

**AR2021-11-01 – Resolution Approving
the Proposed 2022-2026 Capital Plan
and Recommending Approval by the
Authority’s Board of Trustees**



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



5-Year Capital Plan Sequence

- Draft 5-Year Capital Plan is presented to the Local 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 the Advisory Council to approve and recommend adoption to the Board of Trustees**
- 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



5-Year Capital Plan Updates:

- Added rail maintenance apprenticeship capital projects for training facility and training aids
- Refined project estimates for capital projects
- Started coordination effort with MPO's on funding strategy and selection criteria for partnership funds
- Started meeting with stakeholders and receiving public input on proposed 2022 budget and 5-year plan



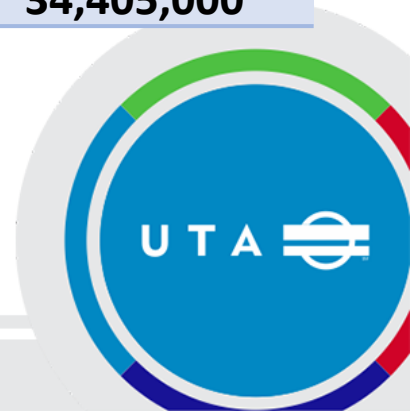
2022 Capital Budget Summary

| Programs/Projects | 2022 Proposed Budget | 2022 Grants | 2022 State & Local Partners | 2022 UTA Funds |
|-------------------------------------------------|----------------------|-------------------|-----------------------------|--------------------|
| 5310 Projects | 1,763,000 | 1,433,000 | 300,000 | 30,000 |
| Asset Management- Facilities | 4,600,000 | - | - | 4,600,000 |
| Asset Management- Rail Infrastructure | 9,300,000 | - | - | 9,300,000 |
| Asset Management- Rail Systems | 18,590,000 | - | 365,000 | 18,225,000 |
| Asset Management- Vehicle New Purchase | 23,626,000 | 4,983,000 | - | 18,643,000 |
| Asset Management- Vehicle Rehabilitation | 15,222,000 | 764,000 | - | 14,458,000 |
| Information Technology | 13,615,000 | - | - | 13,615,000 |
| Major Capital Project | 98,872,000 | 27,098,000 | 37,368,000 | 34,405,000 |
| Other Capital Projects | 37,112,000 | 10,013,000 | 6,016,000 | 21,084,000 |
| Property/TOD/Real Estate | 3,290,000 | - | - | 3,290,000 |
| Safety & Security/Police | 2,068,000 | - | - | 2,068,000 |
| Grand Total | 228,058,000 | 44,291,000 | 44,049,000 | 139,718,000 |



2022 Major Capital Projects Detail

| Highlighted Projects | 2022 Proposed | 2022 State & Local | | |
|--------------------------------------|-------------------|--------------------|-------------------|-------------------|
| | Budget | 2022 Grants | Partners | UTA Funds |
| MSP102- Depot District | 32,562,000 | 3,378,000 | 3,797,000 | 25,387,000 |
| MSP185- Ogden/WSU BRT | 25,465,000 | 18,436,000 | 2,229,000 | 4,800,000 |
| MSP205- TIGER Program of Projects | 8,206,000 | 2,799,000 | 3,126,000 | 2,281,000 |
| MSP215- Sharp-Tintic Rail Connection | 1,439,000 | 886,000 | 516,000 | 37,000 |
| MSP216- Point of Mountain AA/EIS | 3,000,000 | - | 3,000,000 | - |
| MSP252- FrontRunner Forward | 15,000,000 | - | 13,500,000 | 1,500,000 |
| MSP253- Mid-Valley Connector | 10,000,000 | - | 10,000,000 | - |
| MSP259- S-Line Extension | 1,200,000 | - | 1,200,000 | - |
| MSP260- 5600 West/Westside Express | 2,000,000 | 1,600,000 | - | 400,000 |
| Total | 98,872,000 | 27,098,000 | 37,368,000 | 34,405,000 |



2022 Asset Mgmt (SGR) Detail

| Highlighted Projects | 2022 Proposed Budget | Grants | State/Local Partners | UTA Funds |
|------------------------------------------|----------------------|------------------|----------------------|-------------------|
| Asset Management- Facilities | 4,600,000 | | | 4,600,000 |
| Asset Management- Rail Infrastructure | 9,300,000 | | | 9,300,000 |
| Asset Management- Rail Systems | 18,590,000 | | 365,000 | 18,225,000 |
| Asset Management- Vehicle New Purchase | 23,626,000 | 4,983,000 | | 18,643,000 |
| Asset Management- Vehicle Rehabilitation | 15,222,000 | 764,000 | | 14,458,000 |
| Total | 71,338,000 | 5,747,000 | 365,000 | 65,226,000 |



5-Year Capital Budget by Year

| Year | Proposed Budget | Grants | State/Local Partners | UTA Funds* |
|--------------|----------------------|--------------------|----------------------|--------------------|
| 2022 | 228,058,000 | 44,291,000 | 44,049,000 | 139,718,000 |
| 2023 | 360,248,000 | 71,548,000 | 95,842,000 | 141,478,000 |
| 2024 | 270,291,000 | 14,847,000 | 86,200,000 | 137,044,000 |
| 2025 | 238,654,000 | 7,340,000 | 110,217,000 | 113,597,000 |
| 2026 | 147,769,000 | 750,000 | 57,500,000 | 82,019,000 |
| Total | 1,245,020,000 | 138,776,000 | 393,808,000 | 613,856,000 |

Discrepancy between the proposed budget totals and funding source totals (~\$98.6 Million) is actively being pursued through current grant applications



Anticipated Grants/Partner Funds

- Proposed projects anticipating significant outside funds:
 - Mid-Valley 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

- Provide 5-year Capital Plan to the Advisory Council to approve and recommend adoption to the Board of Trustees
- 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

