

**Provo-Orem Bus Rapid Transit  
Utah County, Utah  
Small Starts Project Development  
(Rating Assigned November 2014)**

<b>Summary Description</b>	
<b>Proposed Project:</b>	Bus Rapid Transit 10.5 Miles, 18 Stations
<b>Total Capital Cost (\$YOE):</b>	\$149.92 Million
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$74.99 Million (50.0%)
<b>Annual Operating Cost (opening year 2017):</b>	\$3.58 Million
<b>Current Year Ridership Forecast (2012):</b>	11,300 Daily Linked Trips 3,533,200 Annual Linked Trips
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	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 would 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 also includes the purchase of 25 new BRT vehicles. Service would be provided every five minutes during weekday peak periods, every 10 minutes during off-peak periods, every 15 minutes during weekday evenings and every 20 minutes on Saturdays.

**Project Purpose:** According to local officials, growth from Brigham Young University and Utah Valley University, coupled with new housing and economic development opportunities, have 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, that 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 plan in May 2011. The project entered Small Starts Project Development in April 2013. The environmental review process will be complete with the issuance of a Finding of No Significant Impact in spring 2015. UTA anticipates a receipt of a Small Starts Grant Agreement in fall 2015, 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>
<b>Federal:</b> Section 5309 New Starts	\$74.99	50.0%
<b>Local:</b> Local Option Sales Tax (sales tax revenues and bond proceeds)	\$68.00	45.4%
Local Contributions (Joint ROW purchase and construction)	\$6.93	4.6%
<b>Total:</b>	<b>\$149.92</b>	<b>100.0%</b>

**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.