

Utah Transit Authority Draft Five-Year Capital Plan – 2022 through 2026



Connecting the 2022 Budget to the UTA Strategic Framework

MISSION

PROVIDE INTEGRATED MOBILITY SOLUTIONS TO SERVICE LIFE'S CONNECTIONS, IMPROVE PUBLIC HEALTH AND ENHANCE QUALITY OF LIFE

UTA FOCUS AREAS

SERVICE

PEOPLE

STEWARDSHIP

UTA STRATEGIC OBJECTIVES

- Innovate & Integrate our System
- Deliver Excellence

- Develop our People
- Create a Diverse & Inclusive Workforce

- Protect our Environment
- Safeguard our Future



5-Year Capital Plan Goals:

- Maintain a safe system that operates in state of good repair
- Provide a plan consistent with the constraints of the projected capital budget
- Provide a plan consistent with available capacity of project delivery resources
- Include service expansion projects consistent with the regional long-range transit plans
- Leverage UTA funds with federal grants and partner funds



2022 Emphasis on Delivery

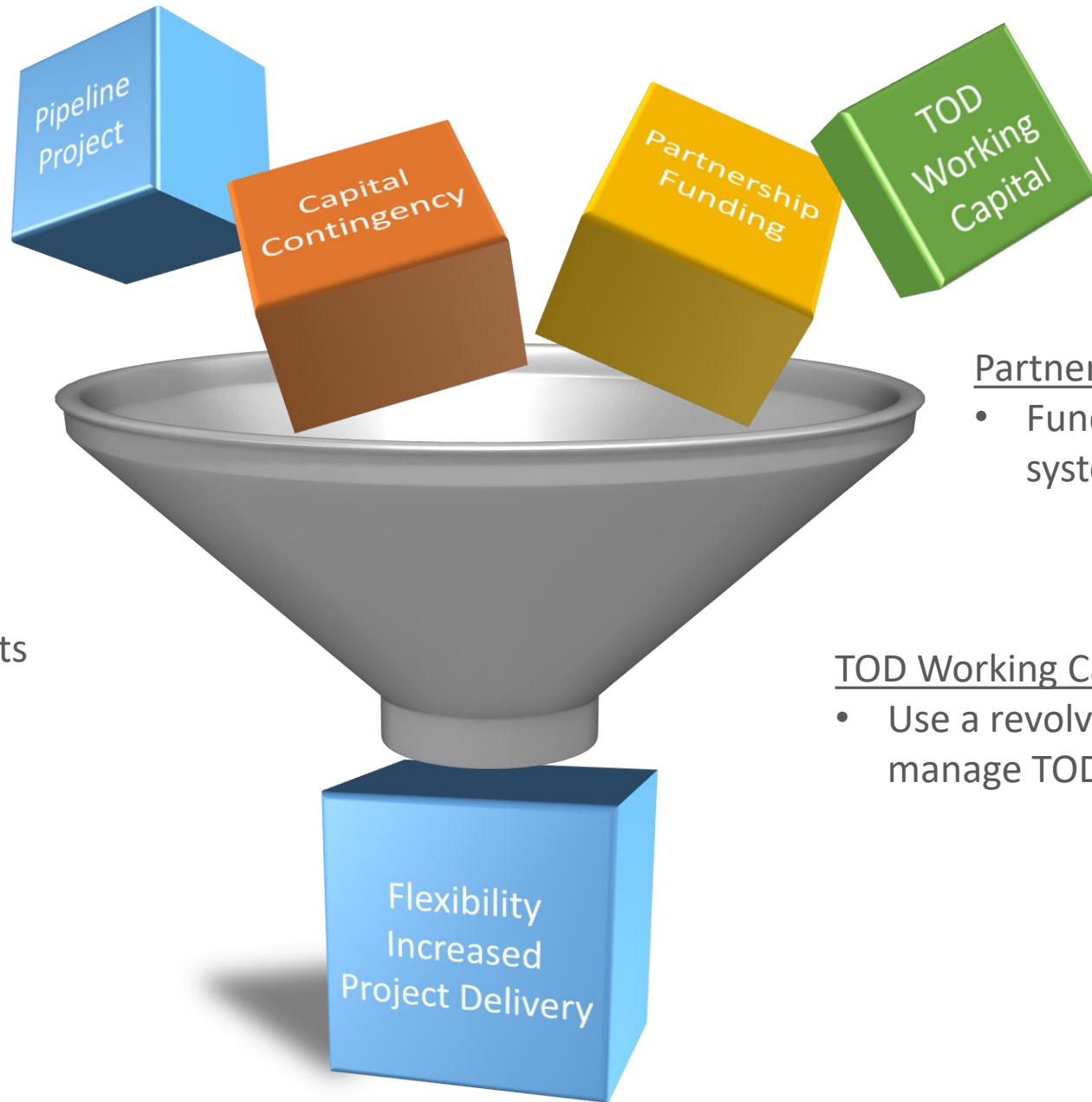
- Commitment to delivering the projects funded in the capital budget
- Developing a program master schedule to anticipate and mitigate roadblocks
- Resource planning is ongoing and critical to successful project delivery
 - Program management consultants support UTA staff to increase project delivery capability
 - Monthly spending and expenditure forecasting began in 2021
- Updating and standardizing capital procedures to ensure consistent project delivery
- Regular reporting on schedule and budget performance



Improving Project Delivery

Create Pipeline Projects

- Wayfinding Signage
- Bus Stop Enhancements
- End of Line Enhancements
- Systemwide Restrooms



Leverage Capital Contingency

- Increase flexibility
- Accommodate project acceleration

Partnership Funding

- Fund partner improvements in the system with Stimulus Funds

TOD Working Capital

- Use a revolving fund approach to manage TOD investments.



Active and Proposed Project Classifications

Active Projects- Funded

- Projects that have sufficient scope, resources, planning, etc to progress
- High-profile

Proposed Projects- Unfunded

- Projects are more conceptual, not fully defined
- Tracked similarly to “Active” projects
- Can be brought forward to “Active” pending resource and commitment review and necessary LAC and Board Approvals
- Some projects may have an Active and Proposed portion based on funding and/or some project lifecycle phases being more defined than others



5-Year Capital Categories

- Safety and Security/Police
- Major Capital Projects
- Other Capital Projects
- Asset Management (SGR) including Facilities and Vehicles
- Information Technology
- Planning (Regional and Long Range)
- Property/TOD/Real Estate



5-Year Capital Plan - Process

- Funding requests are submitted by staff for new and continuing capital projects
- Projects are ranked based on evaluation criteria
- Projects are reviewed and prioritized by senior management
- A financially constrained capital plan is finalized by the Executive Team



5-Year Capital Plan – Evaluation Criteria

- Mitigates a safety risk
- Legal or regulatory requirement
- Operationally required
- Public support
- Enhances or expands core system/service performance
- Supports UTA workforce capabilities



Proposed 2022 Capital Budget Summary

Programs/Projects	2022 Budget	2022 Grants	2022 State & Local Partners	2022 UTA Funds
5310 Projects	\$1,762,653	\$1,433,047	\$299,606	\$30,000
Asset Management- Facilities	\$4,600,000	\$0	\$0	\$4,600,000
Asset Management- Rail Infrastructure	\$9,300,000	\$0	\$0	\$9,300,000
Asset Management- Rail Systems	\$18,590,000	\$0	\$365,000	\$18,225,000
Asset Management- Vehicle New Purchase	\$23,625,911	\$4,983,108	\$0	\$18,642,803
Asset Management- Vehicle Rehabilitation	\$14,471,775	\$763,779	\$0	\$13,707,996
Information Technology	\$13,614,900	\$5,600,000	\$0	\$8,014,900
Major Capital Project	\$101,872,107	\$25,498,435	\$42,368,217	\$34,005,455
Other Capital Projects	\$35,071,195	\$10,012,556	\$5,497,003	\$19,561,636
Property/TOD/Real Estate	\$6,040,000	\$0	\$0	\$6,040,000
Safety & Security/Police	\$2,068,061	\$0	\$0	\$2,068,061
Grand Total	\$231,016,602	\$48,290,925	\$48,529,826	\$134,195,851



Proposed 2022 Major Capital Projects Detail

Highlighted Projects	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds
MSP102- Depot District	\$32,562,000	\$3,377,587	\$3,797,243	\$25,387,170
MSP185- Ogden/WSU BRT	\$25,465,107	\$18,436,103	\$2,229,004	\$4,800,000
MSP205- TIGER Program of Projects	\$8,206,000	\$2,798,700	\$3,126,000	\$2,281,300
MSP215- Sharp-Tintic Rail Connection	\$1,439,000	\$886,045	\$515,970	\$36,985
MSP216- Point of Mountain AA/EIS	\$3,000,000	\$0	\$3,000,000	\$0
MSP252- FrontRunner Forward	\$15,000,000	\$0	\$13,500,000	\$1,500,000
MSP253- Mid-Valley Connector	\$15,000,000	\$0	\$15,000,000	\$0
MSP259- S-Line Extension	\$1,200,000	\$0	\$1,200,000	\$0
Total	\$101,872,107	\$25,498,435	\$42,368,217	\$34,005,455



Proposed 2022 Asset Mgmt (SGR) Detail

Highlighted Projects	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds
Asset Management- Facilities	\$4,600,000	\$0	\$0	\$4,600,000
Asset Management- Rail Infrastructure	\$9,300,000	\$0	\$0	\$9,300,000
Asset Management- Rail Systems	\$18,590,000	\$0	\$365,000	\$18,225,000
Asset Management- Vehicle New Purchase	\$23,625,911	\$4,983,108	\$0	\$18,642,803
Asset Management- Vehicle Rehabilitation	\$14,471,775	\$763,779	\$0	\$13,707,996
Total	\$70,587,686	\$5,746,887	\$365,000	\$64,475,799



Proposed 5-Year Capital Budget by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2022	\$231,016,602	\$48,290,925	\$48,529,826	\$134,195,851
2023	\$357,985,601	\$86,591,940	\$95,842,185	\$124,171,476
2024	\$268,803,470	\$29,737,012	\$86,179,623	\$125,966,835
2025	\$242,466,944	\$9,740,018	\$122,298,754	\$102,928,172
2026	\$151,581,676	\$3,150,000	\$69,500,000	\$71,431,676
Total	\$1,251,554,293	\$177,509,895	\$422,350,388	\$588,694,010

Discrepancy between the proposed budget totals and funding source totals (~\$63 Million) is actively being pursued through current grant applications



Anticipated Grants/Partner Funds

- Proposed projects anticipating significant outside funds:
 - Midvalley BRT
 - TechLink Corridor/Greenline Downtown
 - Point of the Mountain Transit
 - SL-Central HQ Office
 - South Valley Transit
 - Central Corridor Transit
 - 5600 West/Mountain View Corridor
- If these funds don't materialize, projects would be delayed



Next Steps

- Draft 5-Year Capital Plan is presented to the Advisory Council for information and input
- Develop resource/delivery schedules for project delivery and timing
- Update 5-Year Plan based on delivery schedules and carryover forecasts
- Present updated plan to Board, then Advisory Council for consultation
- Final approval of 5-Year Capital Plan by UTA Board
- First year of the 5-Year Capital Plan is incorporated into UTA's proposed 2022 annual budget

