

Provo-Orem Bus Rapid Transit
Provo-Orem, Utah
Small Starts Project Development
(Rating Assigned November 2015)

Summary Description	
Proposed Project:	Bus Rapid Transit 10.5 Miles, 18 Stations
Total Capital Cost (\$YOE):	\$149.99 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (50.0%)
Annual Operating Cost (opening year 2017):	\$3.59 Million
Current Year Ridership Forecast (2012):	11,300 Daily Linked Trips 3,533,200 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Utah Transit Authority (UTA) is proposing a Bus Rapid Transit (BRT) line to serve the cities of Provo and Orem in Utah County. The project is planned to operate from the Orem Intermodal Center to the Provo Intermodal Center, in an exclusive, at-grade right-of-way for approximately 5.3 miles and in mixed traffic at-grade for an estimated 5.2 miles. The project includes the purchase of 25 new BRT vehicles. Service is planned to be provided every five minutes during weekday peak periods, every 10 minutes during weekday off-peak periods, every 15 minutes during weekday evenings, and every 20 minutes on Saturdays.

Project Purpose: Growth from Brigham Young University and Utah Valley University, coupled with new housing and economic development opportunities, has necessitated more mobility improvements in the project corridor, which is quickly becoming capacity constrained according to the Mountainland Association of Governments (MAG). To meet this demand, the project would provide more frequent, higher capacity transit services connecting the university campuses to housing in Provo and Orem and employment centers within the corridor.

Project Development History, Status and Next Steps: A corridor planning study was initiated by UTA and MAG in 2007, which was completed with the selection of a locally preferred alternative (LPA) in September 2010. The LPA was adopted into the region's fiscally-constrained long range transportation plan in May 2011. The project entered Small Starts Project Development in April 2013. The environmental review process was completed with the issuance by FTA of a Finding of No Significant Impact in March 2015. UTA anticipates receipt of a Small Starts Grant Agreement in Spring 2016, and the start of revenue service in 2017.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$74.99	50.0%
Local: Local Option Sales Tax (sales tax revenues and bond proceeds)	\$68.07	45.4%
Local Contributions (joint right-of-way donated lease agreement)	\$6.93	4.6%
Total:	\$149.99	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county.

- Total employment served by the project is 83,300, rated Medium by FTA benchmarks. Population density in station areas is 7,200 persons per square mile, rated Medium. The project will directly serve downtown Provo and two large universities, Brigham Young University (BYU) and Utah Valley University (UVU) and their combined 67,000 students.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the county through which the project travels is 1.85, which corresponds to a Medium rating.
- Downtown Provo has street-fronting buildings typically between two and three stories in height, but with several as tall as eight stories, and pedestrian-friendly design features. Elsewhere, development in the corridor is largely motor vehicle-focused with large shopping malls, strip retail centers, auto dealerships, and a corporate center. Particularly in Orem, strip retail and large parking lots can impede access to stations from residential areas. Free parking is abundant along the corridor, which corresponds to a Low rating, and university students have low annual fees for parking at BYU and UVU.

ECONOMIC DEVELOPMENT RATING: Medium-Low

Transit-Supportive Plans and Policies: Medium-Low

- *Transit-Supportive Corridor Policies:* Both the Provo and Orem business districts are identified as urban centers that also will include high capacity transportation options. Downtown Provo and adjacent areas on the BRT alignment are identified as transit-oriented development (TOD) areas and a plan for downtown Provo would further enhance its pedestrian and urban attributes. Outside of downtown Provo and two intermodal station areas linking to the regional commuter rail system, plans to make the corridor more transit-supportive have not been developed.
- *Supportive Zoning Regulations Near Transit Stations:* Provo has progressed further than Orem in implementing zoning ordinances that permit higher densities. Buildings in downtown Provo must be at least two stories and can be as high as 12 stories. The city also has TOD zones that include pedestrian-friendly design standards, mixed uses, higher densities, and reduced parking requirements that cover a portion of the alignment. Orem has established Interim TOD zones near the Orem Intermodal Center. Otherwise, existing zoning is not transit-supportive. Both cities have planned development zone designations that allow for higher densities on a project-by-project basis. Commercial minimum parking requirements are similar to most U.S. suburban areas, but base residential requirements are higher than most cities. Parking requirements may be reduced by as much as one-half in adopted TOD zones and in designated areas in or near downtown Provo.
- *Tools to Implement Land Use Policies:* Regional growth policies call for nodal development to support higher density growth and reduce sprawl along Utah's 80-mile Wasatch Front urban region, but do not have strong implementation mechanisms. Revenues made available from tax increment financing in Provo have been used to support the building of parking garages.

Performance and Impacts of Policies: Medium-Low

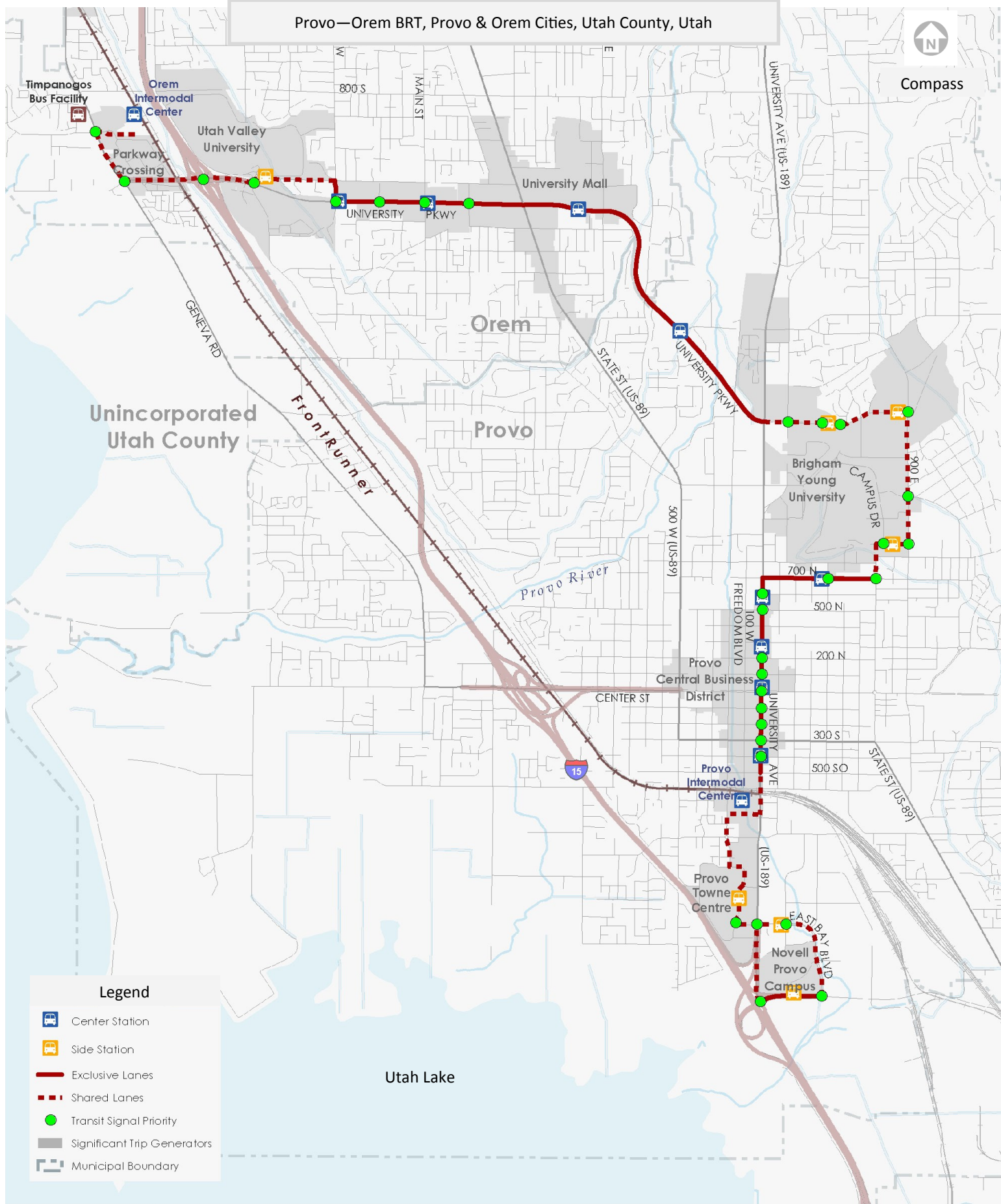
- *Performance of Land Use Policies:* There are few examples of development being planned to be more transit-supportive in Provo and Orem. Some recent corporate projects have added new employees in downtown Provo. Two major developments are currently proposed in the corridor: one transit-supportive (redevelopment of a mall in Orem as a mixed-use new urbanist development) and one not transit-supportive (a 49-acre shopping center in Provo).
- *Potential Impact of Transit Investment on Regional Land Use:* With large amounts of land now used for parking lots, opportunities for redevelopment exist throughout most of the Provo-Orem BRT corridor. Development in Provo-Orem remains auto-oriented and a market for TOD has yet to mature. Provo-

Orem is a fast growing area and if a greater interest for urban living takes hold, there is potential for land uses to change and for the BRT corridor to grow.

Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

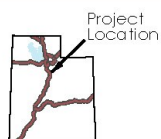
- The Provo City Housing Authority is a recipient of The Federal Department of Housing and Urban Development funds and the City of Provo also has a Moderate Income Housing Plan consistent with state requirements. A large part of the plan is to implement zoning that can support lower to moderate income needs through the private market, such as manufactured housing, cluster development, and accessory apartments. The city's plan also supports options for redevelopment areas, housing assistance programs, and special housing for the elderly, disabled, and other special groups.
- The Orem housing plan has very little content to address affordable housing.

Provo—Orem BRT, Provo & Orem Cities, Utah County, Utah



Legend

- Center Station
- Side Station
- Exclusive Lanes
- Shared Lanes
- Transit Signal Priority
- Significant Trip Generators
- Municipal Boundary



Map projection is UTM12N
NAD83. Base data layers from
the State of Utah Automated
Geographic Reference Center
(AGRC).

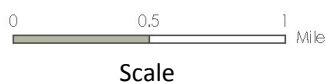


Figure ES-1
Preferred Alternative

