specifications and special provisions.

9.5.3 No-Action Alternative

9.5.3.1 Impacts to the Traveling Public

Under the No-Action Alternative, the MVC project would not be constructed. If the MVC roadway and transit improvements are not made, traffic congestion in the economic impact analysis area and the region would worsen, resulting in a greater percentage of residents' time being unproductively spent in vehicles. This represents a reduction in economic productivity or, in other words, an increase in cost to society. This time is estimated to have an average value to individuals of $16.76 per hour (see Appendix 9A, Table A-1, Estimated Value of Motorists' Travel Time).

The traffic analysis estimated that about 63,100 hours of vehicle time would be spent in regional traffic congestion during peak weekday periods in Salt Lake County in 2030. This equals about $291 million in annual cost to the traveling public. For Utah County, this daily figure was estimated to be 19,100 hours in 2030 which equals $88 million in annual cost to the traveling public.

9.5.3.2 Commerce and Employment Impacts

If the MVC roadway and transit improvements are not made, business and employment growth would likely continue to increase consistent with their historic trends in the short term. However, as traffic congestion increases over time and businesses seek to minimize costs, the region's economic competitiveness would diminish in relation to other areas in the region with better transportation systems. The growth in business commerce and employment, especially with respect to businesses that depend on the transportation system, would be reduced over time compared to businesses within the region with better transportation access.

9.5.3.3 Local Government Revenue Impacts

If the MVC roadway and transit improvements are not made, local government revenues would continue to increase at a pace approximately equal to the community's population and job growth. Communities would use all available resources to generate revenues and provide services throughout their service areas. Property tax revenues and sales tax revenues would continue to be an important source of funds for the communities, and other forms of revenue generation would likely be developed. Examples of these alternate forms of revenue generation are creation of more enterprise funds for municipal services for purposes of setting user fees, impact fees, and employee taxes.

9.5.3.4 Property Value Impacts

If the MVC roadway and transit improvements are not made, residential and non-residential property values in the economic impact analysis area and the region would continue to follow their current upward trend over time. These trends are primarily due to a strong underlying economy that would likely continue to create jobs and draw in-migrants from outlying rural areas and other states whether the MVC is built or not. However, as traffic congestion in the impact analysis area worsens over time and travel times increase, the desirability of the residential and non-residential properties in the impact analysis area would be reduced in relation to areas with better transportation access. As a result, property values might continue to increase, but not as much as they would with a more effective regional transportation system.

9.5.4 Salt Lake County Alternatives

In Salt Lake County, two roadway alternatives and a transit alternative which would be implemented as part of the roadway alternatives are under consideration: the 5600 West Transit Alternative, the 5800 West Freeway Alternative, and the 7200 West Freeway Alternative. Under the 5600 West Transit Alternative, there is a dedicated right-of-way option and a mixed-traffic option. In addition, a tolling option was considered for each freeway alternative. Impacts under each combination of alternatives and options are discussed in the following sections.

9.5.4.1 5600 West Transit Alternative

As described in Chapter 2, Alternatives, two transit options are under consideration along 5600 West in Salt Lake County. One option, the Dedicated Right-of-Way Option, would incorporate a transit system running down the center of the roadway, and the other, the Mixed-Traffic Option, would incorporate a transit system running alongside the roadway.

5600 West Transit Alternative Impacts

Economic Issue	Dedicated Right-of-Way Option	Mixed-Traffic Option
Time congestion cost savings over No-Action	Positive	Positive
Number of businesses displaced	7	2
Percent loss of city/county tax revenue because of roadway	<0.1%	<0.1%
Property values (all)	Positive	Positive

5600 West Transit Alternative with Dedicated Right-of-Way Option

Impacts to the Traveling Public. The Dedicated Right-of-Way Transit Option would have a beneficial economic impact to the traveling public. In addition to the benefit to those using the transit system, all other motorists would benefit

from the small reduction in traffic congestion resulting from fewer commuters on the roads. Based on travel demand data, transit would reduce the vehicle-miles traveled by less than 1% compared to the No-Action Alternative.

Commerce and Employment Impacts. The Dedicated Right-of-Way Transit Option would likely have beneficial commerce and employment impacts to areas surrounding transit stations and parking facilities, particularly those businesses that can serve commuter customers, such as drycleaners, auto mechanics, supermarkets, and other service industries. In addition, all businesses along 5600 West would benefit from increased visibility and increased transit accessibility for potential customers. Further, to the degree that land-use changes are made to facilitate future mixed residential and commercial uses near transit stations, there could be additional commerce and employment benefits.

Partially offsetting these benefits to local commerce are several business displacements, including:

- Three commercial and two industrial buildings near the southern terminus of the alternative at the intersection of S. Hawley Park Road (the southern extension of 5600 West) and Dannon Way. In addition, two commercial and three industrial buildings could be partially displaced near this location (loss of access and/or a portion of their land).
- A storage building belonging to the City of West Jordan located approximately near 5600 West and 8889 South.

Other businesses that could be displaced, in whole or in part, include:

- Businesses in the shopping center at 5600 West 3390 South
- An office building at 5575 West 4700 South
- Tax-exempt properties owned by Salt Lake City (5600 West 290 South) and Kearns Improvement District (5590 West 7000 South)

Although this alternative would disrupt the businesses themselves, their owners, and their employees, the nature of these businesses would allow them to be relocated without an adverse impact to the local or regional economy.

Local Government Revenue Impacts. Purchasing right-of-way for transit purposes would affect the municipal revenues of five communities: Salt Lake City, West Valley City, West Jordan, South Jordan, and Herriman. Estimates of the level of impact due to losses in property tax and sales tax generation are presented in Appendix 9A, Table C-2 through Table C-3, Combined Property Tax and Sales Tax Revenue Impacts, and summarized below in Table 9.5-2. For these communities combined, the adverse impact would be a loss of less than one-tenth of 1% of total municipal revenues. Table C-2 through Table C-3 in Appendix 9A show the impact in percentage terms for each community.

Table 9.5-2. Reductions in Annual Property Taxes and Sales Taxes from the Salt Lake County Alternatives

Salt Lake County Alternative	Salt Lake City	West Valley City	West Jordan	South Jordan	Riverton	Bluffdale	Herriman	Salt Lake County	Total	Percent of Total Revenue
5600 West Transit Alternative with Dedicated Right-of-Way Option	$106,300	$116,000	$221,900	$9,600	NA	NA	$7,000	$9,900	$470,700	0.09%
5600 West Transit Alternative with Mixed-Traffic Option	$34,200	$96,100	$174,800	$48,600	NA	NA	$21,700	$6,800	$382,200	0.07%
5800 West Freeway Alternative	$253,400	$1,646,100	$1,638,000	$532,300	$83,200	$4,100	$3,500	$232,300	$4,392,900	0.85%
7200 West Freeway Alternative	$242,800	$2,647,400	$1,638,000	$532,600	$83,500	$4,100	$4,000	$418,400	$5,570,800	1.08%
5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option	$359,700	$1,762,100	$1,859,900	$541,900	$83,200	$4,100	$10,500	$242,200	$4,863,600	0.94%
5800 West Freeway Alternative with Mixed-Traffic Transit Option	$287,600	$1,742,200	$1,812,800	$580,900	$83,200	$4,100	$25,200	$239,100	$4,775,100	0.93%
7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option	$349,100	$2,763,400	$1,859,900	$542,200	$83,500	$4,100	$11,000	$428,300	$6,041,500	1.17%
7200 West Freeway Alternative with Mixed-Traffic Transit Option	$277,000	$2,743,500	$1,812,800	$581,200	$83,500	$4,100	$25,700	$425,200	$5,953,000	1.16%

NA = not applicable

Property Value Impacts. As described in Section 9.5.2.3, General Impacts to Property Values, being close to a transit system increases residential property values. The availability of a transit system reduces household transportation costs, in some cases preventing a family from needing second car or possibly precluding the need for a car at all for the elderly and people who choose not to, or cannot, drive. Further, transit improves the "walkability" of a community, which would improve quality of life and associated property values. These reduced costs and improved amenities increase the desirability of housing near transit stations and stops, resulting in higher residential property values. However, the amount of the increase in property value is highly uncertain and would be influenced by the quality of the transit system.

An increase in residential property values from an improved transit system would likely increase annual property tax bills for residential homeowners. Though the increase in property value would be relatively small and the associated increase in the total tax bill is uncertain, this increase in property taxes would add to the financial burden for people on low, fixed incomes.

5600 West Transit Alternative with Mixed-Traffic Transit Option

Impacts to the Traveling Public. The impacts to the traveling public from this option would be the same as those from the Dedicated Right-of-Way Transit Option.

Commerce and Employment Impacts. The impacts to commerce and employment from this option would be similar to those from the Dedicated Right-of-Way Transit Option, except that fewer businesses would be displaced. These businesses include:

- One industrial building near the southern terminus of the alternative at the intersection of S. Hawley Park Road (the southern extension of 5600 West) and S. Leo Way. In addition, four commercial buildings and one additional industrial building could be partially displaced near this location (loss of a portion of their land).
- A storage building belonging to the City of West Jordan located approximately near 5600 West and 8889 South.

Other businesses that could potentially be displaced, in whole or in part, include:

- Tax-exempt property owned by Kearns Improvement District (5590 West 7000 South)

Local Government Revenue Impacts. The impacts to local government revenue from this option would be the same as those from the Dedicated Right-of-Way

Transit Option and would consist of a loss of less than 0.1% of total municipal revenues.

Property Value Impacts. The impacts to residential property values from this option would be the same as those from the Dedicated Right-of-Way Transit Option.

9.5.4.2 5800 West Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from Interstate 80 (I-80) to the Utah County line.

5800 West Freeway Alternative Impacts

Economic Issue	Impact
Time congestion cost savings over No-Action	$121 million in 2030; $930 million from 2016–2030
Number of businesses displaced	15
Businesses close to new freeway with improved access	50
Percent loss of city/county tax revenue because of freeway	1%
Residential property values close to the freeway	Negative
All other residential and commercial property values	Positive

Impacts to the Traveling Public. The 5800 West Freeway Alternative would have a beneficial economic impact to the traveling public. Table 9.5-3 shows that the 5800 West Freeway Alternative would result in a time congestion savings of $121 million in 2030 compared to the No-Action Alternative. Traffic congestion in the economic impact analysis area would be reduced compared to the No-Action Alternative.

Table 9.5-3. Estimated Congestion Delay Time and Economic Value in 2030, Salt Lake County

Variable	No-Action	5800 West Freeway with 5600 West Transit	7200 West Freeway with 5600 West Transit
Average daily vehicle congestion delay time (vehicle-hours)	63,100	36,800	36,200
Persons per vehicle	1.1	1.1	1.1
Total congestion hours, assuming 250 workdays per year	17,352,500	10,120,000	9,955,000
Estimated value of congestion delay, $/hour (see Appendix 9A, Table A-1)	$16.76	$16.76	$16.76
Delay cost to the traveling public (in millions per year)	$291	$170	$167
Travel time savings above the No-Action Alternative (in millions per year)	NA	$121	$124

NA = not applicable

The traffic analysis did not differentiate between transit options. As a result, both transit options have the same impact on estimated results.

Commerce and Employment Impacts. The 5800 West Freeway Alternative would displace 15 businesses, including several vacant sites. Although this alternative would affect the businesses themselves, their owners, and their employees, these businesses are types that can likely be relocated within the economic impact analysis area with little disruption to local commerce and employment. Specific locations of displaced businesses include:

- An industrial structure at 5802 W. Dannon Way
- Two commercial structures on 9800 South and 6000 West south of the industrial structure
- Two commercial public utility structures near 5800 West 4100 South
- Tax-exempt government properties at 6009 W. Utah Route 201 and 5811 West 2100 South and a gas regulator station at 5834 W. New Bingham Hwy.
- An office building in the industrial area near 5850 West 2300 South
- Improved industrial land near 5750 West 1300 South and near 2332 S. Morley St.
- A service garage at 2250 S. Howard St.

About 50 businesses are in proximity of the right-of-way. Several of the largest, including Frito-Lay (which employs about 350 people), the Daifuku Corporation (200), and Central Refrigerated Services (250), depend on the transportation system and would benefit from improved roadway access and less congestion. Of the other businesses, many would be adjacent to an interchange and would benefit from improved access. Businesses not adjacent to an interchange are all within 1 mile of an interchange and would likely have increased accessibility due to the freeway.

Hexcel, ATK, and Frito-Lay expressed concerns over impacts to operations from the proximity of 5800 West Freeway Alternative as shown in the Draft EIS. After the Draft EIS was released, the alignment for this alternative was shifted to the east, which would minimize or eliminate impacts to these businesses (see Section 2.1.7.4, Additional Changes to the Alternatives between the Draft EIS and Final EIS).

Local Government Revenue Impacts. With the exception of the communities of West Valley City, West Jordan, and South Jordan, the 5800 West Freeway Alternative would result in a loss of about 1% of the communities' total revenue. West Valley City would lose about 2% of total municipal revenues, primarily caused by the removal of industrial and commercial properties from the tax base. West Jordan would lose about 5% of total municipal revenues, also primarily

caused by the removal of industrial land from the tax base. South Jordan would lose about 3% of total municipal revenues, primarily due to the removal of medium-density residential property from the tax base.

Property Value Impacts. The 5800 West Freeway Alternative would have an adverse impact on the values of properties adjacent to the proposed freeway and in areas affected by noise or visual impacts from the freeway. This conclusion is based on a survey of previous studies of new high-volume highways and their impact on residential property values (Nelson 1982). These studies indicate that new highway construction reduces existing residential property values by about 4% for every additional 10 dBA of noise. This increased noise slightly reduces the marketability of the properties. Though the local real estate conditions and residents' willingness to live near the freeway would determine the property value impact, it is likely that values for properties within one block of the freeway would be lower than the values of other surrounding residential properties with similar characteristics. This reduction in property value is likely to be small in percentage terms (likely less than 5%) but would be important to property owners, since a house and property are an important component of a household's wealth. For instance, a 5% drop in value for a property valued at $200,000 would be $10,000. The areas that could experience this impact include new developments on the west side of the corridor between 2700 South and 3500 South (including the Meadowlands development) and existing residences on either side of the proposed freeway between 3500 South and 4700 South.

Property value impacts due to noise depend on the amount of traffic, proximity to the roadway, the elevation of the roadway, existing noise levels, and other factors. In general, much of the impact analysis area has a noise level of 55 dBA. The economic impact analysis estimates that the freeway would increase the noise level by 6 dBA to 14 dBA, depending on the amount of traffic. This range of noise increase assumes that there are no noise walls or other mitigation measures. Assuming no mitigation, property value impacts along the freeway could range from a decrease of 2.4% to a decrease of 5.2%. (For more information, see Chapter 13, Noise.)

In areas south of 4700 South including the remainder of West Valley City and the communities of West Jordan, South Jordan, Riverton, Bluffdale, and Herriman, there is currently little residential development adjacent to the proposed freeway. As a consequence, there would be few adverse property value impacts to existing residences. Two residential developments in West Valley City, the Meadowlands and Oquirrh Highlands, would eventually develop toward the freeway, but construction of houses near the proposed freeway has not yet begun. Similarly, the Daybreak development in South Jordan north of 11800 South would eventually place residences next to the freeway.

Due to the improved accessibility to other portions of the metropolitan area and to the region as a whole provided by the new freeway, residential properties in the affected communities would increase in value by some small but unknown percentage compared to values without the project. Further, undeveloped residential properties would similarly increase in value based on their improved transportation access. Though relatively small for an individual residence, when summed across the number of existing and future residences in the economic impact analysis area, these incremental increases in residential property values would outweigh the adverse property value impact experienced by those adjacent to the freeway.

An increase in residential property values from an improved transportation system would likely increase annual property tax bills for residential homeowners. Though the increase in property value would be relatively small and the associated increase in the total tax bill is uncertain, this increase in property taxes would add to the financial burden for people on low, fixed incomes.

The 5800 West Freeway Alternative would have similar beneficial impacts to non-residential property values. The basis for the benefit is improved regional transportation access resulting in lower transportation costs for businesses in the economic impact analysis area. These reduced transportation costs translate to improved competitiveness, higher returns on investment, and an increased desirability for businesses to locate in the economic impact analysis area, resulting in increased property values.

Although non-residential property is usually less sensitive to noise and aesthetic impacts, these impacts could adversely affect an individual parcel or access to the parcel compared to the No-Action Alternative. If these adverse impacts occur, they would be far outweighed by the increases in property values experienced by businesses with improved regional access.

Also, increases in annual property taxes could be burdensome for some current property owners or tenants. An example of this would be owners of agricultural land and other lower-valued land uses.

Combined Impacts of 5800 West Freeway and 5600 West Transit Alternatives

The 5800 West Freeway Alternative would be implemented with one of the two 5600 West Transit Alternative options.

Combined Impacts of 5800 West Freeway and 5600 West Transit Alternatives

Economic Issue	Dedicated Right-of-Way Option	Mixed-Traffic Option
Time congestion cost savings over No-Action	$121 million in 2030; $930 million from 2016–2030	$121 million in 2030; $930 million from 2016–2030
Number of businesses displaced	22	17
Businesses close to new freeway with improved access	50	50
Percent loss of city/county tax revenue because of freeway	1%	1%
Residential property values close to the freeway	Negative	Negative
All other residential and commercial property values	Positive	Positive

5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option

Impacts to the Traveling Public. Table 9.5-3 above, Estimated Congestion Delay Time and Economic Value in 2030, Salt Lake County, summarizes key results used for this economic impact analysis. Note that either transit option results in the same estimated regional traffic impact. Therefore, Table 9.5-3 does not differentiate between transit options.

The combination of the 5800 West Freeway Alternative and either transit option would result in about 10.1 million hours of travelers' time being spent in traffic congestion in 2030 with an associated annual cost of about $170 million. This is a reduction of 7.2 million hours from the No-Action Alternative and an annual savings, or benefit, of $121 million. Assuming that the entire project would be operational in 2016, the estimated present value of travelers' time savings is about $930 billion between 2016 and 2030. The present-value analysis supporting this estimate is shown below in Table 9.5-4.

Table 9.5-4. Economic Benefit of Reduced Regional Traffic Congestion Due to the Salt Lake County Alternatives

Year	Reductions in Delay Compared to No-Action (hours per year)		Economic Benefit Associated with Reduction in Traffic Congestion (millions/year)		Economic Benefit Discounted at 3% (millions/year)	
	5800 West Alternative	7200 West Alternative	5800 West Alternative	7200 West Alternative	5800 West Alternative	7200 West Alternative
2005	-	-	-	-	-	-
2006	-	-	-	-	-	-
2007	-	-	-	-	-	-
2008	-	-	-	-	-	-
2009	-	-	-	-	-	-
2010	-	-	-	-	-	-
2011	-	-	-	-	-	-
2012	-	-	-	-	-	-
2013	-	-	-	-	-	-
2014	-	-	-	-	-	-
2015	-	-	-	-	-	-
2016	5,481,500	5,606,300	$92	$94	$66	$68
2017	5,591,100	5,718,400	$94	$96	$66	$67
2018	5,702,900	5,832,800	$96	$98	$65	$67
2019	5,817,000	5,949,500	$98	$100	$64	$66
2020	5,933,300	6,068,500	$99	$102	$64	$65
2021	6,052,000	6,189,900	$101	$104	$63	$65
2022	6,173,000	6,313,700	$103	$106	$63	$64
2023	6,296,500	6,440,000	$106	$108	$62	$63
2024	6,422,400	6,568,800	$108	$110	$61	$63
2025	6,550,800	6,700,200	$110	$112	$61	$62
2026	6,681,800	6,834,200	$112	$115	$60	$62
2027	6,815,400	6,970,900	$114	$117	$60	$61
2028	6,951,700	7,110,300	$117	$119	$59	$60
2029	7,090,700	7,252,500	$119	$122	$58	$60
2030	7,232,500	7,397,500	$121	$124	$58	$59
Total economic benefit					**$930**	**$952**

Value of motorists' time in congestion = $16.76/hour

Commerce and Employment Impacts. The commerce and employment impacts for the combination of the 5800 West Freeway Alternative and the Dedicated Right-of-Way Transit Option would be the sum of the estimated impacts for each component. About 22 businesses would be displaced, with the potential for nine more, plus 50 other businesses would experience benefits from improved roadway and transit access.

Local Government Revenue Impacts. The local government revenue impacts for this combination of roadway and transit alternatives would be the same as those from the 5800 West Freeway Alternative.

Property Value Impacts. Impacts to property values from this combination of roadway and transit alternatives would be the sum of the estimated impacts for each component. If these impacts are not mitigated, property values for residences near the freeway right-of-way might not increase with regional trends due to noise and aesthetic impacts from the new freeway. (Note that noise walls are likely to be constructed at a number of locations along the freeway, so the impacts to property values would likely be reduced.) However, the remaining residential property values and all commercial property values would experience positive impacts due to increased roadway and transit access.

5800 West Freeway Alternative with Mixed-Traffic Transit Option

Impacts to the Traveling Public. The impacts to the traveling public from this combination of roadway and transit alternatives would be the same as those from the 5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option.

Commerce and Employment Impacts. The commerce and employment impacts from this combination of roadway and transit alternatives would be the sum of the estimated impacts for each component. About 17 businesses would be displaced, with potential for six more, plus 50 businesses would experience benefits from improved roadway and transit access.

Local Government Revenue Impacts. The local government revenue impacts for this combination of roadway and transit alternatives would be the same as those from the 5800 West Freeway Alternative.

Property Value Impacts. Impacts to property values from this combination of roadway and transit alternatives would be the same as those from the 5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option.

5800 West Freeway Alternative with Tolling Option

Impacts to the Traveling Public. If the Tolling Option is selected, funding could become available to construct the MVC soon after a decision is made. The exact timing of available funding is not known, but for this analysis, it is assumed that the MVC would be operational by 2011 rather than 2016.

Table 9.5-5 shows the estimated traffic congestion with the Tolling Option and the resulting savings in travelers' time compared to the No-Action Alternative. For the 5800 West Freeway Alternative, *in combination with either transit option*, the Tolling Option results in about 12.5 million hours per year spent in traffic congestion in 2030. This time is valued at $209 million, with a resulting time savings, or benefit, of $82 million over the No-Action Alternative. Over the period 2011 to 2030, this savings has a present value of $857 million. The present-value analysis supporting the tolling estimate is shown below in Table 9.5-6.

Table 9.5-5. Estimated Congestion Delay Time and Economic Value in 2030, Salt Lake County, Tolling Option

Variable	No-Action	5800 West Freeway with 5600 West Transit	7200 West Freeway with 5600 West Transit
Average daily vehicle congestion delay time (vehicle-hours)	63,100	45,400	47,100
Persons per vehicle	1.1	1.1	1.1
Total congestion hours, assuming 250 workdays per year	17,352,500	12,485,000	12,952,500
Estimated value of congestion delay, $/hour (see Appendix 9A, Table A-1)	$16.76	$16.76	$16.76
Delay cost to the traveling public (in millions per year)	$291	$209	$217
Travel time savings above the No-Action Alternative (in millions per year)	NA	$82	$74

NA = not applicable

The traffic analysis did not differentiate between transit alternatives. As a result, either transit alternative has the same impact on estimated results.

Table 9.5-6. Economic Benefit of Reduced Regional Traffic Congestion Due to the Salt Lake County Alternatives, Tolling Option

	Reductions in Delay Compared to No-Action (hours per year)		Economic Benefit Associated with Reduction in Traffic Congestion (millions/year)		Economic Benefit Discounted at 3% (millions/year)	
Year	5800 West Alternative	7200 West Alternative	5800 West Alternative	7200 West Alternative	5800 West Alternative	7200 West Alternative
2005	-	-	-	-	-	-
2006	-	-	-	-	-	-
2007	-	-	-	-	-	-
2008	-	-	-	-	-	-
2009	-	-	-	-	-	-
2010	-	-	-	-	-	-
2011	3,341,100	3,020,400	$56	$51	$47	$42
2012	3,407,900	3,080,800	$57	$52	$46	$42
2013	3,476,100	3,142,400	$58	$53	$46	$42
2014	3,545,600	3,205,200	$59	$54	$46	$41
2015	3,616,500	3,269,300	$61	$55	$45	$41
2016	3,688,800	3,334,700	$62	$56	$45	$40
2017	3,762,600	3,401,400	$63	$57	$44	$40
2018	3,837,900	3,469,400	$64	$58	$44	$40
2019	3,914,700	3,538,800	$66	$59	$43	$39
2020	3,993,000	3,609,600	$67	$61	$43	$39
2021	4,072,900	3,681,800	$68	$62	$43	$38
2022	4,154,400	3,755,400	$70	$63	$42	$38
2023	4,237,500	3,830,500	$71	$64	$42	$38
2024	4,322,300	3,907,100	$72	$66	$41	$37
2025	4,408,700	3,985,200	$74	$67	$41	$37
2026	4,496,900	4,064,900	$75	$68	$41	$37
2027	4,586,800	4,146,200	$77	$70	$40	$36
2028	4678,500	4,229,100	$78	$71	$40	$36
2029	4,772,100	4,313,700	$80	$72	$39	$36
2030	4,867,500	4,400,000	$82	$74	$39	$35
Total economic benefit					**$857**	**$774**

Value of motorists' time in congestion = $16.76/hour

Commerce and Employment Impacts. Under the Tolling Option, the number of displaced businesses and businesses near the right-of-way would be the same as for the non-tolled option. The commerce and employment benefits provided by reduced congestion and improved access for businesses would be somewhat offset by out-of-pocket toll expenses, although the overall commerce and employment impacts would still be positive compared to the No-Action Alternative. For those businesses that would use a less-congested freeway as a result of tolling, there might be a net benefit because the tollway would likely have more free-flowing traffic than a public freeway, which would reduce travel times. For those businesses using both arterials and the new tollway, the net impact is uncertain because time savings from using the tollway would be offset by increases in congestion on arterials as some travelers try to avoid paying tolls by using surface streets.

Local Government Revenue Impacts. The loss of short-term local government revenues from the Tolling Option would be the same as that from the non-tolled option. This is because the same land would be removed from the tax base. Over the longer term, as property values increase with the improved mobility provided by the Tolling Option compared to the No-Action Alternative, the beneficial impact to local government revenues would likely offset the short-term adverse impacts.

Property Value Impacts. The impacts to property values from the Tolling Option would be the same as those from the non-tolled option. Because of the reduced congestion, property values would increase compared to the No-Action Alternative. The increase in property values would be minor because there would be noticeable improvements to congestion under the Tolling Option compared to the No-Action Alternative, but improvements would not be substantial.

9.5.4.3 7200 West Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from I-80 to the Utah County line.

7200 West Freeway Alternative Impacts

Economic Issue	Impact
Time congestion cost savings over No-Action	$124 million in 2030; $952 million from 2016–2030
Number of businesses displaced	26
Businesses close to new freeway with improved access	39
Percent loss of city/county tax revenue because of freeway	1%
Residential property values close to the freeway	Negative
All other residential and commercial property values	Positive

Impacts to the Traveling Public. The 7200 West Freeway Alternative would be highly beneficial to the traveling public due to a reduction in travel times across the impact analysis area and the region. Table 9.5-3 above, Estimated Congestion Delay Time and Economic Value in 2030, Salt Lake County, shows that the 7200 West Freeway Alternative would result in a time congestion savings of $124 million in 2030 compared to the No-Action Alternative. Traffic congestion conditions in the economic impact analysis area would improve compared to the No-Action Alternative.

Commerce and Employment Impacts. The 7200 West Freeway Alternative would displace 26 businesses. The displaced businesses in this corridor can likely be relocated in the economic impact analysis area with little disruption to local commerce and employment. A possible exception would be Continental Steel in Magna, which has a high level of capital investment at its site. Though it might be possible to relocate this business without disruption, a relocation would likely be expensive. The displaced businesses include:

- An industrial structure at 5802 W. Dannon Way
- Two commercial structures on 9800 South and 6000 West south of the industrial structure
- A gas regulator station at 5834 W. New Bingham Hwy.
- Eight commercial businesses near the intersection of 7200 West 3500 South including three convenience stores, a fast-food restaurant, a car wash, a retail store, an auto lube, and a medical office

- Non-retail commercial businesses along 7200 West at the following north-south crossings:
  - 2090 South
  - 2181 South (potential relocation due to access)
  - 2232 South (Calco Transportation, which employs about 20 people)
  - 2330 South (Continental Steel, which employs about 20–25 people)
  - 2333 South
  - 2350 South
  - 2431 South
  - 2660 South
  - 3233 South
  - 3701 South
- Storage facilities and a service garage on Utah State Route 201 between 7000 West and 7100 West
- Portions of the Central Valley Water Reclamation facility at 7301 West 1300 South

In addition, there are 39 businesses close to the right-of-way (see Appendix 9A, Table B-2, Major Businesses and Employers near the Right-of-Way of the 7200 West Freeway Alternative). The majority of these would benefit from the increased freeway access.

Local Government Revenue Impacts. With the exception of the communities of West Valley City, West Jordan, and South Jordan, the 7200 West Freeway Alternative would result in a loss of less than 1% of the communities' total revenue. West Valley City would lose about 4% of total municipal revenues, primarily caused by the removal of industrial properties from the tax base. West Jordan would lose about 5% of total municipal revenues, also primarily caused by the removal of industrial land from the tax base. South Jordan would lose about 3% of total municipal revenues, primarily caused by the removal of medium-density residential property from the tax base.

Property Value Impacts. Impacts to residential property values from the 7200 West Freeway Alternative would be similar to those from the 5800 West Freeway Alternative. Residences close enough to the freeway to experience adverse noise, visual, or air quality impacts would diminish in value compared to those properties that are not affected. Residences experiencing these impacts are located in West Valley City between 3500 South and 4100 South. South of 4100 South and north of the point where the 5800 West Freeway Alternative and the 7200 West Freeway Alternative merge to share a common alignment, there is no existing residential development. South of this merge point, the impacts for the 7200 West Freeway and 5800 West Freeway Alternatives would be the same.

Combined Impacts of 7200 West Freeway and 5600 West Transit Alternatives

As with the 5800 West Freeway Alternative, the 7200 West Freeway Alternative would be implemented with one of the two 5600 West Transit Alternative options.

Combined Impacts of 7200 West Freeway and 5600 West Transit Alternatives

Economic Issue	Dedicated Right-of-Way Option	Mixed-Traffic Option
Time congestion cost savings over No-Action	$124 million in 2030; $952 million from 2016–2030	$124 million in 2030; $952 million from 2016–2030
Number of businesses displaced	33	28
Businesses close to new freeway with improved access	39	39
Percent loss of city/county tax revenue because of freeway	1%	1%
Residential property values close to the freeway	Negative	Negative
All other residential and commercial property values	Positive	Positive

7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option

Impacts to the Traveling Public. Table 9.5-3 above, Estimated Congestion Delay Time and Economic Value in 2030, Salt Lake County, summarizes key results used for this economic impact analysis. Note that either transit option results in the same estimated regional traffic impact. Therefore, Table 9.5-3 does not differentiate between transit options.

The combination of the 7200 West Freeway Alternative and either transit option would result in about 10.0 million hours of travelers' time being spent in traffic congestion in 2030 with an associated annual cost of about $167 million. This is a reduction of 7.3 million hours from the No-Action Alternative and an annual savings, or benefit, of $124 million. Assuming that the entire project would be operational in 2016, the estimated present value of travelers' time savings is about $952 million between 2016 and 2030. The present-value analysis supporting this estimate is shown above in Table 9.5-4, Economic Benefit of Reduced Regional Traffic Congestion Due to the Salt Lake County Alternatives.

Commerce and Employment Impacts. The commerce and employment impacts for the combination of the 7200 West Freeway Alternative and the Dedicated Right-of-Way Transit Option would be the sum of the estimated impacts for each component. About 33 businesses would be displaced, with 39 others experiencing benefits from improved roadway and transit access.

Local Government Revenue Impacts. The local government revenue impacts for this combination of roadway and transit alternatives would be the same as those from the 7200 West Freeway Alternative.

Property Value Impacts. Impacts to property values from this combination of roadway and transit alternatives would be the sum of the estimated impacts for each component. If these impacts are not mitigated, property values for residences near the freeway right-of-way might not increase with regional trends due to noise and aesthetic impacts from the new freeway. (Note that noise walls are likely to be constructed at a number of locations along the freeway, so the impacts to property values would likely be reduced.) However, the remaining residential property values and all commercial property values would experience positive impacts due to increased roadway and transit access.

7200 West Freeway Alternative with Mixed-Traffic Transit Option

Impacts to the Traveling Public. The impacts to the traveling public from this combination of roadway and transit alternatives would be the same as those from the 7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option.

Commerce and Employment Impacts. The commerce and employment impacts from this combination of roadway and transit alternatives would be the sum of the estimated impacts for each component. About 28 businesses would be displaced, with 39 others experiencing benefits from improved roadway and transit access.

Local Government Revenue Impacts. The local government revenue impacts for this combination of roadway and transit alternatives would be the same as those from the 5800 West Freeway Alternative.

Property Value Impacts. Impacts to property values from this combination of roadway and transit alternatives would be the same as those from the 7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option.

7200 West Freeway Alternative with Tolling Option

Impacts to the Traveling Public. If the Tolling Option is selected, funding could become available to construct the MVC soon after a decision is made. The exact timing for available funding is not known, but for this analysis it is assumed that the MVC could be operational by 2011.

Table 9.5-5 above, Estimated Congestion Delay Time and Economic Value in 2030, Salt Lake County, Tolling Option, shows the estimated traffic congestion with the Tolling Option and the resulting savings in travelers' time compared to the No-Action Alternative. For the 7200 West Freeway Alternative, *in combination with either transit alternative*, the Tolling Option results in about 13.0 million hours per year spent in traffic congestion in 2030. This time is

valued at $217 million, with a resulting time savings, or benefit, of $74 million over the No-Action Alternative. Over the period 2011 to 2030, this savings has a present value of $774 million. The present-value analysis supporting the tolling estimate is shown above in Table 9.5-6, Economic Benefit of Reduced Regional Traffic Congestion Due to the Salt Lake County Alternatives, Tolling Option.

Commerce and Employment Impacts. Under the Tolling Option, the number of displaced businesses and businesses near the right-of-way would be the same as for the non-tolled option. The commerce and employment benefits provided by reduced congestion and improved access for businesses would be somewhat offset by out-of-pocket toll expenses, although the overall commerce and employment impacts would still be positive compared to the No-Action Alternative. For those businesses that would use a less-congested freeway as a result of tolling, there might be a net benefit because the tollway would likely have more free-flowing traffic than a public freeway, which would reduce travel times. For those businesses using both arterials and the new tollway, the net impact is uncertain because time savings from using the tollway would be offset by increases in congestion on arterials as some travelers try to avoid paying tolls by using surface streets.

Local Government Revenue Impacts. The loss of short-term local government revenues from the Tolling Option would be the same as that from the non-tolled option. This is because the same land would be removed from the tax base. Over the longer term, as property values increase with the improved mobility provided by the Tolling Option compared to the No-Action Alternative, the beneficial impact to local government revenues would likely offset the short-term adverse impacts.

Property Value Impacts. The impacts to property values for the Tolling Option would be the same as those from the non-tolled option. Because of the reduced congestion, property values would increase compared to the No-Action Alternative. The increase in property values would be minor because there would be noticeable improvements to congestion under the Tolling Option compared to the No-Action Alternative, but improvements would not be substantial.

9.5.5 Utah County Alternatives

In Utah County, three alternatives are under consideration: the Southern Freeway Alternative, the 2100 North Freeway Alternative, and the Arterials Alternative. In addition, a tolling option was evaluated for each Utah County alternative. Impacts under each combination of alternatives and options are discussed in the following sections.

9.5.5.1 Southern Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from the Utah County line to I-15 at Lindon.

Southern Freeway Alternative Impacts	
Economic Issue	**Impact**
Time congestion cost savings over No-Action	$47 million in 2030; $357 million from 2016–2030
Number of businesses displaced	22
Businesses close to new freeway with improved access	12
Percent loss of city/county tax revenue because of freeway	Likely less than 0.70%
Residential property values close to the freeway	Negative
All other residential and commercial property values	Positive

Impacts to the Traveling Public. Table 9.5-7 summarizes key results used for this economic impact analysis.

The Southern Freeway Alternative would result in about 2.5 million hours of travelers' time being spent in traffic congestion in 2030, with an associated annual cost of about $41 million. This is a reduction of 2.8 million hours from the No-Action Alternative and an annual savings, or benefit, of $47 million. Assuming that the entire project would be operational in 2016, the estimated present value of travelers' time savings is about $357 million between 2016 and 2030. The present-value analysis supporting this estimate is shown below in Table 9.5-8.

Table 9.5-7. Estimated Congestion Delay Time and Economic Value in 2030, Utah County

	No-Action	Southern Freeway	2100 North Freeway	Arterials
Average daily vehicle congestion delay time (vehicle-hours)	19,100	9,000	10,200	8,900
Persons per vehicle	1.1	1.1	1.1	1.1
Total congestion hours, assuming 250 workdays per year	5,252,500	2,475,000	2,805,000	2,447,500
Estimated value of congestion delay, $/hour (see Appendix 9A, Table A-1)	$16.76	$16.76	$16.76	$16.76
Delay cost to the traveling public (in millions per year)	$88	$41	$47	$41
Travel time savings above the No-Action Alternative (in millions per year)	NA	$47	$41	$47

NA = not applicable

Table 9.5-8. Economic Benefit of Reduced Regional Traffic Congestion Due to the Utah County Alternatives

Year	Reductions in Delay Compared to No-Action (hours per year)			Economic Benefit Associated with Reduction in Traffic Congestion (millions/year)			Economic Benefit Discounted at 3% (millions/year)		
	Southern Freeway	2100 North Freeway	Arterials	Southern Freeway	2100 North Freeway	Arterials	Southern Freeway	2100 North Freeway	Arterials
2005	-	-	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-	-	-
2010	-	-	-	-	-	-	-	-	-
2011	-	-	-	-	-	-	-	-	-
2012	-	-	-	-	-	-	-	-	-
2013	-	-	-	-	-	-	-	-	-
2014	-	-	-	-	-	-	-	-	-
2015	-	-	-	-	-	-	-	-	-
2016	2,105,000	1,854,900	2,126,000	$35	$31	$36	$25	$22	$26
2017	2,147,100	1,892,000	2,168,500	$36	$32	$36	$25	$22	$25
2018	2,190,000	1,929,800	2,211,900	$37	$32	$37	$25	$22	$25
2019	2,233,800	1,968,400	2,256,100	$37	$33	$38	$25	$22	$25
2020	2,278,500	2,007,800	2,301,200	$38	$34	$39	$25	$22	$25
2021	2,324,100	2,048,000	2,347,200	$39	$34	$39	$24	$21	$25
2022	2,370,600	2,089,000	2,394,100	$40	$35	$40	$24	$21	$24
2023	2,418,000	2,130,800	2,442,000	$41	$36	$41	$24	$21	$24
2024	2,466,400	2,173,400	2,490,800	$41	$36	$42	$24	$21	$24
2025	2,515,700	2,216,900	2,540,600	$42	$37	$43	$23	$21	$24
2026	2,566,000	2,261,200	2,591,400	$43	$38	$43	$23	$20	$23
2027	2,617,300	2,306,400	2,643,200	$44	$39	$44	$23	$20	$23
2028	2,669,600	2,352,500	2,696,100	$45	$39	$45	$23	$20	$23
2029	2,723,000	2,399,500	2,750,000	$46	$40	$46	$22	$20	$23
2030	2,777,500	2,447,500	2,805,000	$47	$41	$47	$22	$20	$22
Total economic benefit							**$357**	**$315**	**$361**

Value of motorists' time in congestion = $16.76/hour

Commerce and Employment Impacts. This alternative would displace 22 business properties, with the potential for nine more, and two government properties, including one owned by UDOT.

Limited information is available for several of the displaced properties. Three of these properties are owned by the Church of Jesus Christ of Latter-day Saints (LDS Church), and some sites are vacant developable land. If these businesses are relocated to an equivalent site, they would remain viable. Despite the potential for short-term disruptions, the businesses could be relocated without adverse impacts to regional commerce and employment.

There are 12 businesses close to the right-of-way (see Appendix 9A, Table B-3, Major Businesses and Employers near the Right-of-Way of the Southern Freeway Alternative). These businesses would likely benefit from increased access. In addition, these are planned-destination businesses that depend less on location than retail businesses do.

Local Government Revenue Impacts. Table 9.5-9 below summarizes the impacts to Utah County communities from the removal of lands from the tax base. These impacts are presented in more detail in Appendix 9A, Table C-4 through Table C-6, Combined Potential Property Tax and Sales Tax Revenue Impacts. Overall, this alternative would likely reduce local property and sales tax revenues by less than 0.70% across the affected communities compared to the No-Action Alternative. Assuming that all of the land that would be converted to transportation use is currently developed, the impact to tax revenues would be about 0.70% of current revenues. However, since not all land in the Southern Freeway Alternative corridor is developed, the impact to tax revenues would be less. As the communities in the impact analysis area in Utah County continue to develop, the level of impact from the MVC on tax revenues would diminish.

Individually, Saratoga Springs would lose the most potential tax revenue; that is, Saratoga Springs is the community that would have the most acres of land converted to transportation use. In the future, as the area around Saratoga Springs develops, the loss of potential tax revenues would diminish as the area converted to transportation use becomes a much smaller portion of the community's total developed tax base.

Table 9.5-9. Reductions in Potential Annual Property Taxes and Sales Taxes from Developed Land under the Utah County Alternatives

Utah County Alternative	Bluffdale	Draper	American Fork	Lehi	Saratoga Springs	Lindon	Utah County	Total	Percent of Total Current Revenues
Southern Freeway	$4,100	NA	$149,600	$73,700	$1,248,000	$221,500	$338,000	$2,034,900	0.68%
2100 North Freeway	$4,200	NA	NA	$1,368,100	$1,282,600	NA	$311,800	$2,966,700	0.99%
Arterials	$895,600	6,100	$136,500	$984,100	$1,202,300	$21,000	$259,600	$3,505,200	1.17%

NA = not applicable

Over the longer term, as property values increase with the improved mobility provided by the MVC compared to the No-Action Alternative and as the communities continue to develop, the beneficial impact to local government revenues would likely offset the short-term adverse impacts.

Property Value Impacts. Under this alternative, there would be no impacts to residential or non-residential properties that would cause a reduction in property values. Overall, residential property values across the economic impact analysis area would increase slightly due to improved transportation access. Collectively, these increases would far outweigh any adverse impacts to individual property owners. Though the increase in property value would be relatively small and the associated increase in the total tax bill is uncertain, this increase in property taxes would add to the financial burden for people on low, fixed incomes.

Southern Freeway Alternative with Tolling Option

Impacts to the Traveling Public. The Southern Freeway Alternative with Tolling Option would result in about 3.5 million hours of travelers' time being spent in traffic congestion in 2030, with an associated annual cost of about $59 million (see Table 9.5-10). This is a reduction of 1.8 million hours from the No-Action Alternative and an annual savings, or benefit, of $29 million. Assuming that the entire project would be operational in 2011, the estimated present value of travelers' time savings is about $299 million between 2011 and 2030. The present-value analysis supporting this estimate is shown below in Table 9.5-11.

Table 9.5-10. Estimated Congestion Delay Time and Economic Value of Tolling Options in 2030, Utah County

	No-Action	Southern Freeway	2100 North Freeway	Arterials
Average daily vehicle congestion delay time (vehicle hours)	19,100	12,900	12,400	10,300
Persons per vehicle	1.1	1.1	1.1	1.1
Total congestion hours, assuming 250 workdays per year	5,252,500	3,547,500	3,410,000	2,832,500
Estimated value of congestion delay, $/hour (see Appendix 9A, Table A-1)	$16.76	$16.76	$16.76	$16.76
Delay cost to the traveling public (in millions per year)	$88	$59	$57	$47
Travel time savings above the No-Action Alternative (in millions per year)	NA	$29	$31	$41

NA = not applicable

Table 9.5-11. Economic Benefit of Reduced Regional Traffic Congestion Due to the Utah County Alternatives, Tolling Option

Year	Reductions in Delay Compared to No-Action (hours per year)			Economic Benefit Associated with Reduction in Traffic Congestion (millions/year)			Economic Benefit Discounted at 3% (millions/year)		
	Southern Freeway	2100 North Freeway	Arterials	Southern Freeway	2100 North Freeway	Arterials	Southern Freeway	2100 North Freeway	Arterials
2005	-	-	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-	-	-
2010	-	-	-	-	-	-	-	-	-
2011	1,170,400	1,264,900	1,661,100	$20	$21	$28	$16	$18	$23
2012	1,193,800	1,290,200	1,694,300	$20	$22	$28	$16	$18	$23
2013	1,217,700	1,316,000	1,728,200	$20	$22	$29	$16	$17	$23
2014	1,242,100	1,342,300	1,762,800	$21	$23	$30	$16	$17	$23
2015	1,266,900	1,369,100	1,798,100	$21	$23	$30	$16	$17	$22
2016	1,292,200	1,396,500	1,834,100	$22	$23	$31	$16	$17	$22
2017	1,318,000	1,424,400	1,870,800	$22	$24	$31	$15	$17	$22
2018	1,344,400	1,452,900	1,908,200	$23	$24	$32	$15	$17	$22
2019	1,371,300	1,482,000	1,946,400	$23	$25	$33	$15	$16	$22
2020	1,398,700	1,511,600	1,985,300	$23	$25	$33	$15	$16	$21
2021	1,426,700	1,541,800	2,025,000	$24	$26	$34	$15	$16	$21
2022	1,455,200	1,572,600	2,065,500	$24	$26	$35	$15	$16	$21
2023	1,484,300	1,604,100	2,106,800	$25	$27	$35	$15	$16	$21
2024	1,514,000	1,636,200	2,148,900	$25	$27	$36	$14	$16	$21
2025	1,544,300	1,668,900	2,191,900	$26	$28	$37	$14	$15	$20
2026	1,575,200	1,702,300	2,235,700	$26	$29	$37	$14	$15	$20
2027	1,606,700	1,736,300	2,280,400	$27	$29	$38	$14	$15	$20
2028	1,638,800	1,771,000	2,326,000	$27	$30	$39	$14	$15	$20
2029	1,671,600	1,806,400	2,372,500	$28	$30	$40	$14	$15	$20
2030	1,705,000	1,842,500	2,420,000	$29	$31	$41	$14	$15	$19
Total economic benefit							**$299**	**$324**	**$426**

Value of motorists' time in congestion = $16.76/year

Commerce and Employment Impacts. Under the Tolling Option, the number of displaced businesses and businesses near the right-of-way would be the same as for the non-tolled option. The commerce and employment benefits provided by reduced congestion and improved access for businesses would be somewhat offset by out-of-pocket toll expenses, although the overall commerce and employment impacts would still be positive compared to the No-Action Alternative. For those businesses that would use a less-congested freeway as a result of tolling, there might be a net benefit because the tollway would likely have more free-flowing traffic than a public freeway, which would reduce travel times. For those businesses using both arterials and the new tollway, the net impact is uncertain because time savings from using the tollway would be offset by increases in congestion on arterials as some travelers try to avoid paying tolls by using surface streets.

Local Government Revenue Impacts. The loss of short-term local government revenues from the Tolling Option would be the same as that from the non-tolled option. This is because the same land would be removed from the tax base. Over the longer term, as property values increase with the improved mobility provided by the Tolling Option compared to the No-Action Alternative, the beneficial impact to local government revenues would likely offset the short-term adverse impacts.

Property Value Impacts. The impacts to property values for the Tolling Option would be the same as those from the non-tolled option. Because of the reduced congestion, property values would increase compared to the No-Action Alternative. The increase in property values would be minor because there would be noticeable improvements to congestion under the Tolling Option compared to the No-Action Alternative, but improvements would not be substantial.

9.5.5.2 2100 North Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from the Utah County line to State Route (SR) 73 in Saratoga Springs and a lateral freeway extending east along 2100 North to I-15 in Lehi.

2100 North Freeway Alternative Impacts

Economic Issue	Impact
Time congestion cost savings over No-Action	$41 million in 2030; $315 million from 2016–2030
Number of businesses displaced	5
Businesses close to new freeway with improved access	23
Percent loss of city/county tax revenue because of freeway	Likely less than 1%
Residential property values close to the freeway	Negative
All other residential and commercial property values	Positive

Impacts to the Traveling Public. Table 9.5-7 above, Estimated Congestion Delay Time and Economic Value in 2030, Utah County, summarizes key results used for this economic impact analysis.

The 2100 North Freeway Alternative would result in about 2.8 million hours of travelers' time being spent in traffic congestion in 2030, with an associated annual cost of about $47 million. This is a reduction of 2.5 million hours from the No-Action Alternative and an annual savings, or benefit, of $41 million. Assuming that the entire project would be operational in 2016, the estimated present value of travelers' time savings is about $315 million between 2016 and 2030. The present-value analysis supporting this estimate is shown above in Table 9.5-8, Economic Benefit of Reduced Regional Traffic Congestion Due to the Utah County Alternatives.

Commerce and Employment Impacts. The 2100 North Freeway Alternative would displace three businesses (one agricultural business and two vacant commercial lots) and two government properties owned by the State of Utah. Despite the potential for short-term disruptions, the remaining businesses and government facilities could likely be relocated without adverse impacts to regional commerce and employment.

There are 23 businesses near the 2100 North Freeway Alternative, two of which employ 50 or more people: Utah Refractories Corporation and Snow Springs Elementary School. Many of these businesses are located near planned interchanges and would benefit from improved transportation access (see Appendix 9A, Table B-4, Major Businesses and Employers near the Right-of-Way of the 2100 North Freeway Alternative). There are some businesses near the right-of-way but not near interchanges, such as Orica USA, Inc., and Streadbeck Landscaping. These businesses might or might not benefit from the change in

access but would likely benefit from increased visibility provided by the new freeway. These businesses are planned-destination businesses that depend less on location than retail businesses do. As a result, business volume would not likely change.

Local Government Revenue Impacts. Overall, this alternative would likely reduce local property and sales tax revenues by less than 1.00% across the affected communities compared to the No-Action Alternative. Assuming that all of the land that would be converted to transportation use is currently developed, the impact to tax revenues would be about 1.00% of current revenues. However, since not all land in the 2100 North Freeway Alternative corridor is developed, the impact to tax revenues would be less. As the communities in the impact analysis area in Utah County continue to develop, the level of impact from the MVC on tax revenues would diminish.

Two Utah County communities would lose a sizable percentage of their potential property and sales tax revenues (see Appendix 9A, Table C-5, Combined Potential Property Tax and Sales Tax Revenue Impacts Assuming All Land Is Developed, 2100 North Freeway Alternative, Utah County). That is, Saratoga Springs and Lehi are the two communities that would have the most acres of land converted to transportation use, particularly land zoned for commercial and industrial uses, which tend to generate more revenue. In the future, as the areas around Sarasota Springs and Lehi develop, the loss of potential tax revenues would diminish as the area converted to transportation use becomes a much smaller portion of the communities' total developed tax base.

Over the longer term, as property values increase with the improved mobility provided by the MVC compared to the No-Action Alternative and as the communities continue to develop, the beneficial impact to local government revenues would likely offset the short-term adverse impacts

Property Value Impacts. The 2100 North Freeway Alternative would not affect current residential development and would not adversely affect residential property values. Overall, residential property values across the economic impact analysis area would increase slightly due to improved transportation access. Collectively, these increases would far outweigh any adverse impacts to individual property owners. Though the increase in property value would be relatively small and the associated increase in the total tax bill is uncertain, this increase in property taxes would add to the financial burden for people on low, fixed incomes.

2100 North Freeway Alternative with Tolling Option

Impacts to the Traveling Public. The 2100 North Freeway Alternative with Tolling Option would result in about 3.4 million hours of travelers' time being spent in traffic congestion in 2030, with an associated annual cost of about $57 million (see Table 9.5-10 above, Estimated Congestion Delay Time and Economic Value of Tolling Options in 2030, Utah County). This is a reduction of 1.9 million hours from the No-Action Alternative and an annual savings, or benefit, of $31 million. Assuming that the entire project would be operational in 2011, the estimated present value of travelers' time savings is about $324 million between 2011 and 2030. The present-value analysis supporting this estimate is shown above in Table 9.5-11, Economic Benefit of Reduced Regional Traffic Congestion Due to the Utah County Alternatives, Tolling Option.

Commerce and Employment Impacts. Under the Tolling Option, the number of displaced businesses and businesses near the right-of-way would be the same as for the non-tolled option. The commerce and employment benefits provided by reduced congestion and improved access for businesses would be somewhat offset by out-of-pocket toll expenses, although the overall commerce and employment impacts would still be positive compared to the No-Action Alternative. For those businesses that would use a less-congested freeway as a result of tolling, there might be a net benefit because the tollway would likely have more free-flowing traffic than a public freeway, which would reduce travel times. For those businesses using both arterials and the new tollway, the net impact is uncertain because time savings from using the tollway would be offset by increases in congestion on arterials as some travelers try to avoid paying tolls by using surface streets.

Local Government Revenue Impacts. The loss of short-term local government revenues from the Tolling Option would be the same as that from the non-tolled option. This is because the same land would be removed from the tax base. Over the longer term, as property values increase with the improved mobility provided by the Tolling Option compared to the No-Action Alternative, the beneficial impact to local government revenues would likely offset the short-term adverse impacts.

Property Value Impacts. The impacts to property values for the Tolling Option would be the same as those from the non-tolled option. Because of the reduced congestion, property values would increase compared to the No-Action Alternative. The increase in property values would be minor because there would be noticeable improvements to congestion under the Tolling Option compared to the No-Action Alternative, but improvements would not be substantial.

9.5.5.3 Arterials Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a series of arterial roadways throughout northern Utah County. The combination of arterials includes a freeway segment from the Utah County line to SR 73 and arterial roadways at Porter Rockwell Boulevard, 2100 North, and 1900 South.

Arterials Alternative Impacts

Economic Issue	Impact
Time congestion cost savings over No-Action	$47 million in 2030; $361 million from 2016–2030
Number of businesses displaced	7
Businesses close to new roadway with improved access	23
Percent loss of city/county tax revenue because of roadway	Likely less than 1.20%
Residential property values close to the roadway	Negative
All other residential and commercial property values	Positive

Impacts to the Traveling Public. Table 9.5-7 above, Estimated Congestion Delay Time and Economic Value in 2030, Utah County, summarizes key results used for this economic impact analysis. The Arterials Alternative would result in about 2.4 million hours of travelers' time being spent in traffic congestion in 2030, with an associated annual cost of about $41 million. This is a reduction of 2.9 million hours from the No-Action Alternative and an annual savings, or benefit, of $47 million. Assuming that the entire project would be operational in 2016, the estimated present value of travelers' time savings is about $361 million between 2016 and 2030. The present-value analysis supporting this estimate is shown above in Table 9.5-8, Economic Benefit of Reduced Regional Traffic Congestion Due to the Utah County Alternatives.

Commerce and Employment Impacts. The Arterials Alternative would displace five business properties, one of which is located in Salt Lake County. The business properties are agricultural-related businesses. In addition, two government properties owned by the State Armory Board, which is related to Camp Williams, would be displaced. Despite the potential for short-term disruptions, the businesses could likely be relocated without adverse impacts to regional commerce and employment.

There are 23 businesses near the Arterials Alternative. Many of the businesses are located near planned interchanges and would benefit from improved transportation access (see Appendix 9A, Table B-5, Major Businesses and Employers near the Right-of-Way of the Arterials Alternative). There are some businesses near the right-of-way but not near interchanges, such as Orica USA, Inc., and Streadbeck Landscaping. These businesses might or might not benefit from the change in access, but would likely benefit from increased visibility provided by the new freeway. These businesses are planned-destination

businesses that depend less on location than retail businesses do. As a result, business volume would not likely change.

Local Government Revenue Impacts. Overall, this alternative would likely reduce local property and sales tax revenues by less than 1.2% across affected communities compared to the No-Action Alternative. Assuming that all of the land that is converted to transportation use is currently developed, the impact to tax revenues would be about 1.2% of current revenues. However, since not all land in the Arterials Alternative corridor is developed, the impact to tax revenues would be less. As the communities in the impact analysis area in Utah County continue to develop, the level of impact from the MVC on tax revenues would diminish.

Individually, Saratoga Springs would lose the most potential tax revenue; that is, Saratoga Springs is the community that would have the most acres of commercial and industrial land (land uses with high revenues) converted to transportation use. Bluffdale would also lose some potential tax revenue because it is the community that would have the most total acres of land converted to transportation use. In the future, as the areas around Sarasota Springs and Bluffdale develop, the loss of potential tax revenues would diminish as the area converted to transportation use becomes a much smaller portion of the communities' total developed tax base.

Over the longer term, as property values increase with the improved mobility provided by the MVC compared to the No-Action Alternative and as the communities continue to develop, the beneficial impact to local government revenues would likely offset the short-term adverse impacts.

Property Value Impacts. Neither the freeway portion nor the arterial component of the Arterials Alternative would affect current residential development or would adversely affect residential property values. The 2100 North arterial component of this alternative would not affect current residential development and would not adversely affect residential property values. Similarly, the 1900 South component would not affect current residential developments and would not adversely affect residential property values.

Overall, residential property values across the economic impact analysis area would increase slightly due to improved transportation access. Collectively, these increases would far outweigh any adverse impacts to individual property owners. Though the increase in property value would be relatively small and the associated increase in the total tax bill is uncertain, this increase in property taxes would add to the financial burden for people on low, fixed incomes.

Arterials Alternative with Tolling Option

Impacts to the Traveling Public. Under the Arterials Alternative with Tolling Option, none of the arterial segments would be tolled, only the freeway portion that extends to SR 73 in Utah County. Because much of this alternative would not be tolled, the actual timing of construction would be uncertain due to potential funding shortfalls. However, for this analysis, 2011 was used to be consistent with the other Utah County alternatives.

The Arterials Alternative with Tolling Option would result in about 2.8 million hours of travelers' time being spent in traffic congestion in 2030, with an associated annual cost of about $47 million (see Table 9.5-10 above, Estimated Congestion Delay Time and Economic Value of Tolling Options in 2030, Utah County). This is a reduction of 2.5 million hours from the No-Action Alternative and an annual savings, or benefit, of $41 million. Assuming that the entire project would be operational in 2011, the estimated present value of travelers' time savings is about $426 million between 2011 and 2030. The present-value analysis supporting this estimate is shown above in Table 9.5-11, Economic Benefit of Reduced Regional Traffic Congestion Due to the Utah County Alternatives, Tolling Option.

Commerce and Employment Impacts. Under the Tolling Option, the number of displaced businesses and businesses close to the right-of-way would be the same as for the non-tolled option. The commerce and employment benefits provided by reduced congestion and improved access for businesses would be somewhat offset by out-of-pocket toll expenses, although the overall commerce and employment impacts would still be positive compared to the No-Action Alternative. For those businesses that would use a less-congested freeway as a result of tolling, there might be a net benefit because the tollway would likely have more free-flowing traffic than a public freeway, which would reduce travel times. For those businesses using both arterials and the new tollway, the net impact is uncertain because time savings from using the tollway would be offset by increases in congestion on arterials as some travelers try to avoid paying tolls by using surface streets.

Local Government Revenue Impacts. The loss of short-term local government revenues from the Tolling Option would be the same as that from the non-tolled option. This is because the same land would be removed from the tax base. Over the longer term, as property values increase with the improved mobility provided by the Tolling Option compared to the No-Action Alternative, the beneficial impact to local government revenues would likely offset the short-term adverse impacts.

Property Value Impacts. The impacts to property values for the Tolling Option would be the same as those from the non-tolled option. Because of the reduced congestion, property values would increase compared to the No-Action Alternative. The increase in property values would be minor because there would be noticeable improvements to congestion under the Tolling Option compared to the No-Action Alternative, but improvements would not be substantial.

9.5.6 Mitigation Measures

For impacts related to business displacements and relocations, this impacts analysis assumes that the relocation process used by UDOT would make any relocated businesses "whole," and so no mitigation would be required. For businesses that experience short-term access and visibility problems during construction, a traffic access management plan will be developed and implemented by the construction contractor that maintains the public's access to the business during normal business hours.

Mitigation is generally not offered to local governments that are adversely affected when lands are removed from their tax base. Over the long term, increased property values as a result of improved regional transportation access will generate enough revenue to offset the short-term impact to local government revenues.

For residential properties close to the roadway that experience adverse noise and aesthetic impacts and associated loss of property values, no mitigation is specifically recommended. However, the mitigation measures identified in Chapter 13, Noise, would partially mitigate these adverse impacts.

9.5.7 Cumulative Impacts

Cumulative impacts were analyzed for local and regionally important issues (farmlands, air quality, water quality, and ecosystems) as developed with resource agencies and the public during scoping. See Chapter 25, Cumulative Impacts, for a more detailed discussion of cumulative impacts.

9.5.8 Summary of Impacts

Table 9.5-12 below summarizes the impacts from each combination of alternatives and options in Salt Lake County and Utah County. Table 9.5-13 below summarizes these impacts for the tolling option.

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Table 9.5-12. Summary of Impacts to Economic Resources

Alternative[a]	Time Congestion Cost Savings over No-Action	Number of Businesses Displaced	Businesses within 300 Feet of the Right-of-Way	Percent Loss of Tax Revenue
5800 West Freeway / 5600 West Transit / Southern Freeway				
Dedicated Transit	$168 million in 2030; $1.3 billion 2016–2030	44	62	0.85%
Mixed Transit	$168 million in 2030; $1.3 billion 2016–2030	39	62	0.84%
5800 West Freeway / 5600 West Transit / 2100 North Freeway				
Dedicated Transit	$162 million in 2030; $1.2 billion 2016–2030	27	73	0.96%
Mixed Transit	$162 million in 2030; $1.2 billion 2016–2030	22	73	0.95%
5800 West Freeway / 5600 West Transit / Arterials				
Dedicated Transit	$168 million in 2030; $1.3 billion 2016–2030	29	73	1.03%
Mixed Transit	$168 million in 2030; $1.3 billion 2016–2030	24	73	1.02%
7200 West Freeway / 5600 West Transit / Southern Freeway				
Dedicated Transit	$170 million in 2030; $1.3 billion 2016–2030	55	51	0.99%
Mixed Transit	$170 million in 2030; $1.3 billion 2016–2030	50	51	0.98%
7200 West Freeway / 5600 West Transit / 2100 North Freeway				
Dedicated Transit	$165 million in 2030; $1.3 billion 2016–2030	38	62	1.11%
Mixed Transit	$165 million in 2030; $1.3 billion 2016–2030	33	62	1.09%
7200 West Freeway / 5600 West Transit / Arterials				
Dedicated Transit	$171 million in 2030; $1.3 billion 2016–2030	40	62	1.16%
Mixed Transit	$171 million in 2030; $1.3 billion 2016–2030	35	62	1.16%

The results in the table summarize the combined total impact for both the Salt Lake County and Utah County alternatives. The total impact includes both roadway and transit.

[a] Dedicated Transit = Dedicated Right-of-Way Transit Option; Mixed Transit = Mixed-Traffic Transit Option

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Table 9.5-13. Summary of Impacts to Economic Resources, Tolling Option[a]

Alternative[a]	Time Congestion Cost Savings over No-Action	Number of Businesses Displaced	Businesses within 300 Feet of the Right-of-Way	Percent Loss of Tax Revenue
5800 West Freeway / 5600 West Transit / Southern Freeway				
Dedicated Transit	$111 million in 2030; $1.2 billion 2011–2030	44	62	0.85%
Mixed Transit	$111 million in 2030; $1.2 billion 2011–2030	39	62	0.84%
5800 West Freeway / 5600 West Transit / 2100 North Freeway				
Dedicated Transit	$113 million in 2030; $1.2 billion 2011–2030	27	73	0.96%
Mixed Transit	$113 million in 2030; $1.2 billion 2011–2030	22	73	0.95%
5800 West Freeway / 5600 West Transit / Arterials				
Dedicated Transit	$123 million in 2030; $1.3 billion 2011–2030	29	73	1.03%
Mixed Transit	$123 million in 2030; $1.3 billion 2011–2030	24	73	1.02%
7200 West Freeway / 5600 West Transit / Southern Freeway				
Dedicated Transit	$103 million in 2030; $1.1 billion 2011–2030	55	51	0.99%
Mixed Transit	$103 million in 2030; $1.1 billion 2011–2030	50	51	0.98%
7200 West Freeway / 5600 West Transit / 2100 North Freeway				
Dedicated Transit	$105 million in 2030; $1.1 billion 2011–2030	38	62	1.11%
Mixed Transit	$105 million in 2030; $1.1 billion 2011–2030	33	62	1.09%
7200 West Freeway / 5600 West Transit / Arterials				
Dedicated Transit	$115 million in 2030; $1.2 billion 2011–2030	40	62	1.16%
Mixed Transit	$115 million in 2030; $1.2 billion 2011–2030	35	62	1.16%

The results in the table summarize the combined total impact for both the Salt Lake County and Utah County alternatives. The total impact includes both roadway and transit.

[a] Dedicated Transit = Dedicated Right-of-Way Transit Option; Mixed Transit = Mixed-Traffic Transit Option

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