

Provo-Orem Bus Rapid Transit, Corridor Capacity Improvements

and

Timpanogos Maintenance Facility Expansion

Orem City Council Update

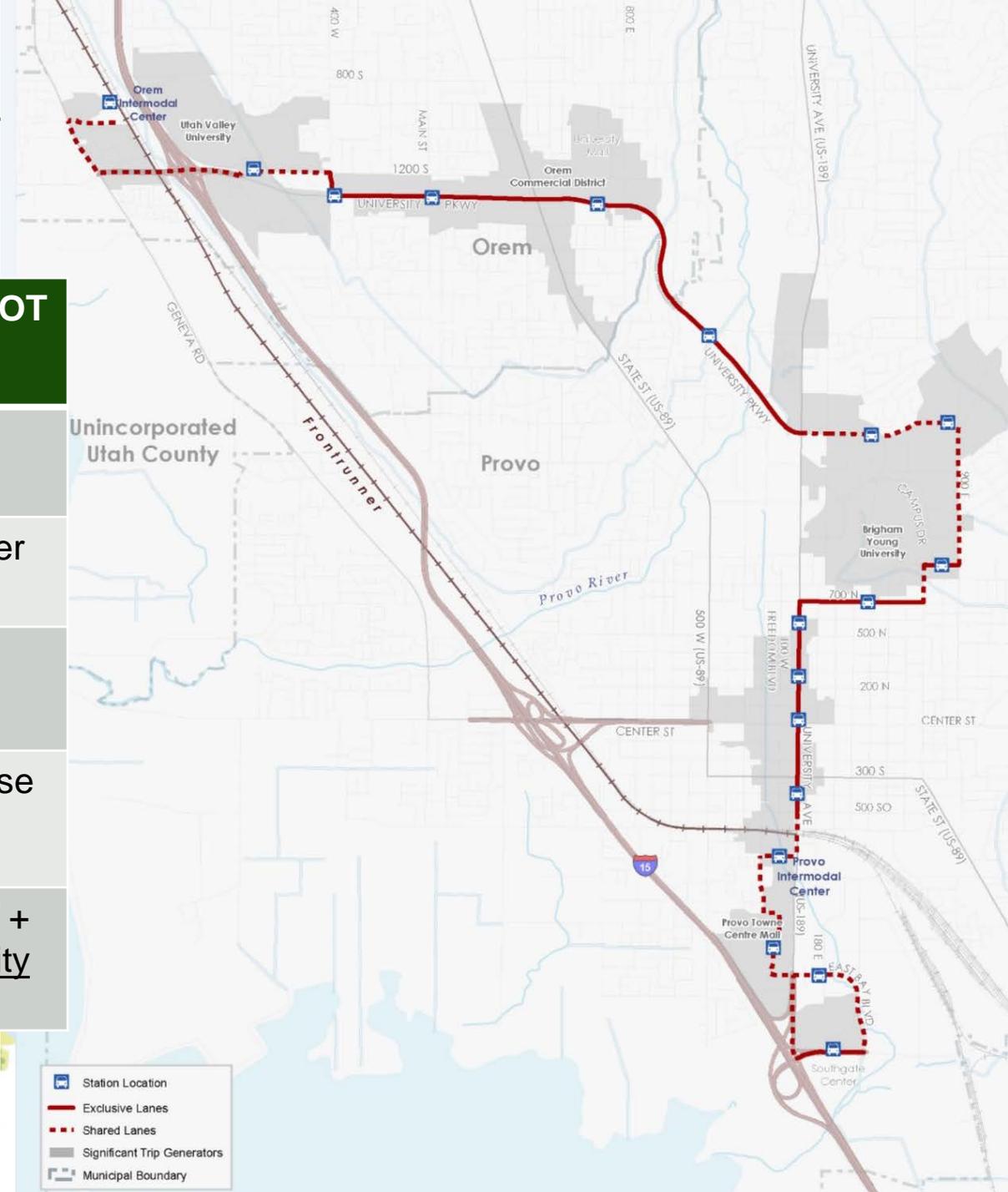
August 26, 2014





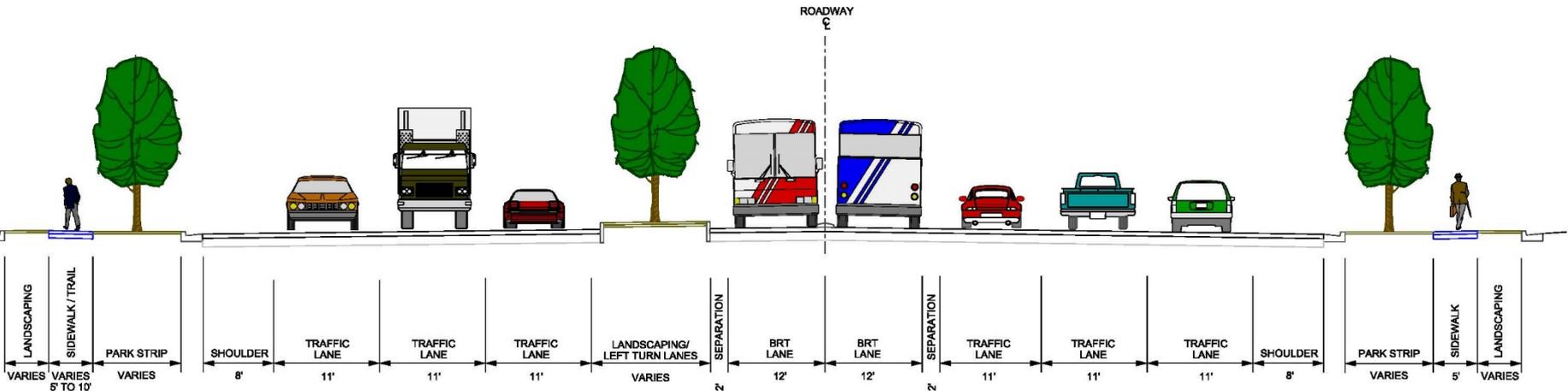
Project Alignment

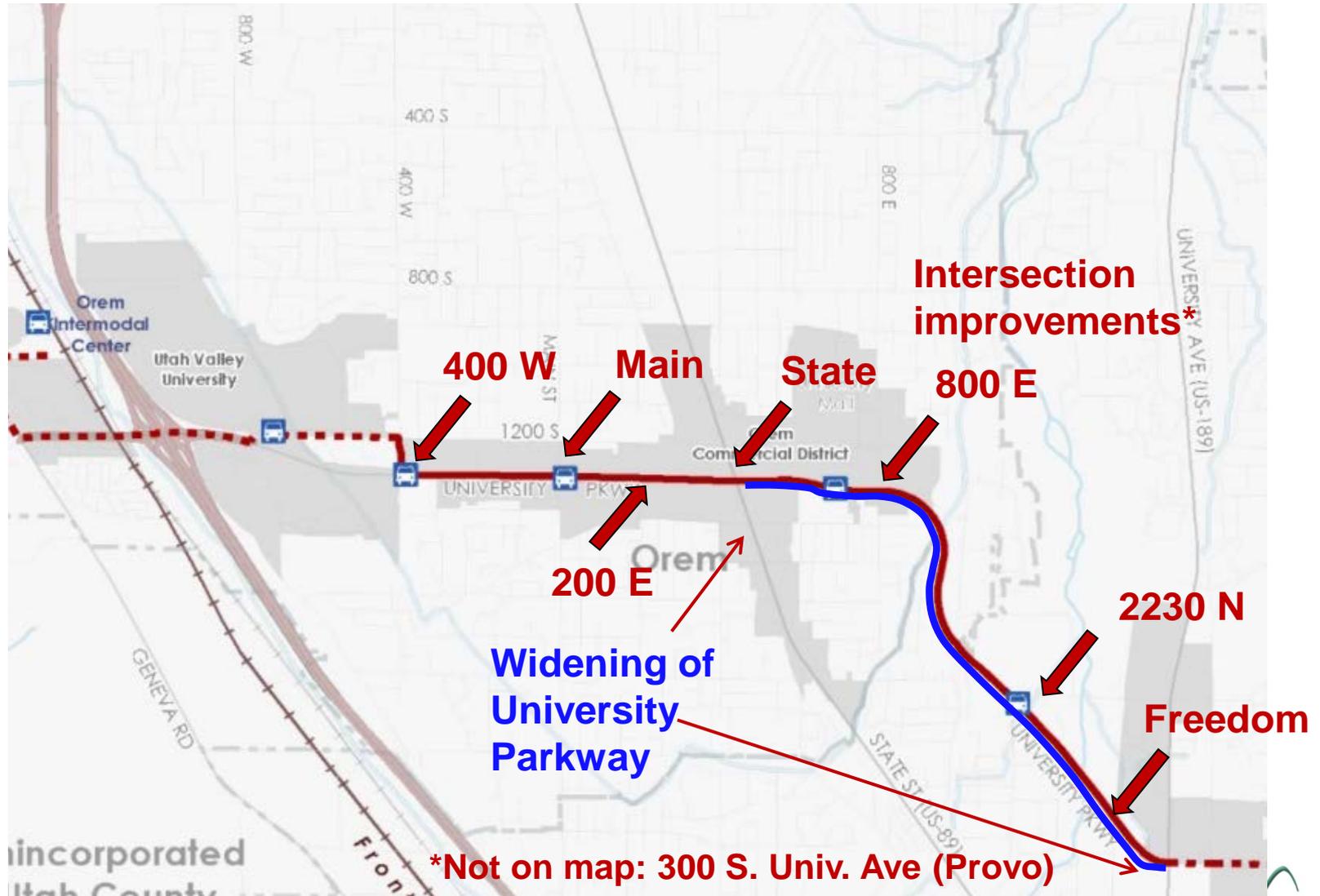
	Info BRT & UDOT Project
Length	10.5 miles
Stations	18 (2 commuter rail)
Exclusive Lanes	51%
Corridor Person Capacity	22-36% increase
Phase I <u>Total</u> Project Cost	\$150 M – BRT + \$36.5 - Capacity \$186.5M



- Station Location
- Exclusive Lanes
- Shared Lanes
- Significant Trip Generators
- Municipal Boundary

	Current Bus Route 830	BRT Project (2016)
Ridership	3,600 / day	12,900 / day 2016 16,400 / day 2030
Frequency	15 min	5 min peak hours
Travel Time	46 min	37-38 min (42 min by car)
Car Trips Converted to Transit		5,000 car trips

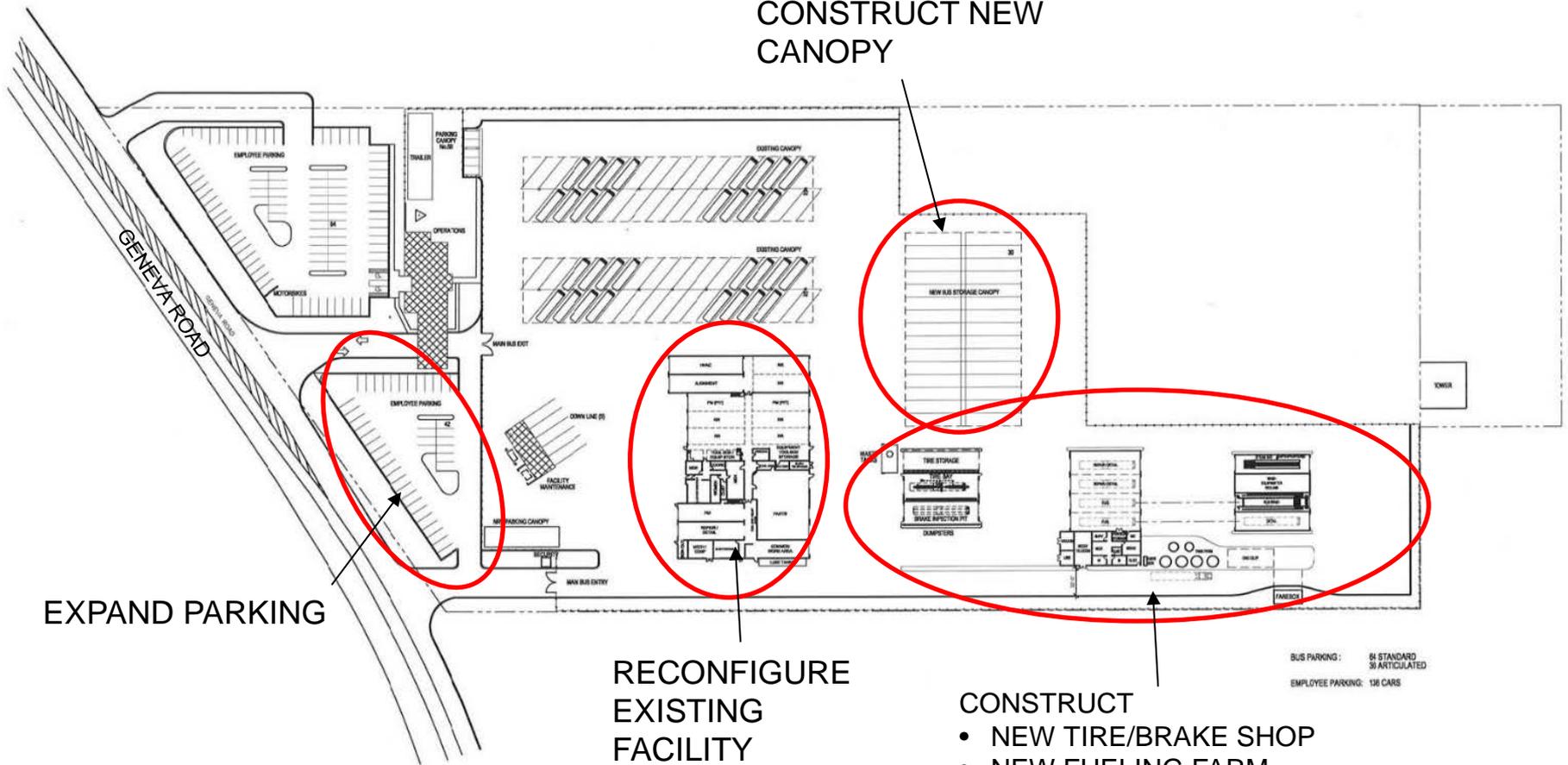






Timpanogos Bus Maintenance Facility

- Concept Plan -



BUS PARKING: 84 STANDARD
39 ARTICULATED
EMPLOYEE PARKING: 138 CARS

- CONSTRUCT
- NEW TIRE/BRAKE SHOP
- NEW FUELING FARM
- NEW WASH BUILDING
- NEW FARE COLLECTION





Project & Procurement Schedule

Project Schedule	2014												2015				2016			
	J	F	M	A	M	J	J	A	S	O	N	D	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Environmental Assessment																				
Revised Environmental Assessment	█																			
Public Comment Period																				
Finding of No Significant Impact																				
Grant																				
Small Starts and Grant Application	█																			
Project Management Plan	█																			
Financial Plan	█																			
FTA Readiness Review																				
Funding Recommendations																				
Small Starts Grant Agreement																				
Design																				
BRT Preliminary Design	█																			
BRT Final Design Procurement																				
Final Design																				
Timp Bus Facility Preliminary Design																				
Construction																				
BRT CM/GC Construction Procurement																				
BRT CM/GC Construction																				
Timp Bus Facility D/B Procurement																				
Timp Bus Facility D/B Construction																				
Revenue Service																				
Revenue Service																				



Questions and Answers

Questions?

UTAH COUNTY HAS 4 TRANSPORTATION TAXES

PAGE 1 OF 4



UTAH CODE TITLE 59, CHAPTER 12
SALES & USE TAX ACT
COMBINED SALES AND USE TAX RATES

Tax Rates Subject to Streamline Sales Tax Rules
OTHER TAXES APPLY TO CERTAIN TRANSACTIONS

Rates In effect as of October 1, 2011

Please see instructions below

ST = State Sales & Use Tax
LS = Local Sales & Use Tax
MT = Mass Transit Tax
MA = Add'l Mass Transit Tax
MF = Mass tran Fixed Guideway
CT = County Option Transportation
SM = Supplemental State Sales & Use
HH = County Airport, Highway, Public Transit
RH = Rural Hospital Tax
CZ = Botanical, Cultural, Zoo Tax (County)

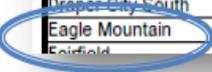
MZ = Botanical, Cultural, Zoo Tax (Municipality)
HT = Highways Tax
CO = County Option Sales Tax
TO = Town Option Tax
TN = City or Town Option Tax
RR = Resort Community Tax
RA = Add'l Resort Comm. Tax
(a) Taxing entity is not an incorporated city or town
*See instructions below.

Location	Cnty/ City Code	ST*	LS	MT	MA	MF	CT	SM	HH	RH	CZ	MZ	HT	CO	TO	TN	RR	RA	Combined Sales Rate
Snyderville Basin Tr Dist	(a) 22-900	4.70% *	1.00%	0.30%							0.10%			0.25%					6.35%
Tooele County	23-000	4.70% *	1.00%											0.25%					5.95%
Erda	(a) 23-017	4.70% *	1.00%	0.30%										0.25%					6.25%
Grantsville	23-023	4.70% *	1.00%	0.30%															
Lakepoint	(a) 23-030	4.70% *	1.00%	0.30%															
Lincoln	(a) 23-065	4.70% *	1.00%	0.30%															
Ophir	23-037	4.70% *	1.00%																
Stockton	23-046	4.70% *	1.00%																
Tooele City	23-048	4.70% *	1.00%	0.30%							0.10%			0.25%					6.35%
Vernon	23-050	4.70% *	1.00%																
Wendover	23-052	4.70% *	1.00%																
Rush Valley	23-056	4.70% *	1.00%																
Stansbury Park	(a) 23-066	4.70% *	1.00%	0.30%															
Uintah County	24-000	4.70% *	1.00%								0.10%			0.25%					6.35%
Naples	24-014	4.70% *	1.00%																
Vernal	24-024	4.70% *	1.00%																
Ballard	24-028	4.70% *	1.00%																
Utah County	25-000	4.70% *	1.00%	0.35%		0.30%													
Alpine	25-001	4.70% *	1.00%	0.35%		0.30%													
American Fork	25-002	4.70% *	1.00%	0.35%		0.30%				0.25%				0.25%					6.75%
Cedar Fort	25-019	4.70% *	1.00%	0.35%		0.30%				0.25%				0.25%					6.75%
Draper City-South	25-029	4.70% *	1.00%	0.35%		0.30%				0.25%				0.25%					6.75%
Eagle Mountain	25-030	4.70% *	1.00%	0.25%		0.30%				0.25%				0.25%					6.75%
Empire	25-035	4.70% *	1.00%	0.35%		0.30%				0.25%				0.25%					6.75%

1985 1st Quarter - Voted per City
\$12.5M/Yr - Directly to UTA

2006 2nd Quarter (Part 15) - Voted .25, Leg. .30
\$15.2M/Yr (8% HWYs - 87% Rail - 5% Transit)

2009 3rd Quarter (Part 19) - County Admin. Action - \$12.5M/Year - 100% HWYs



Total Tax

\$10 Vehicle Registration Fee Enacted by Utah County Commission in 2006 by administrative action Right of Way projects only



Transportation Sales Tax Use by County

Prepared by Chad Eccles, (801) 229-3824

1st Quarter

2nd Quarter

Given extra .05% to accommodate for loss of sales tax on food

3rd Quarter

1/20th required to go toward corridor preservation

4th Quarter



Passed upon initial UTA annexation . Funds current bus operations.



Passed in 2000 to fund commuter rail north



~~Chose not to place it before voters.~~



~~Not used. Legislative action required.~~



Passed upon initial UTA annexation. Funds current bus operations.



Passed in 2000 to fund commuter rail north and other bus and rail projects.



Legislature approved priority list, passed by voters in 2006. Funds commuter rail south, 2015 rail projects and roads .



~~Not used. Legislative action required.~~



Passed upon initial UTA annexation on city basis, expanded county wide in 2011. Funds current bus operations.



Passed in 2006 and used for commuter rail south 87% road projects 8% other transit projects 5%.



Passed by County Commission action in 2008 and funds road projects only.



~~Not used. Legislative action required.~~



Passed upon initial UTA annexation . Funds current bus operations.



Passed in 2000 to fund commuter rail north.



Passed in 2006 but not used. Accumulates in the County's account. COG to determine projects.



~~Not used. Legislative action required.~~

Population:

Davis County 307,856
Utah County 520,049

Salt Lake County
Weber County

1.03 m
232,228

Population Source: U.S. Census Bureau, 2010

Utah County Transportation Sales Taxes 2012-2017

Funding and Projects

11 October 2011

1st Quarter	Project Name	2nd Quarter (Part 15) Vote 2006 \$15m/yr Leg. Changed to .30 8%HWY/92% Transit		3rd Quarter (Part 19) County Commission Administrative Action 2009 \$12.5m/yr												Vehicle Registration Fee County Commission Adm. 2006 \$3.7m/yr				*MPO Funds		Total Funds					
				State Roads - .10¢				Regional Roads - .10¢				ROW - .05¢				ROW - \$10											
				Bond		Cash Flow		Bond		Cash Flow		Bond		Cash Flow		Bond		Cash Flow									
		Cost	Paid	Cost	Paid	Cost	Paid	Cost	Paid	Cost	Paid	Cost	Paid	Cost	Paid	Cost	Paid	Cost	Paid	Cost	Paid	Cost	Paid				
Vote 1985-2010 \$12.5m/yr	I-15 CORE			22.300	22.300			12.700	12.700			2.426	2.426			27.574	27.574					65.000 m	65.000 m				
	American Fork 900 West							3.500														3.500 m	0.000 m				
Directly to UTA	Elk Ridge DR	0.946						7.054	0.019													8.000 m	0.019 m				
Bus Fleet O&M	Freedom BLVD RR Bridge									7.400				2.100				0.500				10.000 m	0.000 m				
	Geneva RD			0.760	0.760							10.900	10.900					3.380	3.380	4.960	3.540	20.000 m	18.580 m				
	HWY 147					1.750																1.750 m	0.000 m				
	Lehi 2300 West	2.800	2.129																			2.800 m	2.129 m				
	Murdock Connector	1.984						0.216	0.216	1.970												4.170 m	0.216 m				
	North County Blvd	15.634	9.283	16.455	10.033	7.862		10.937	0.435			5.439	5.325	2.852								59.179 m	25.076 m				
	Pioneer Crossing BLVD	30.000	30.000																			30.000 m	30.000 m				
	Pony Express PKWY							1.658	1.658	0.242		1.600	1.600									3.500 m	3.258 m				
	Provo NW Connector Study							2.500	0.313													2.500 m	0.313 m				
	Provo Reservoir Canal Trail	2.900	2.900																			2.900 m	2.900 m				
	Santaquin Main ST			1.215				2.165	1.759													3.380 m	1.759 m				
	US 6 Elberta																					0.000 m	0.000 m				
	Interest Expense	5.736	5.736			0.293	0.293			0.293	0.293											6.322 m	6.322 m				
	Project Totals	60.000	50.048	40.730	33.093	9.905	0.293	40.730	17.101	9.905	0.293	20.365	20.251	4.952	0.000	27.574	27.574	3.880	3.380	4.960	3.540	223.001 m	155.572 m				
	Total Funding Available	60.000	60.000	40.730	40.600	11.545	5.995	40.730	40.580	11.545	5.995	20.365	20.300	5.772	2.997	27.574	27.574	4.980	4.060	4.960	4.960	228.201 m	213.061 m				
	Balance	0.000	9.952	0.000	7.507	1.640	5.702	0.000	23.479	1.640	5.702	0.000	0.049	0.820	2.997	0.000	0.000	1.100	0.680	0.000	1.420	5.200 m	57.488 m				
	Cash Flow & Bonding	na		Total Bonding 101.825												Total Cash Flow 28.862				Bond 27.574		CF 4.980		na		129.399	

Notes: Cash flow Total Available for Part 19 is projected amounts for 6 years, 2012 through 2017

*MPO funds of \$4.69m are used for Geneva RD and paid back by funding American Fork 900 West and a portion of Santaquin Main ST.

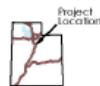
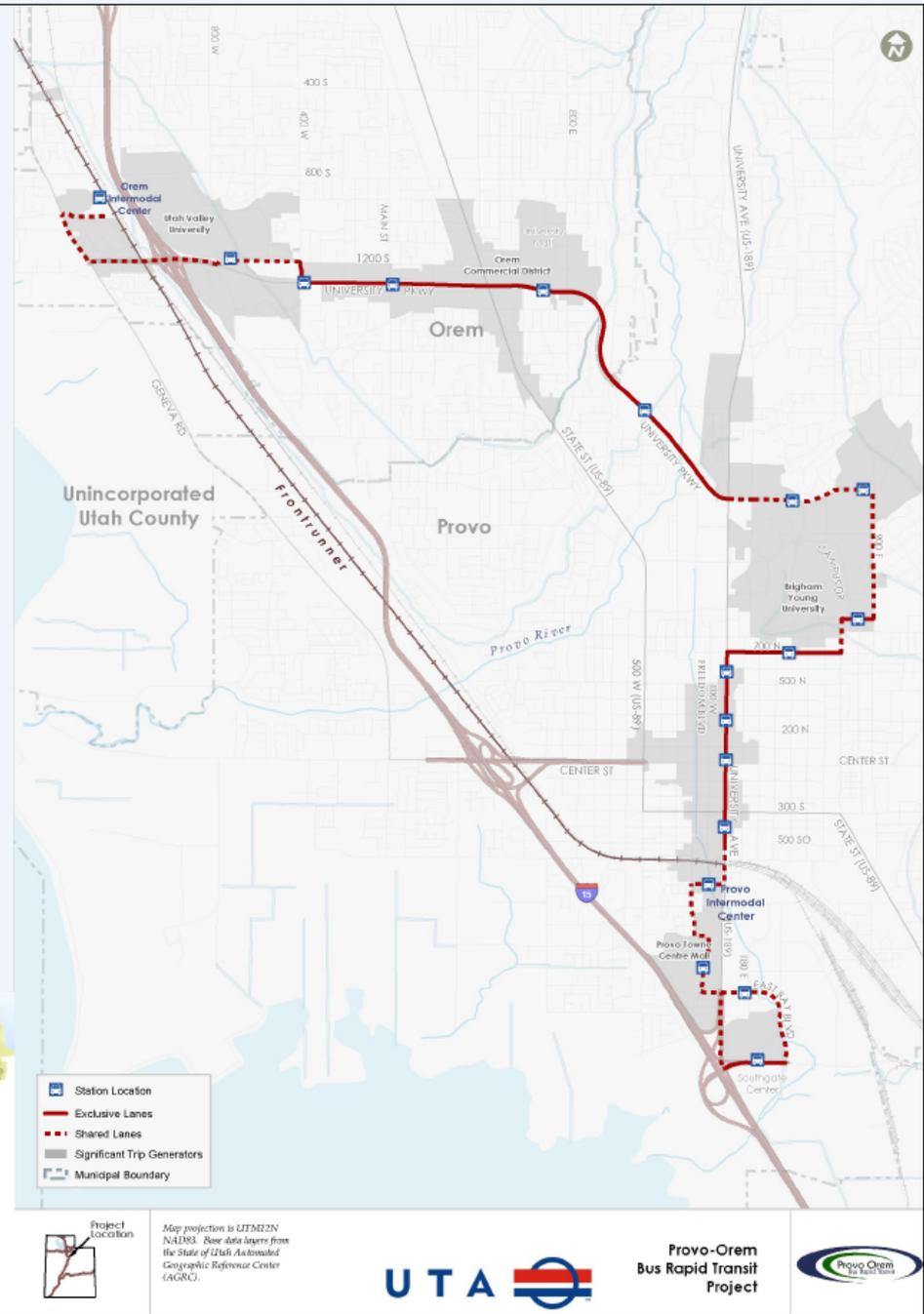
City	Sales Tax	% of total	est 3rd 1/4	Culm total
Orem	\$17,150,811	22.03%	\$3,744,380	22.03%
Provo	\$15,474,360	19.87%	\$3,378,376	41.90%
Lehi	\$7,288,304	9.36%	\$1,591,189	51.26%
AF	\$5,902,506	7.58%	\$1,288,640	58.84%
SF	\$4,647,615	5.97%	\$1,014,671	64.81%
Springville	\$4,053,581	5.21%	\$884,981	70.01%
PG	\$3,845,660	4.94%	\$839,588	74.95%
Lindon	\$2,954,675	3.79%	\$645,067	78.75%
Payson	\$2,617,216	3.36%	\$571,393	82.11%
SS	\$2,312,248	2.97%	\$504,812	85.08%
EM	\$2,035,190	2.61%	\$444,324	87.69%
Highland	\$1,686,155	2.17%	\$368,123	89.86%
UT co	\$1,665,187	2.14%	\$363,545	91.99%
CH	\$1,108,065	1.42%	\$241,914	93.42%
Vineyard	\$1,047,262	1.34%	\$228,639	94.76%
Alpine	\$946,173	1.22%	\$206,569	95.98%
Santaquin	\$931,029	1.20%	\$203,263	97.17%
Mapleton	\$811,922	1.04%	\$177,260	98.22%
Salem	\$731,043	0.94%	\$159,602	99.15%
ER	\$233,334	0.30%	\$50,942	99.45%
Genola	\$155,895	0.20%	\$34,035	99.65%
WH	\$130,157	0.17%	\$28,416	99.82%
Goshen	\$86,263	0.11%	\$18,833	99.93%
CF	\$38,192	0.05%	\$8,338	99.98%
Fairfield	\$14,197	0.02%	\$3,100	100.00%
Total	\$77,867,040	100.00%	\$17,000,000	



Provo Orem Bus Rapid Transit

The Utah Transit Authority proposes to build the Provo Orem BRT project that will serve as collector and distributor of passengers to and from the Provo and Orem Commuter Rail Stations to major destinations in the area including; Brigham Young University, Utah Valley University, 2 shopping malls, downtown Provo, and other major employment centers. The project will consist of exclusive bus lanes, modern articulated busses, level boarding platforms, shelters, benches, ticket vending machines, landscaping, transit signal priority, and bus maintenance facility expansion. The Provo Orem BRT is a regionally significant transportation project and is expected to provide a high capacity, high-quality, and more reliable transit service to this area of growing population and employment.

Project Details	
Length	10.5 Miles
Stations	18 Stations
Exclusive Lanes	51% Exclusive Lanes
Ridership	12,900 riders a day
Frequency	5 minutes (during peak)
Travel Time	38 minutes
Project Funding	
Total Project Cost	\$150 Million
Small Starts Grant	\$75 Million
Local Sales Tax & ROW	\$75 Million



Map projection is UTM22N NAD83. Base data layers from the State of Utah Automated Geographic Reference Center (AGRC).



Provo-Orem
Bus Rapid Transit
Project

