

Ogden/Weber State University BRT
Ogden, Utah
Small Starts Project Development
(Rating Assigned November 2018)

Summary Description	
Proposed Project:	Bus Rapid Transit 5.3 Miles, 13 Stations
Total Capital Cost (\$YOE):	\$79.00 Million <small>(Includes \$0.8 million in finance charges)</small>
Section 5309 CIG Share (\$YOE):	\$49.75 Million (63.0%)
Annual Operating Cost (opening year 2022):	\$2.35 Million
Current Year Ridership Forecast (2018):	2,500 Daily Linked Trips 1,261,600 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Utah Transit Authority (UTA) proposes to implement bus rapid transit in the corridor connecting the Ogden FrontRunner commuter rail station with Weber State University (WSU) and McKay Dee Hospital. The project includes 2.2 miles of exclusive bus lanes, transit signal priority, the purchase of eight uniquely branded vehicles, and construction of a transit center on the WSU campus. On weekdays, the service is planned to operate every 10 minutes during peak periods and every 15 minutes during off-peak periods and evenings. On weekends, service is planned to operate every 30 minutes.

Project Purpose: The project corridor serves multiple activity centers, including WSU with 26,000 students, downtown Ogden, the Junction shopping district, and the Lindquist Field minor-league baseball stadium. The project includes a new bus-only road on WSU's campus to improve transit travel times and provide more direct service between the university and key local destinations. The project connects two nearby but separate pieces of WSU's campus, thereby allowing more efficient use of existing parking facilities on campus. Finally, the project is expected to help reduce overcrowding on existing bus service and improve access to major destinations in Ogden through the connection with the FrontRunner commuter rail station.

Project Development History, Status and Next Steps: A locally preferred alternative (LPA) was selected in August 2015, and adopted into the fiscally constrained long-range transportation plan in January 2016. The project entered Small Starts Project Development in September 2018. The environmental review process is expected to be completed by March 2019 with issuance of a Finding of No Significant Impact. UTA anticipates receipt of a Small Starts Grant Agreement in December 2019, and the start of revenue service in January 2022.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$49.75	63.0%
FHWA Flexible Funds (Surface Transportation Program)	\$5.00	6.3%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$1.00	1.3%
State:		
Utah Department of Transportation Cash Contribution	\$0.05	0.1%
Local:		
UTA Proposition 1 Sales Tax Revenues	\$8.00	10.1%
Weber County Transportation Sales and Use Tax Revenues	\$7.50	9.5%
Ogden City Sales Tax Revenues	\$4.10	5.2%
Other:		
WSU Right-of-Way Donation	\$3.60	4.5%
Total:	\$79.00	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 density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The station areas have an average population density of 6,500 persons per square mile, corresponding to a Medium rating by FTA benchmarks. The project would serve a total of 39,900 employees, corresponding to a Low rating. The submission did not identify the cost of parking in Ogden's central business district (CBD), though there is an abundant supply of parking. The ratio of station area to county LBAR housing is 3.72, which corresponds to a High rating.
- The Downtown Ogden stations include a mix of low rise commercial and warehouse buildings with surface parking in front. The middle part of the corridor is defined by historic single-family homes and low-rise commercial and institutional land uses. Further south the corridor contains single-family residences with schools and some light commercial uses. The final section of the corridor includes the campus of Weber State University (WSU), which has a mix of uses on its self-contained campus.
- The Downtown Ogden station areas are served by a complete pedestrian infrastructure, with sidewalks on all roads and pedestrian-oriented streetscapes in some areas. The remainder of the corridor has sidewalks but provides a less comfortable walking environment.

ECONOMIC DEVELOPMENT RATING: Medium-Low

Transit-Supportive Plans and Policies: Medium-Low

- *Transit-Supportive Corridor Policies:* The Ogden General Plan encourages transit-supportive economic development and locating transit stops at new mixed-use centers. The neighborhood plan for the CBD supports higher-density transit-supportive development, but the remaining neighborhoods are planned to remain single-family housing areas. The Ogden Onboard Study, an ongoing, multi-agency initiative to plan for transit-oriented development in the corridor, will identify land use and design recommendations for the corridor with an emphasis on four sites.
- *Supportive Zoning Regulations Near Transit Stations:* Mixed-use zoning in the Ogden CBD stipulates that density is to be determined on a case-by-case basis such that new development is in scale with surrounding uses. Most other zoning between downtown and the WSU campus is single-family residential. The Ogden Onboard Study may identify recommendations to changes in zoning in station areas to encourage transit-oriented development.
- *Tools to Implement Land Use Policies:* The Ogden Onboard Study is being developed with significant public and private sector participation. The Ogden Redevelopment Agency can use tax increment financing in redevelopment areas in downtown Ogden to support development projects and fund public infrastructure.

Performance and Impacts of Policies: Medium-Low

- *Performance of Land Use Policies:* The existing mixed-use zoning and Redevelopment Agency activities have resulted in one major entertainment center project in downtown Ogden.
- *Potential Impact of Transit Investment on Regional Land Use:* A recent market analysis found the highest development potential at the ends of the corridor in downtown Ogden and around the WSU campus, with limited potential elsewhere.

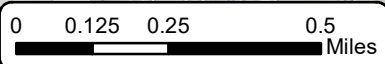
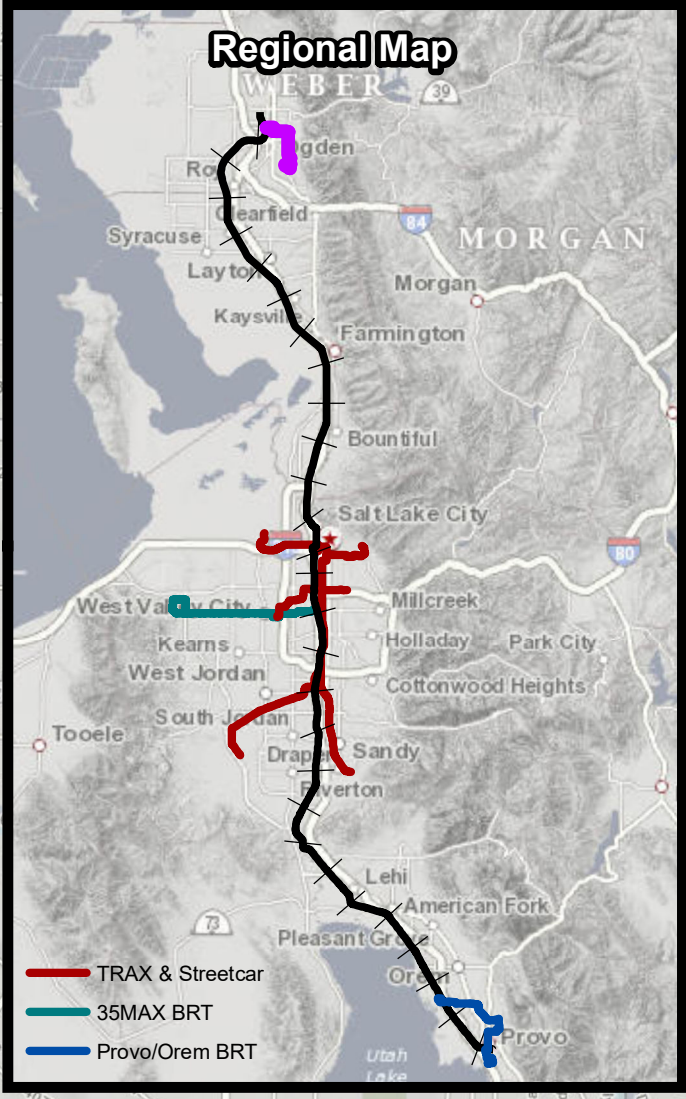
Tools to Maintain or Increase Share of Affordable Housing: Low

- There has not been a study of affordable housing needs in the corridor. The Ogden Onboard Study will evaluate how potential development projects in the corridor could preserve or increase the affordable housing supply. Up to 20 percent of the tax increment financing revenues available to redevelopment areas in downtown Ogden can be used to support the development of affordable housing.

Ogden/Weber State University BRT



Ogden Commuter Rail Station



- Ogden/WSU BRT
- Exclusive Lanes
- Ogden/WSU BRT Stations
- FrontRunner (Commuter Rail)
- Ogden FrontRunner Station

The Junction
 Downtown Ogden
 Washington Blvd
 25th Street and Jefferson Ave
 25th Street and Monroe Blvd
 Harrison Blvd and 25th Street

Harrison Blvd and 28th Street

Harrison Blvd and 32nd Street

Harrison Blvd and 36th Street

Weber State University
 WSU Main Campus
 WSU Student Housing

McKay-Dee Hospital

Dee Events Center

