

Utah County Commission

Andrew Jackson

I have 2 items to address, first BRT and second a natural resource plan

I would like to comment on 4 issues related to the Provo Orem BRT. I want to make sure you have accurate information. I have worked on this project for many years and wanted to answer some questions people have asked me.

1st. I've heard people say this is a new project that no one knew about and it just recently slipped by. In reality the project has been discussed for nearly 15 years. In November of 2006, Utah County voters approved an opinion question dealing with transit and roads, including public involvement related to BRT this opinion question passed by a 69% majority. A quick search of the Daily Herald website will show over 200 articles dealing with BRT. On September 4, 2014 we had 22 voting member in attendance at the MPO meeting, with 18 yes, 3 no and 1 abstained on this issue. MPO bylaws state 31 total voting members, Quorum = 12, Simple majority of voting quorum present constitutes passage. Of those in attendance 82% voted in favor. Those voting yes were nearly 60% of the total voting membership. I have no way of knowing how those who were not in attendance would have voted, but even if they all voted against the project it would have still passed. Please see the handout copy of the Orem City mailer sent to all households in Orem in 2006.

2nd I've heard people say this will take up all of the money for future projects. Actually, not including the BRT project, over the next 4 years local, state and federal dollars are program for nearly \$500 million in roadway projects. As planned during the same period of time, less than 25 million local funding will be spent on BRT or about 5% of the total funding.

3rd I've heard people say that large public transportation projects often end up greatly exceeding original cost projections. That may happen in Boston, California, and Europe, but not in Utah. Since 2007, projects have come in at or below engineers estimates. UTA projects similar to BRT have been over \$40 million less than engineers estimates. The I-15 core project was originally estimated to be \$4.65 billion. It was bid at \$1.72 billion nearly \$3 billion less than the estimate. The project returned several hundred million dollars in cash and bonding authority to the state. Local sales tax dollars in the amount of \$65 million were reprogrammed to the SF to Payson I-15 in fill project, and additional projects in North Utah county.

4th I've heard people say that this is an earmarking of the sales tax and the funding should be more formula driven. Nearly 43% of all sales tax is generated in Provo and Orem. Only about 30% would be used for BRT. Lehi, the next highest generator accounts for about 9% of sales tax generation. Provo and Orem subsidize projects in the rest of the county. From 2007 to 2018 which our next phase funding horizon about 27% of projects funds have been allocated to Provo and Orem or about 17% less than what is generated in those two cities. With the BRT bond and O&M adding in to 2018 it goes to 33%, still 10% less than the tax generated in Provo and Orem

CIB funding

Thank you for your time and I would be happy to answer any questions