



FACILITY STRATEGIC PLAN:
CONDITION ASSESSMENT

MAY 2025



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EXECUTIVE SUMMARY

UTA's Facility Strategic Plan charts a course for restoring mission-critical facilities, safeguarding the agency's ability to deliver reliable, high-quality service across the Wasatch Front.

UTA's Facility Development team has conducted a strategic assessment of the agency's facilities portfolio to inform long-range capital planning, risk mitigation, and operational sustainability. UTA's facility strategy must remain flexible and data-driven. Some sites require only modest investments to remain operational, while others present challenges best resolved through replacement or expansion. The agency's proactive efforts position UTA to make informed decisions that balance immediate operational needs with long-term infrastructure resilience.

This executive summary outlines key findings and categorizes UTA's mission-critical sites based on their capital needs, ranging from targeted upgrades to full replacement, while also addressing emerging risks such as seismic vulnerability. The four key findings include:

1. Facilities Suitable for Targeted Capital Investments

Facilities such as **Jordan River** and **Meadowbrook Buildings 1 and 8** are showing signs of physical wear but remain viable with targeted capital investments. In these cases, upgrades focused on critical systems and deferred maintenance should enable continued operations without requiring major structural overhauls in the short to medium term.

2. Facilities Where Replacement May Be More Cost-Effective

At sites including **Midvale**, **Warm Springs**, and **FLHQ**, the cost and scope of necessary improvements may equal or exceed the replacement value of the buildings. In these situations, exploring a full facility replacement may be more cost-effective than pursuing extensive renovations that risk offering diminishing returns over time.

3. Facilities Limited by Space or Site Constraints

Several locations, including **Mt. Ogden Operations**, **Meadowbrook Building 3** and **Riverside**, are undersized to

support current and growing operational demands. Expansion is necessary, and renovations alone will not resolve space limitations. Additionally, **Mt. Timpanogos** faces unique site constraints that could lead to vehicular conflicts and should be addressed before broader capital investments are made.

4. Seismic Vulnerability Assessments

UTA is proactively assessing seismic risks across its facility portfolio. This complex engineering effort involves evaluations of structural integrity and long-term resilience. While these findings do not indicate immediate operational threats, they highlight future capital needs to improve life-safety performance and reduce the risk of structural collapse in the event of a major earthquake. As such, seismic issues are being addressed through a separate planning framework that informs long-term infrastructure investments.

Following this plan, Facility Development will further refine the strategy by recommending a phased schedule of upgrades, modeling the facility impacts of planned service expansions, and aligning funding opportunities with identified needs.



ESTIMATED COST OF FACILITY DEFICIENCY
AND SEISMIC PROJECTS

\$291M





UTA mechanic at work

02

PLAN METHODOLOGY

This document summarizes extensive analysis based on hundreds of data points related to UTA facilities. The information reflects a point-in-time view, with updates tracked in a dynamic database as projects are completed.

INTERNAL UTA COORDINATION

The Facility Development process began with a thorough review of State of Good Repair (SGR) reports, condition ratings produced by Facility Maintenance staff, and concerns outlined in existing facilities reports. The FacDev team met with these groups, and other plan owners across UTA, to inform additional data collection needs.

FACILITY CONDITION ASSESSMENTS

A comprehensive Facility Condition Assessment (FCA), conducted across nine campuses, evaluated 46 buildings and structures critical to supporting UTA's transit and administrative functions. The FCA provides a strategic framework for thoroughly documenting UTA's buildings and building systems. This baseline will allow the agency to prioritize investments and align projects with long-term operational and capital goals. It establishes a foundation for future cost development and project scoping.

The assessments were performed in general conformance with industry standard ASTM E2018-15 practices (American Society for Testing and Materials), using visual inspections, document reviews, and staff interviews to evaluate the physical condition of key building systems. Facility systems that were assessed included the building envelope, HVAC, plumbing, electrical, fire safety, communication, site, and structural elements. Each system was rated using a standardized 1-to-5 condition scale that aligns with FTA's Transit Asset Management (TAM) guidance. Deficiencies were prioritized based on urgency and categorized by strategic themes, such as life safety, regulatory compliance, and operational efficiency.

A structured, five-tier priority system differentiated critical repairs from lower-priority enhancements. Cost estimates for corrective actions were developed using AACE Class 5 standards and provide Rough Order-of-Magnitude (ROM) projections suitable for early-stage budget planning. These estimates incorporate RSMeans data, National Trade Institute pricing reports, USDOT Cost Guides, and local cost indices. **The estimates reflected in this document are "fully-loaded" and include soft cost assumptions for each individual project.** Note that estimate costs do not include operational impacts, temporary leases, and other project specific complications.

BUILDING UTILIZATION & OCCUPANCY CALCULATIONS

This plan evaluates both facility condition and utilization, recognizing that capacity constraints often pose a greater challenge to operations than building conditions.



**TOTAL UTA FACILITY
PROJECTS IDENTIFIED**

676



For operations buildings, a custom model based on Full-Time Equivalent (FTE) counts and occupancy factors from UTA's Depot District and Ogden Operations sites estimates the ideal facility size. Existing occupancy is expressed as a percentage of this benchmark (e.g., 75% indicates room to expand; 150% indicates overcrowding). ROM costs for recommended expansions or replacements are provided, using peer agency cost benchmarks adjusted to 2025 dollars.

For maintenance buildings, the model applies industry-standard ratios of maintenance bays to fleet size. Buildings over 100% utilization are flagged as currently constraining daily operations. ROM costs for maintenance expansions are not included; instead, these sites will undergo targeted strategic review.

DATABASE AND DASHBOARD DEVELOPMENT

All collected information has been consolidated into a centralized database, which in turn powers an interactive dashboard. This dashboard serves as the primary tool for reviewing the 676 deficiency projects identified through the Facility Condition Assessment (FCA) process. The dashboard will function as UTA's long-term platform for monitoring the progress of facility projects, evaluating capital requests during the annual budgeting cycle, and supporting the prioritization of future investment scenarios.

This document captures a point-in-time overview of UTA's most critical facility needs, focusing on high-priority requirements buildings and campuses. As conditions shift over time, both the database and dashboard will be updated to reflect completed improvements and to surface new or evolving needs.

A comprehensive methodology brief is available for interested parties.

Refer to the Acknowledgments section (page 71) for a list of the internal and external partners who collaborated with FacDev in preparing the Facility Strategic Plan: Condition Assessment.

FACILITY SNAPSHOT GUIDE

Site Name Campus Name | Facility Name, and address. Facilities are grouped by mode (Bus and Paratransit, Light Rail, Commuter Rail, and Administrative) color coded for ease of identification.

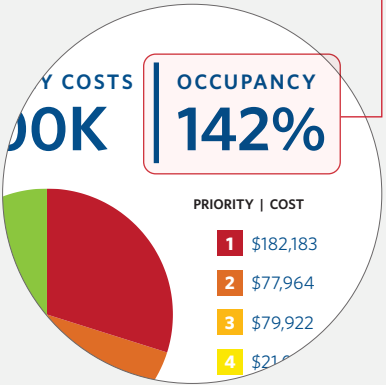
- MODE
- Bus and Paratransit
 - Light Rail
 - Commuter Rail
 - Administrative

General Facility Description Overview of facility and identifies any unique attributes of the facility.

Deficiency Costs Summary of identified facility deficiencies and marked-up costs ranked by priority.

- PRIORITY RANKING
- Priority 1 - Currently Critical
 - Priority 2 - Potentially Critical
 - Priority 3 - Necessary - Not Yet Critical
 - Priority 4 - Recommended
 - Priority 5 - Monitor

Building Occupancy or Maintenance Capacity Utilization included where applicable.



Seismic Study Summary of recommended interventions to improve seismic performance (additional detail on page 67). Projects are prioritized according to levels of concern:

- PRIORITY RANKING FROM SEISMIC STUDIES
- 1 - Highest Seismic Priority (Very Concerning)
 - 2 - Mid Seismic Priority (Somewhat Concerning)
 - 3 - Low Seismic Priority (Fails per analysis, low concern)
 - 4 - Lowest Seismic Priority (Doesn't fail analysis generally, little to no concern)

Note: Seismic studies have not yet been completed on all facilities.

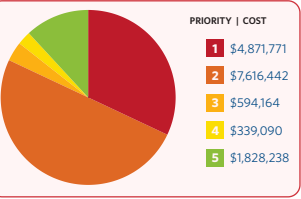
Campus Map Map showing critical campus buildings. Note: Not all campus facilities were a part of assessment but are still identified for clarity.

Jordan River Rail Service Center | JRRSC 2264 S 900 W, South Salt Lake, UT 84111



The UTA Jordan River Rail Service Center provides comprehensive services including storage, routine maintenance, and repairs. The building also hosts a large number of administrative functions and the TRAX control room.

DEFICIENCY COSTS \$15.3M



SUMMARY Facility is serving its current needs well with sufficient capacity. The completion of JR2 will reduce the demand for parking that currently overcrowds available space. Several equipment, mechanical and electrical deficiencies, as well as limitations in structural performance, indicate the need for a renovation.

ATTRIBUTES Facility Area: 310,276 ft² Campus: Jordan River Constructed: 1975 Renovated: 2011 Previous Use: Warehouse Construction Type: Steel Frame + CIP Concrete In-Kind Replacement Cost: \$230M

FACILITY PURPOSE Primary: LRT Maintenance Service Capacity: 16 bays Vehicle Capacity: 101 Current Fleet: 77 (S70s)

SEISMIC EVALUATION Completed: 11-2024

- SYSTEM DEFICIENCIES
- Structure
 - Roof
 - Exterior Finishes
 - HVAC
 - Plumbing
 - Electrical
 - Fire Protection
 - Stairs & Elevators
 - Interior Finishes
 - Cranes & Hoists
 - ADA Compliance
 - Site Improvements

Summary Narrative description of the deficiencies and key takeaways from the assessment.

Attributes Table Includes age, construction type, capacity details, and seismic evaluation status.

System Deficiencies Matrix displaying the deficiencies across building system groups. Colors denote priority ranking.

SEISMIC STUDY Foundation: Mid Seismic Priority (Somewhat concerning) Walls: Low Seismic Priority (Fails per analysis, lower concern) Roof/Slab: Mid Seismic Priority (Somewhat concerning) TOTAL SEISMIC COSTS \$40M

PRIORITY PROJECTS	
ELECTRICAL	Panelboards, main distribution panel, interior distribution transformer, emergency lighting, lighting control panel, exterior and interior lighting were identified for replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$1,161,361
SITE	
Water Main	Underground water main that supplies fire suppression at site's east elevation has major leaks since April/May 2024 and continues to be an issue. Water main repair will be a part of individual project. Cost is estimated. Priority 1: Currently Critical \$3,560,000
FIRE PROTECTION	
Fire Protection/Suppression	Fire alarm devices identified for replacement. Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$667,500
HVAC	
Mechanical/HVAC	Rooftop units, air handling units, overhead de-stratification fans, heaters, rooftop exhaust fans, AC window units, and AC split systems identified for replacement. HVAC and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical \$2,903,892
PLUMBING	
Domestic Water Distribution	Domestic water distribution piping identified for replacement due to brown water in lavatories. Water distribution to be a part of a targeted replacement program during the next modernization project. Priority 2: Potentially Critical \$3,310,800

39 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Priority Projects Shortlist of most critical deficiencies with priority ranking, categorized by building components, as well as recommended resolutions and ROM cost to address deficiencies.

Note: Priority Project estimated costs include multiple deficiencies within a given system. For example, a Priority 1 electrical project may include Priority 2 projects that should be completed simultaneously.

Total Number Total number of projects identified during assessment related to the Facility or Facility Group.

03

UTA MISSION ALIGNMENT

We Move You

SUSTAINING OUR MISSION THROUGH STRATEGIC FACILITY INVESTMENT

UTA's mission to deliver consistent, reliable service hinges on robust, well-maintained facilities. Under-investing incurs the risk of increased operational strain, service gaps, and reduced public confidence. These issues compound, becoming more costly over time.

2030 UTA STRATEGIC PRIORITIES



Moving Utahns to a Better Quality of Life



Generating Critical Economic Return



Achieving Organizational Excellence



Building Community Support



Exceeding Customer Expectations

INVESTING IN OUR FACILITIES IS ESSENTIAL TO
FULFILLING OUR MISSION.

04 MAP OF STRATEGIC CAMPUSES AND FACILITIES

BUS AND PARATRANSIT

- 1 Mt. Ogden
- 4 Depot District
- 6 Riverside
- 7 Meadowbrook
- 11 Mt. Timpanogos

LIGHT RAIL

- 5 Jordan River
- 10 Midvale

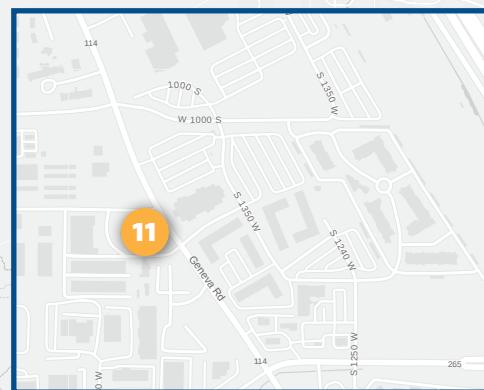
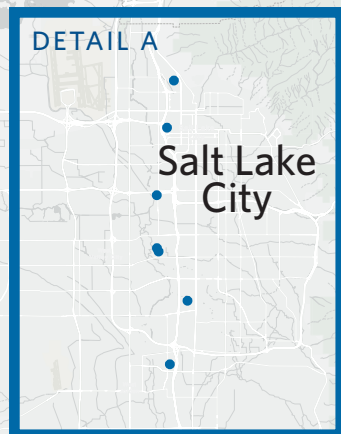
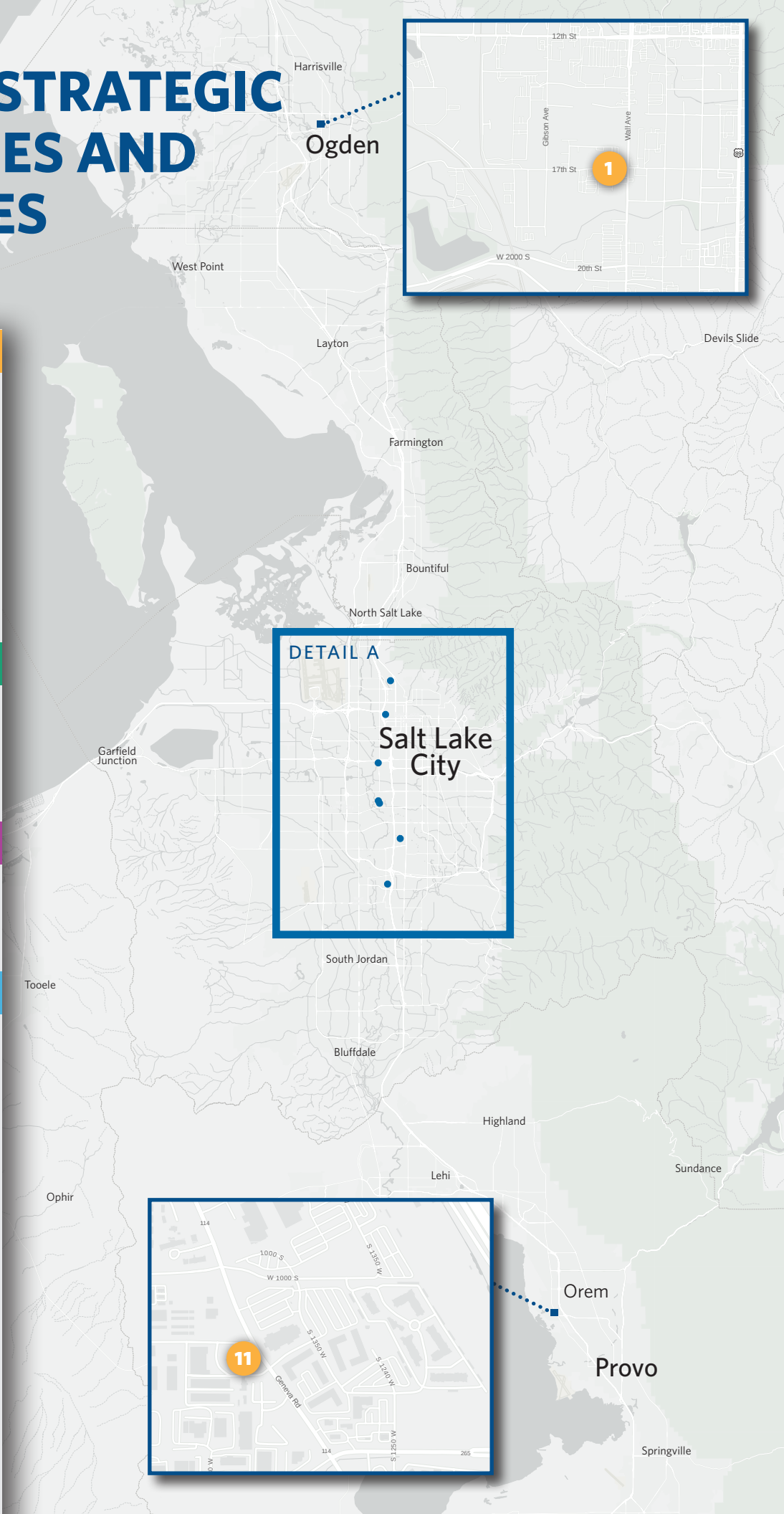
COMMUTER RAIL

- 2 Warm Springs

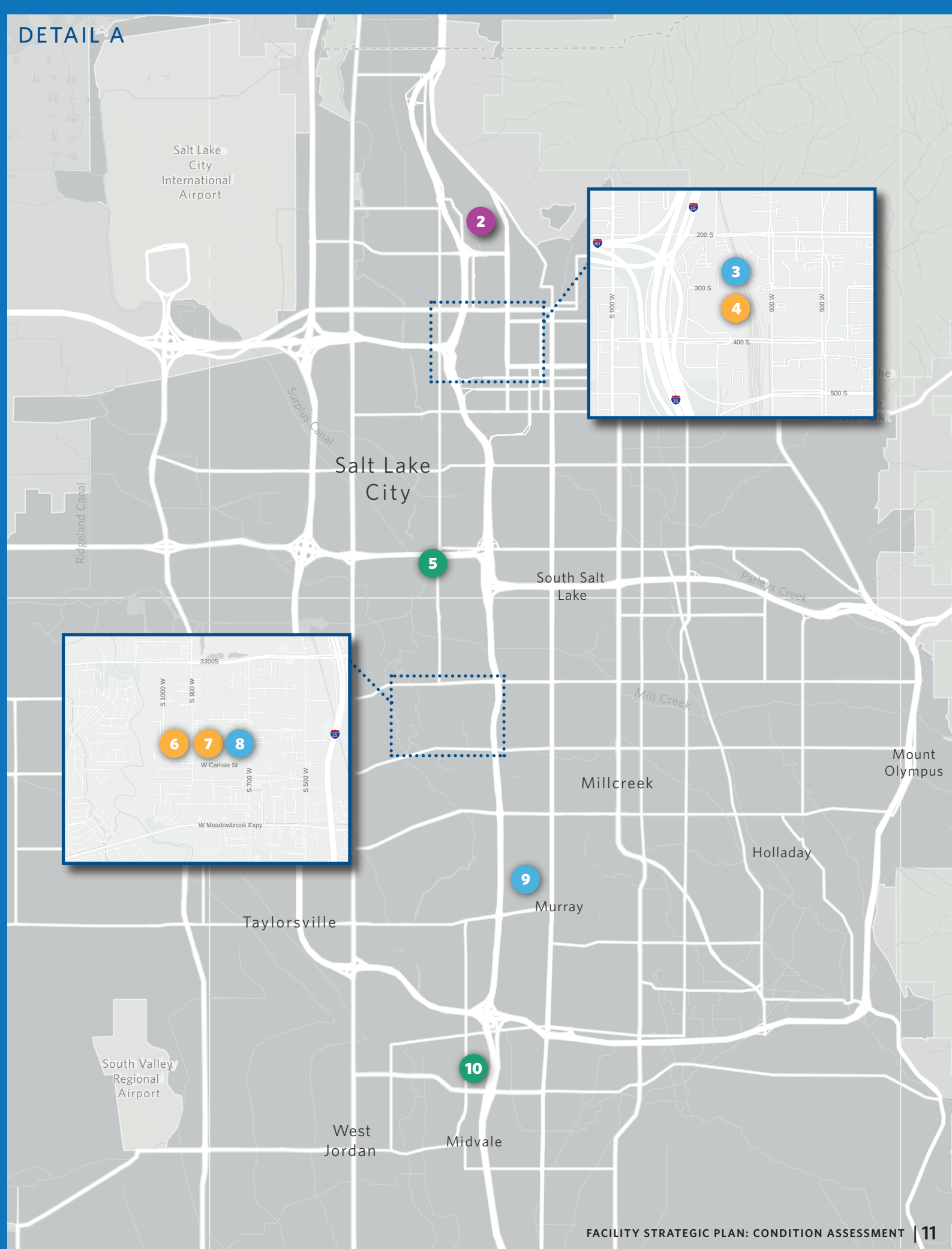
ADMINISTRATIVE

- 3 FLHQ
- 8 Meadowbrook Admin
- 9 Police HQ

KEY MAP

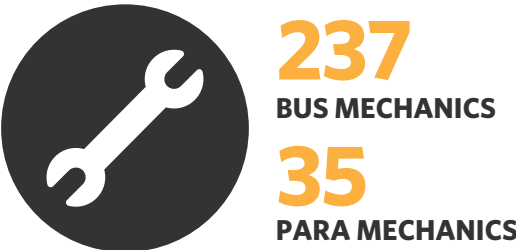
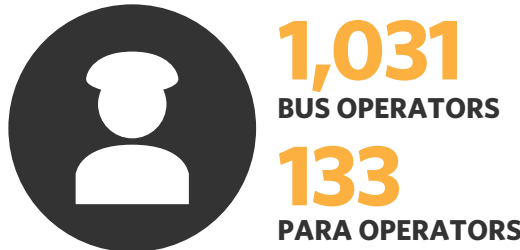
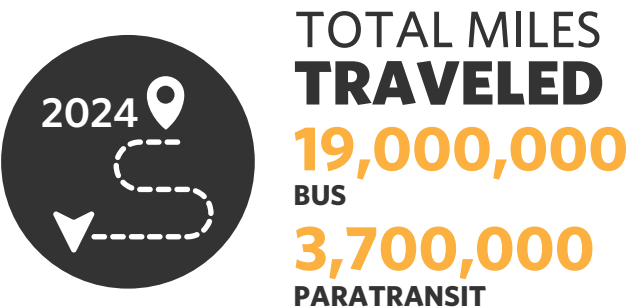
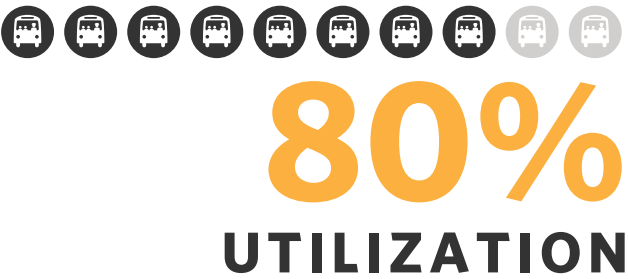
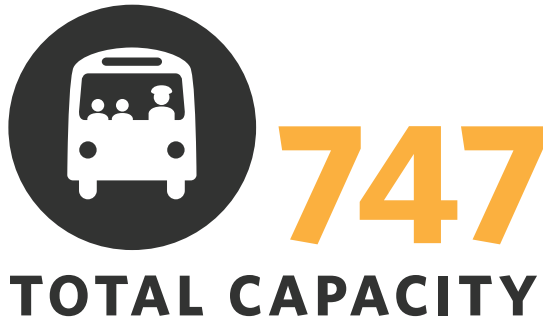


DETAIL A



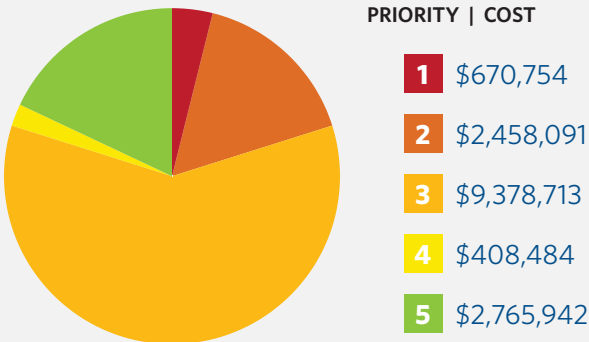
BUS AND PARATRANSIT

To cover UTA’s large service area, bus operations and maintenance needs are divided across four service units, each with its own dedicated campus. Three of the five campuses—Depot District, Meadowbrook, and Riverside—are in Salt Lake County. Mt. Ogden supports the northern service area in Weber County, and Mt. Timpanogos supports the southern service area in Utah County.

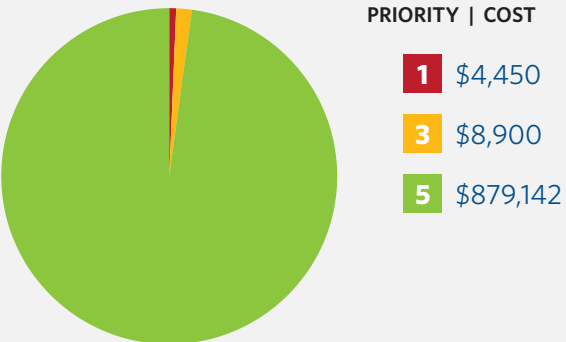


TOTAL FACILITY CAMPUS SUMMARY SCORECARD

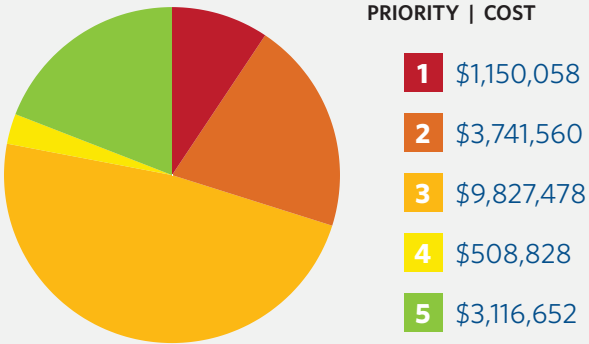
Mt. Ogden
DEFICIENCY COSTS
\$15.7M



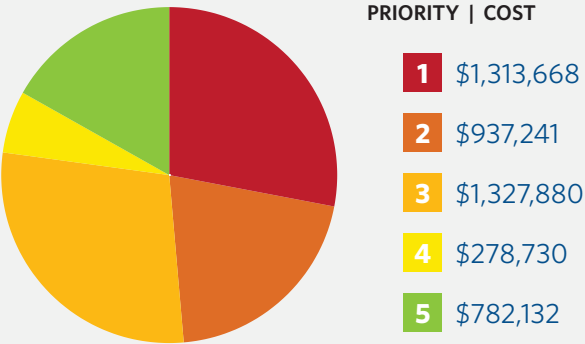
Depot District
DEFICIENCY COSTS
\$900K



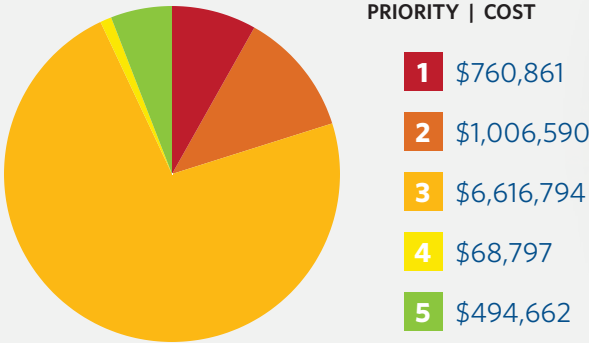
Meadowbrook
DEFICIENCY COSTS
\$18.3M



Riverside
DEFICIENCY COSTS
\$4.6M



Mt. Timpanogos
DEFICIENCY COSTS
\$8.9M

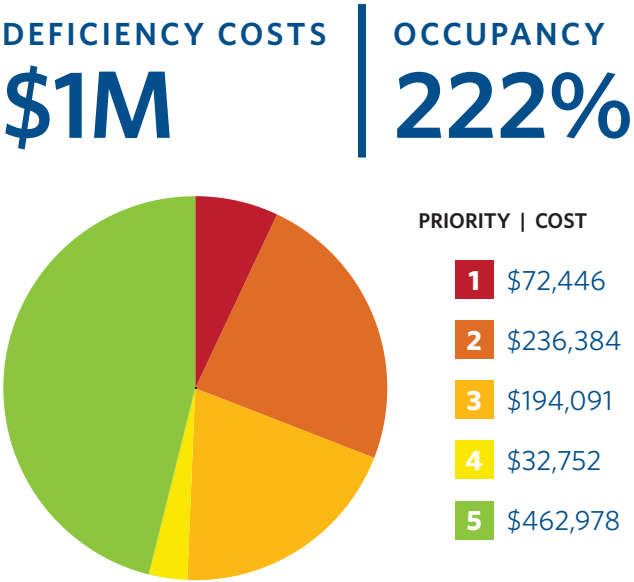


Mt. Ogden | Operations

135 W 17th St, Ogden, UT 84404



Mt. Ogden Building 1 Operations building includes offices, dispatch, drivers lounge, exercise room, locker rooms, and a break room.



ATTRIBUTES

Facility Area: 5,844ft²
Campus: Mt. Ogden
Constructed: 1985
Renovated: No
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: \$2.8M

FACILITY PURPOSE

Primary: Bus Operations

SEISMIC EVALUATION

☐ Scheduled 1st quarter 2027

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

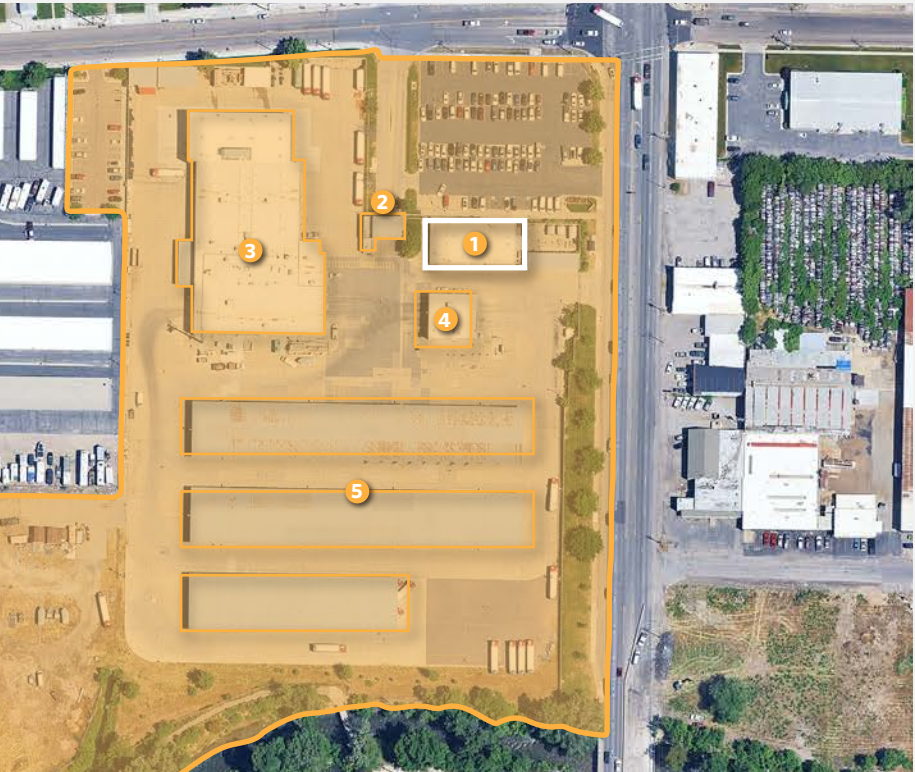
Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1

Operations
- 2

Guard and Fare Processing
- 3

Maintenance
- 4

Fuel Island
- 5

Canopies

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, interior distribution transformers, and interior fluorescent lighting system identified for replacement.
	Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
	Priority 1: Currently Critical
	\$79,566

System Security	Security System has been identified for replacement.
	Security System to be replaced as part of a multi-facility campaign or targeted individual projects.
	Priority 1: Currently Critical
	\$21,894

FIRE PROTECTION

Fire Riser	Fire Riser identified for replacement.
	Fire Riser to be replaced as part of a multi-facility campaign or targeted individual projects.
	Priority 1: Currently Critical
	\$3,738

ROOF

Roof and Walkway Protection	PVC single-ply membrane roof as well as roof covering walkway protection has been identified for replacement.
	Roofing repairs to be replaced as part of a multi-facility campaign or targeted individual projects.
	Priority 2: Potentially Critical
	\$78,035

BUILDING REPLACEMENT

Design	Operations building is currently in design with scheduled completion in summer 2027.
	Remodel will be designed to modernize and accommodate future needs of UTA.
	Priority 1: Currently Critical
	Estimated Cost: \$15.6M

SUMMARY

Operations has outgrown this building. A new building is in design, with an anticipated completion of construction in the summer of 2027. Building 1 will be retained and will provide a useful space for other departments in the highly constrained campus. Future remodel of this building should include upgrades to the Electrical, Fire Suppression and Security deficiencies identified.

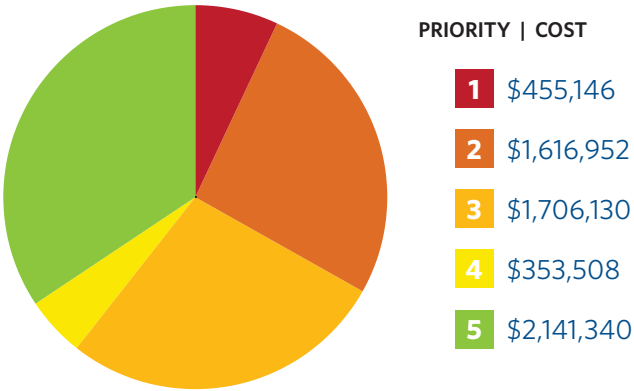
29 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Mt. Ogden | Maintenance

135 W 17th St, Ogden, UT 84404



Mt. Ogden building 3 serves the maintenance needs of the current Mt. Ogden bus fleet, including battery electric buses for OGX. Facilities maintenance and road crew also utilize this facility.



SUMMARY

The 2017 expansion to the maintenance building maximized the potential footprint of the building in its current configuration. The new operations building (scheduled for completion in 2027) provides an opportunity to strategically relocate some functions and reclaim space for vehicle maintenance

ATTRIBUTES

- Facility Area: 40,269 ft²
- Campus: Mt. Ogden
- Constructed: 1985
- Renovated: Expanded 2017
- Previous Use: Built for UTA
- Construction Type: Masonry
- In-Kind Replacement Cost: \$26M

FACILITY PURPOSE

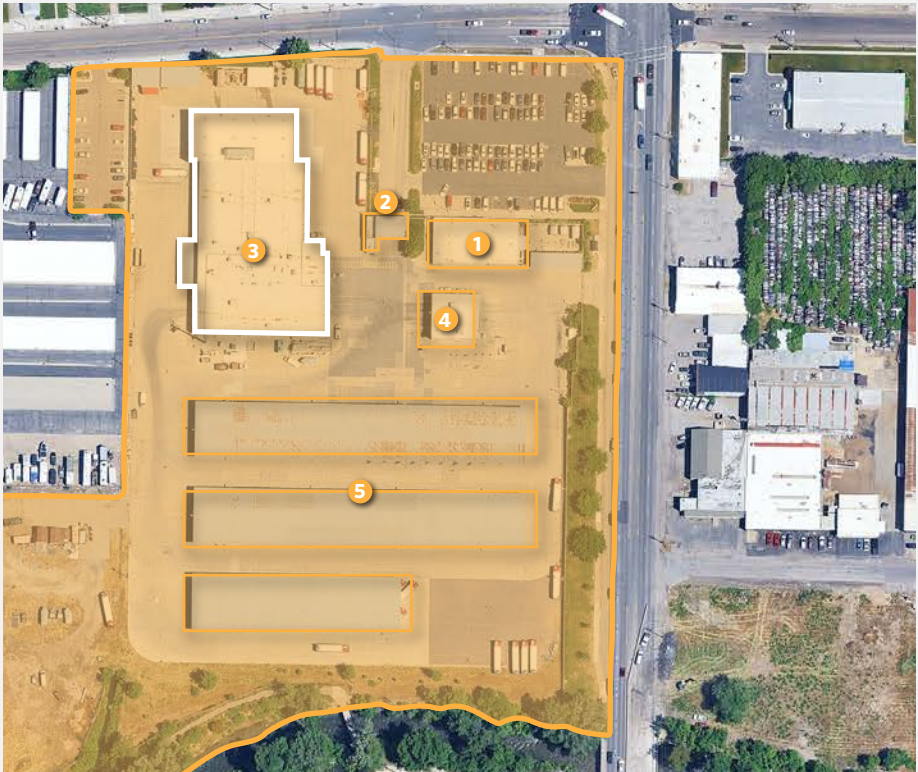
- Primary: Bus Maintenance
- Service Capacity: 15 bays
- Vehicle Capacity: 116
- Current Fleet: 131

SEISMIC EVALUATION

☐ Scheduled 1st quarter 2027

SYSTEM DEFICIENCIES

- | | |
|-------------------|--------------------|
| Structure | Fire Protection |
| Roof | Stairs & Elevators |
| Exterior Finishes | Interior Finishes |
| HVAC | Cranes & Hoists |
| Plumbing | ADA Compliance |
| Electrical | Site Improvements |



- 1 Operations
- 2 Guard and Fare Processing
- 3 Maintenance
- 4 Fuel Island
- 5 Canopies

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Emergency generator and uninterruptible power supply identified for replacement.	
	Electrical components and systemsto be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$224,280

Electrical Distribution	Panel boards, switchgear, interior distribution transformers identified for replacement.	
	Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$143,468

FIRE PROTECTION

Fire Riser	Fire Riser identified for replacement.	
	Fire Riser to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$3,738

HVAC

Mechanical/HVAC	Rooftop units, air handling units, rooftop exhaust fans, hydronic units, utility set fans, gas fueled heaters, chemical feedwater tanks, evaporative coolers, wall mounted exhaust fans, and HVAC controllers were identified for replacement.	
	HVAC systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	\$1,120,332

VEHICULAR EQUIPMENT

Lift, Air, Wash Systems	Problematic vehicle maintenance equipment including faulty vehicle lift in service bay 3, air compressors, compressed air storage tanks, and poorly operating vehicle wash system were identified for replacement.	
	Vehicle Equipment to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	\$496,620

41 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Mt. Ogden | Support Buildings

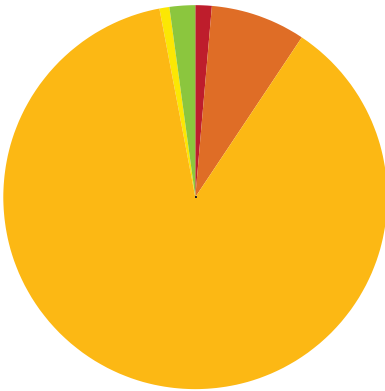
135 W 17th St, Ogden, UT 84404



Mt. Ogden Building 2, Guard and Fare Processing, includes security guard office and bus fare collection. Mt. Ogden Building 4 Fuel Island houses equipment for bus fueling and servicing.

DEFICIENCY COSTS

\$8.4M



PRIORITY COST	
1	\$143,162
2	\$604,755
3	\$7,478,492
4	\$19,224
5	\$161,624

SUMMARY

Fuel storage tank replacement/modernization is planned. Bus canopy expansion will be required to accommodate additional revenue vehicles. Notable risks for future include: campus configuration, storm water management, and employee parking.

GUARD & FARE PROCESSING

Facility Area: 515 ft²
Constructed: 1985
Construction Type: Masonry
In-Kind Replacement Cost: \$0.2M

FUEL ISLAND

Facility Area: 2,401 ft²
Constructed: 1985
Construction Type: Masonry
In-Kind Replacement Cost: \$1.2M

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1

Operations
- 2

Guard and Fare Processing
- 3

Maintenance
- 4

Fuel Island
- 5

Canopies

Vacant parcel under review

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Electrical systems including interior distribution transformers and panelboards at Mt. Ogden Canopies, and the bus fueling building have been identified for replacement. Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 1: Currently Critical	
\$110,232	

VEHICULAR EQUIPMENT

Fueling	Fueling systems identified as original to facility and in need of replacement. In addition to the storage tanks, fueling distribution system to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 2: Potentially Critical	
\$195,800	

STRUCTURE

Curbs and Floor	Curb forms found with excessive rust corrosion, and slab with large cracks have been identified at the bus fueling building for repair and/or replacement. Structural repairs and/or to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 2: Potentially Critical	
\$110,894	

SITE

Bus Canopies	Bus Canopies structural steel framing and roof deck have excessive corrosion. Canopies are original to the site (1985) and have been identified for replacement. Bus Canopy replacement to be a part of a multi-facility campaign or targeted individual projects.
Priority 3: Necessary - Not Yet Critical	
\$6,586,000	

ROOFS

Roof and Walkways	Roof covering and walkway protection at the Guard and Fare Processing, and Bus Fueling buildings were identified for replacement. Roofing repairs to be a part of a multi-facility campaign or targeted individual projects.
Priority 3: Necessary - Not Yet Critical	
\$41,118	

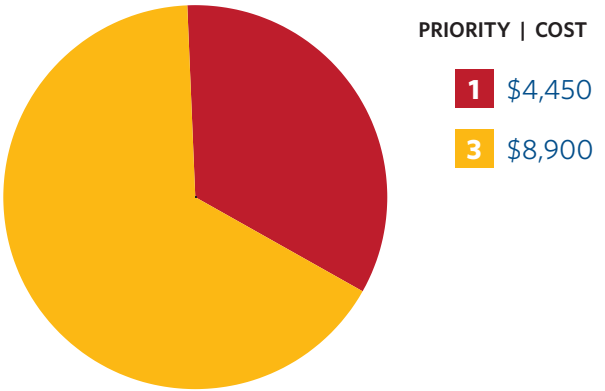
47 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Depot District | Main Building

669 W 200 S, Salt Lake City, UT, 84101



Depot District houses Administration, Operations and Maintenance for the Salt Lake Service Unit.



ATTRIBUTES

Facility Area: 133,210 ft²
Campus: Depot District
Constructed: 2022
Renovated: No
Construction Type: Steel
In-Kind Replacement Cost: \$56M

FACILITY PURPOSE

Primary: Bus Maintenance
Service Capacity: 16 bays
Vehicle Capacity: 250
Current Fleet: 157

SEISMIC EVALUATION

☒ Built to latest Seismic codes

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1 Operations and Maintenance
- 2 Guard House
- 3 Canopies
- 4 Bus Wash
- 5 Fueling Facility
- 6 Unleaded and Diesel Fuel Tanks
- 7 CNG Compressor Building
- 8 FLHQ (see page 60)

Station and TOD
Redevelopment planned

PRIORITY PROJECTS

FIRE PROTECTION		
Alarm Control System	Trouble codes found within the control system.	
	Addressing errors in fire alarm system would be a part of an individual project.	
	Priority 1: Currently Critical	\$4,450
ADA COMPLIANCE		
Kitchen and Restroom updates	Pipe protection under restroom and kitchen sinks need to be updated for ADA compliance. Soap Dispensers and Paper towel holders need to be relocated for ADA compliance.	
	ADA compliance updates to be a part of individual repair project.	
	Priority 3: Necessary - Not Yet Critical	\$5,000

SUMMARY

New building in excellent condition and well maintained. Warranty expired early 2025 and minor reconfiguration projects are expected.

2 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Depot District | Support Buildings

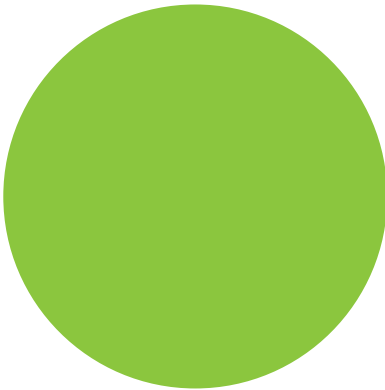
669 W 200 S, Salt Lake City, UT, 84101



The Depot District Bus Wash facility is used for bus washing operations and contains two wash bays. The CNG Compressor Building consists of a flammable material storage building and a canopy over compressors. The Unleaded and Diesel Fueling Area is a canopy over the fueling equipment at the south end of the site and an adjacent tank farm. The Guard building contains two offices and is a single-story facility at the west entrance to the site.

DEFICIENCY COSTS

\$900K



PRIORITY | COST

5 \$879,142

SUMMARY

Depot District is new and well maintained.

BUS WASH

Facility Area: 6,070 ft² Constructed: 2020
Construction Type: Steel In-Kind Replacement Cost: \$3.8M

CNG FUELING FACILITY

Facility Area: 11,547 ft² Constructed: 2015
Construction Type: Steel In-Kind Replacement Cost: \$6.0M

UNLEADED & DIESEL FUELING AREA

Facility Area: 816 ft² Constructed: 2015
Construction Type: Steel In-Kind Replacement Cost: \$0.3M

CNG COMPRESSOR BUILDING

Facility Area: 1,940 ft² Constructed: 2015
Construction Type: Steel In-Kind Replacement Cost: \$1M

GUARD BUILDING

Facility Area: 250 ft² Constructed: 2022
Construction Type: Steel In-Kind Replacement Cost: \$0.3M

SYSTEM DEFICIENCIES

- | | |
|-------------------|--------------------|
| Structure | Fire Protection |
| Roof | Stairs & Elevators |
| Exterior Finishes | Interior Finishes |
| HVAC | Cranes & Hoists |
| Plumbing | ADA Compliance |
| Electrical | Site Improvements |



- 1 Operations and Maintenance
- 2 Guard House
- 3 Canopies
- 4 Bus Wash
- 5 Fueling Facility
- 6 Unleaded and Diesel Fuel Tanks
- 7 CNG Compressor Building
- 8 FLHQ (see page 60)

Station and TOD Redevelopment planned

PRIORITY PROJECTS

SITE IMPROVEMENTS

Parking Lots	Seal coat on parking lots have been identified for repair in north parking lot.	
	Repaving north parking lot will be a part of individual project.	
	Priority 5: Monitor	\$779,818

Perimeter Walls, Gates, Fences	Repair damaged fence posts and chain link fence on west side of building	
	Repair will be a part of individual repair project.	
	Priority 5: Monitor	\$6,230

INTERIOR FINISHES

Interior Flooring Finishes	Address pooling and deterioration of floor in Building 5.	
	Repairs will be a part of individual repair project.	
	Priority 5: Monitor	\$89,712

4 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Meadowbrook | Operations

3600 S 700 W, South Salt Lake, UT, 84119



EXTERIOR MEADOWBROOK BUILDING 7 OPERATIONS

Meadowbrook Building 7 Operations building is a facility that includes office space, dispatch space, drivers lounge, exercise room, locker rooms, restrooms, and a lunchroom.

DEFICIENCY COSTS | OCCUPANCY
\$400K | **226%**



PRIORITY | COST

1	\$28,658
2	\$67,996
3	\$119,794
4	\$42,186
5	\$97,722

SUMMARY

The most significant deficiency is the size of the building. Based on the sizing of UTA's recently designed bus facilities, MB7 should be over twice the size. A larger replacement building is needed.

ATTRIBUTES

Facility Area: 7,510 ft²
Campus: Meadowbrook
Constructed: 1990
Renovated: No
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: \$3.6M

FACILITY PURPOSE

Primary: Bus Operations

SEISMIC EVALUATION

☐ Scheduled 4th quarter 2025

SYSTEM DEFICIENCIES

- | | |
|-------------------------------|--------------------------------|
| <div></div> Structure | <div></div> Fire Protection |
| <div></div> Roof | <div></div> Stairs & Elevators |
| <div></div> Exterior Finishes | <div></div> Interior Finishes |
| <div></div> HVAC | <div></div> Cranes & Hoists |
| <div></div> Plumbing | <div></div> ADA Compliance |
| <div></div> Electrical | <div></div> Site Improvements |



- 1 Administration (see page 64)
- 2 Fare Retrieval
- 3 Maintenance
- 4 Fueling
- 5 Wash
- 6 Canopies
- 7 Operations
- 8 Maintenance Support
- 9 Sign-Out

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards and lighting identified for replacement.	
	Electrical components and systems to be replaced a part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$53,400

FIRE PROTECTION

Fire Protection/Suppression	Fire alarm control panel (FACP) and fire riser identified for replacement.	
	Fire protection equipment to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$17,444

HVAC

Mechanical/HVAC	Rooftop units, heaters, and AC split systems identified for replacement.	
	HVAC systems replacements to be a part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	\$67,996

BUILDING REPLACEMENT

Replacement	Building is identified as extremely undersized.	
	Recommend a replacement building of approximately 34,600 sqft.	
	Priority 2: Potentially Critical	Estimated Cost: \$29.8M

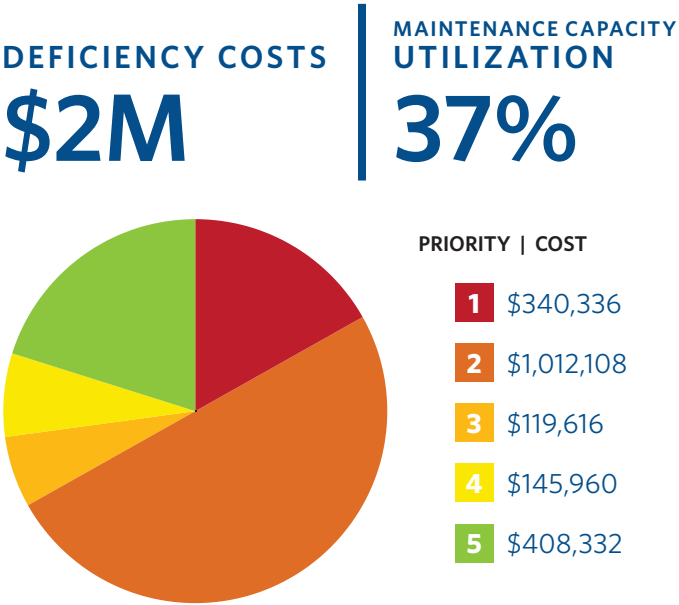
16 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Meadowbrook | Maintenance

3600 S 700 W, South Salt Lake, UT, 84119



Meadowbrook Building 3 Maintenance building provides a comprehensive service facility for inspecting and repairing UTA's bus fleet vehicles. Additionally, the building has administrative offices, locker rooms, parts storage rooms, and a break room. A 2023 addition added seven maintenance bays to the building.



SUMMARY

Ongoing repairs to the building resulting from the damaged fire suppression main will address many deficiencies. MB3 has sufficient maintenance space to support expansions in revenue fleet, however, spaces such as locker rooms, tool storage and areas for desktop work are overcrowded and will need expansion.

ATTRIBUTES

- Facility Area: 52,162 ft²
- Campus: Meadowbrook
- Constructed: 1981
- Renovated: 2023
- Previous Use: Built for UTA
- Construction Type: Masonry
- In-Kind Replacement Cost: \$33M

FACILITY PURPOSE

- Primary: Bus Maintenance
- Service Capacity: 31 bays
- Vehicle Capacity: 254
- Current Fleet: 169

SEISMIC EVALUATION

- ☐ Scheduled 4th quarter 2025

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1 Administration (see page 64)
- 2 Fare Retrieval
- 3 Maintenance
- 4 Fueling
- 5 Wash
- 6 Canopies
- 7 Operations
- 8 Maintenance Support
- 9 Sign-Out

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, switchgear, uninterruptible power supply, diesel generator, interior distribution transformers, automatic transfer switches, and lighting identified for replacement. Lighting is currently under construction and being addressed. Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical	\$457,638
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FIRE PROTECTION

Fire Riser	Fire Riser identified for replacement. Fire Riser replacement is currently under construction. Priority 1: Currently Critical	\$7,476
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VEHICULAR EQUIPMENT

Compressed Air System	Air compressors and Air dryers identified for replacement. Air Compressor system to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$135,280
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HVAC

Mechanical/HVAC	Air handling units, rooftop units, evaporative coolers, rooftop exhaust fans, make-up air unit, and wall mounted exhaust fans identified for replacement. HVAC systems replacements to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$78,035
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BUILDING EXPANSION

Expansion Program	Building is undersized to maintain the fleet it serves and an expansion is needed. Building is under review for redesign and modernization. Priority 1: Currently Critical	\$TBD
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29 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Meadowbrook | Body Shop & Support

3600 S 700 W, South Salt Lake, UT, 84119

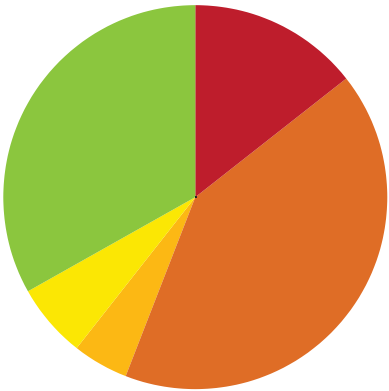


EXTERIOR MEADOWBROOK BUILDING 8 SUPPORT & BODY

Meadowbrook Building 8 houses Maintenance Support & Body Work, including a machine shop, parts receiving department, and paint facilities. Additionally, Facilities Maintenance and Non-Revenue Vehicle maintenance support operate out of MB8.

DEFICIENCY COSTS

\$4.5M



PRIORITY COST	
1	\$625,848
2	\$1,908,338
3	\$205,768
4	\$246,708
5	\$1,517,984

SUMMARY

Aged electrical infrastructure and HVAC systems. Building is size constrained, especially in receiving and body work.

ATTRIBUTES

- Facility Area: 72,072
- Campus: Meadowbrook
- Constructed: 1981
- Renovated: No
- Previous Use: Built for UTA
- Construction Type: Masonry
- In-Kind Replacement Cost: \$35M

FACILITY PURPOSE

Primary: Bus Body Shop

SEISMIC EVALUATION

☐ Scheduled 4th quarter 2025

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1 Administration (see page 64)
- 2 Fare Retrieval
- 3 Maintenance
- 4 Fueling
- 5 Wash
- 6 Canopies
- 7 Operations
- 8 Maintenance Support
- 9 Sign-Out

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, electrical service, interior distribution transformers, switchboards, emergency egress lighting, and lighting controls identified for replacement. Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical	\$416,342
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Electrical Distribution	Generator and uninterruptible power supply identified for replacement. Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical	\$206,658
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CONVEYING

Elevators, Lifts, Escalators	Freight elevators identified for replacement. Freight elevator to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$842,474
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HVAC

Mechanical/HVAC	Rooftop units, cooling towers, evaporative coolers, rooftop exhaust fans, make-up air unit, AC split system, dust collection system, heaters, and wall mounted exhaust fans identified for replacement. HVAC systems replacements to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$767,180
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47 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Meadowbrook | Support Buildings

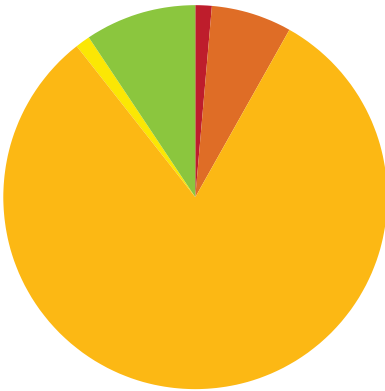
3600 S 700 W, South Salt Lake, UT, 84119



Meadowbrook Building 2 Fare Processing is an office building for fare collection. Building 4 Fuel Island includes equipment for bus fueling, currently only supporting diesel buses. The Bus Wash contains five wash bays and Sign-Out Building 6 is a diminutive two-room office.

DEFICIENCY COSTS

\$11.4M



PRIORITY COST	
1	\$155,216
2	\$753,118
3	\$9,382,300
4	\$79,974
5	\$1,092,614

FARE PROCESSING

Facility Area: 1,776 ft²	Constructed: 1988
Construction Type: Masonry	In-Kind Replacement Cost: \$0.8M

FUEL ISLAND

Facility Area: 4,211 ft²	Constructed: 1981
Construction Type: Masonry	In-Kind Replacement Cost: \$1.6M

BUS WASH

Facility Area: 12,141 ft²	Constructed: 1981
Construction Type: Masonry	In-Kind Replacement Cost: \$7.6M

SIGN-OUT OFFICE

Facility Area: 400 ft²	Constructed: 1988
Construction Type: Masonry	In-Kind Replacement Cost: \$0.1M

SUMMARY

The campus is aging but attentively maintained. Canopy parking is sufficient but aging. While the campus is expansive, capacity issues at individual buildings and additional propulsion service and maintenance needs will soon constrain the site and must be carefully managed.

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1 Administration (see page 64)
- 2 Fare Retrieval
- 3 Maintenance
- 4 Fueling
- 5 Wash
- 6 Canopies
- 7 Operations
- 8 Maintenance Support
- 9 Sign-Out

PRIORITY PROJECTS

ELECTRICAL	
Electrical Distribution	Interior distribution transformers, panelboards, Lighting, security, and lighting control identified for replacement at buildings 2, 4, & 5. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$160,556
FIRE PROTECTION	
Fire Protection / Suppression	Fire alarms and fire riser identified for replacement at Building 4 Fuel Island. Fire protection equipment to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$41,652
STRUCTURAL	
Bus Wash	Floor slab identified for replacement due to large cracks. Floor repair to be a part of a targeted repair program or an individual project. Priority 2: Potentially Critical \$484,160
HVAC	
Mechanical/HVAC	Rooftop units, heaters, and AC split system, rooftop exhaust fans, evaporative coolers, and centrifugal fans identified for replacement at buildings 2, 4, & 5. HVAC systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical \$226,950
PLUMBING	
Domestic Water Distribution	Domestic water heaters, drinking fountains, bathrooms, trench drains and emergency eyewash identified for repair or replacement in buildings 4 & 5. Plumbing systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 3: Necessary - Not Yet Critical \$77,964

73 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

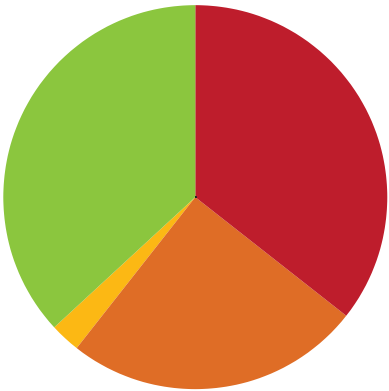
Riverside | Operations

3610 S 900 W, South Salt Lake, UT 84119



The UTA Riverside Paratransit Operations provides workspace for UTA’s Paratransit services including operations, dispatch, scheduling, radio and control. The facility is supported by two relocatable buildings to accommodate an expanded workforce.

DEFICIENCY COSTS | OCCUPANCY
\$300K | **160%**



PRIORITY | COST

- 1 \$112,674
- 2 \$83,019
- 3 \$8,010
- 5 \$116,590

SUMMARY

Electrical infrastructure, HVAC limitations and water infiltration are all problematic, however, overcrowding is the primary deficiency. Relocatables are very demanding to keep well maintained. Building replacement is likely more feasible than rehabilitation.

ATTRIBUTES

- Facility Area: 8,327 ft²
- Campus: Riverside
- Constructed: 1996
- Renovated: No
- Previous Use: Built for UTA
- Construction Type: Masonry
- In-Kind Replacement Cost: \$4.0M

FACILITY PURPOSE

Primary: Paratransit Operations

SEISMIC EVALUATION

☐ Scheduled 1st quarter 2027

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements



- 1 Operations
- 2 Security
- 3 Maintenance
- 4 Fueling
- 5 Canopies

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, interior distribution transformers, uninterruptible power supply, public address system identified for replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical	\$128,338
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HVAC

Mechanical/HVAC	Rooftop exhaust fans, and AC units were identified for replacement. HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$31,755
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ROOF

Roof / Walls / Ceiling	Roof, gutters, siding, and exterior doors identified for replacement. Roofing and exterior repairs to be a part of a multi-facility campaign or targeted individual projects. Priority 3: Necessary - Not Yet Critical	\$68,700
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BUILDING REPLACEMENT

Replacement	Building is identified as undersized. Building replacement is currently under review. New building estimated size is 15,200sqft. Priority 1: Currently Critical	Estimated Cost: \$13.1M
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12 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

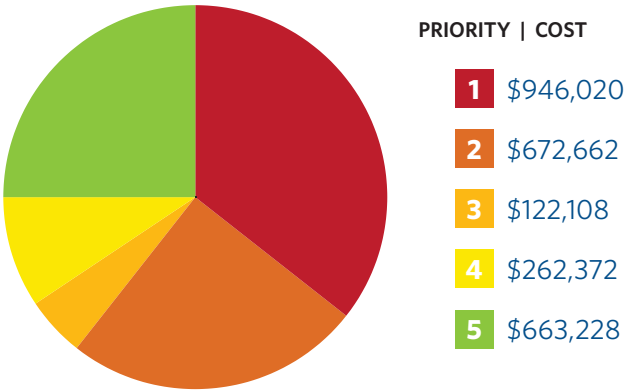
Riverside | Maintenance

3610 S 900 W, South Salt Lake, UT 84119



EXTERIOR RIVERSIDE PARATRANSIT MAINTENANCE BUILDING

The Riverside maintenance building provides workspace for maintenance and service of Paratransit and Flex vans, including a space for tire maintenance contractor to work. The building also provides limited locker rooms and administrative work spaces.



SUMMARY

Electrical infrastructure, HVAC upgrades and replacement of failing equipment are all needed. There is insufficient desking/ office workspace. Expansion and renovation are needed.

ATTRIBUTES

- Facility Area: 27,461 ft²
- Campus: Riverside
- Constructed: 2010
- Renovated: No
- Previous Use: Built for UTA
- Construction Type: Steel
- In-Kind Replacement Cost: \$13M

FACILITY PURPOSE

- Primary: Bus Maintenance
- Service Capacity: 13
- Vehicle Capacity: 125
- Current Fleet: 117

SEISMIC EVALUATION

☐ Scheduled 1st quarter 2027

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1 Operations
- 2 Security
- 3 Maintenance
- 4 Fueling
- 5 Canopies

PRIORITY PROJECTS

FIRE PROTECTION	
Fire Protection/Suppression	Sprinkler system and fire alarm system identified for replacement. Fire Protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$820,580
ELECTRICAL	
Electrical Distribution	Panelboards, interior distribution transformers, uninterruptible power supply, lighting, and switchgear were identified for repair and replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$361,874
HVAC	
Mechanical/HVAC	Rooftop exhaust fans, evaporative coolers, expansion tanks, circulating pumps, chemical feedwater tank, rooftop units, garage exhaust units, heaters and boilers were identified for replacement. HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical \$340,158
VEHICULAR EQUIPMENT	
Lifts and Compressed Air	Bus lifts, air compressor, air dryer, and compressed air storage tanks identified for replacement. Lifts and Air Compressor system to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical \$281,240
BUILDING REPLACEMENT	
Replacement	Building is identified as overcrowded and has limitations in facility equipment. Building replacement is currently under review. New building estimated size is 5,400 sqft. Priority 1: Currently Critical Estimated Cost: \$10.7M

36 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Riverside | Support Buildings

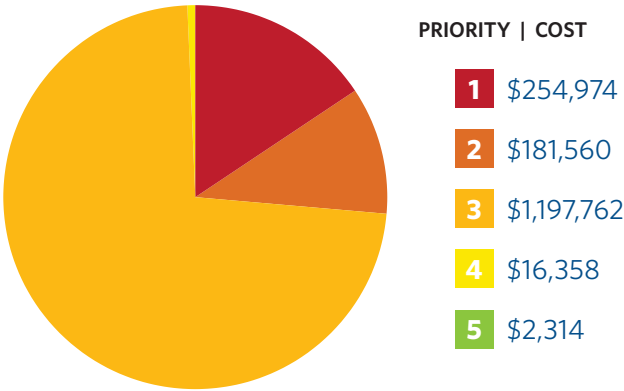
3610 S 900 W, South Salt Lake, UT 84119



The Riverside Guard building is a single-story facility used as a security entrance for the site. The Fuel Island contains a number of above ground tanks for diesel, gasoline and other fluids, which are delivered to the Service Building for vehicle fueling.

DEFICIENCY COSTS

\$1.7M



SUMMARY

A number of equipment issues, especially at fuel island, require attention. Demands for fueling at this facility are not optimal for the fuel tank configuration and condition. Site entrance and drive lanes are not optimal for fuel trucks and should be improved.

GUARD BUILDING

Facility Area: 240 ft²
Constructed: 1996
Construction Type: Masonry
In-Kind Replacement Cost: \$0.1M

FUEL ISLAND

Facility Area: 4,625 ft²
Constructed: 1996
Construction Type: Steel
In-Kind Replacement Cost: \$1.7M

SERVICE BUILDING

Facility Area: 4,401 ft²
Constructed: 1996
Construction Type: Masonry
In-Kind Replacement Cost: \$2.1M

SYSTEM DEFICIENCIES

- | | |
|-------------------|--------------------|
| Structure | Fire Protection |
| Roof | Stairs & Elevators |
| Exterior Finishes | Interior Finishes |
| HVAC | Cranes & Hoists |
| Plumbing | ADA Compliance |
| Electrical | Site Improvements |



- 1 Operations
- 2 Security
- 3 Maintenance
- 4 Fueling
- 5 Canopies

PRIORITY PROJECTS

VEHICULAR EQUIPMENT

Fueling System	Replacement of unused diesel AST with additional 12k gal unleaded AST, including replacement of underground piping was identified at the Riverside Fuel Island. Fuel system to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 1: Currently Critical	
\$320,000	

ELECTRICAL

Electrical Distribution	Panelboards, automatic transfer switches, interior distribution transformers, emergency generator, lighting, and public address system were identified for repair and replacement at both the Fares & Guard Structure and Service Building. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 1: Currently Critical	
\$237,513	

FIRE PROTECTION

Fire Protection/Suppression	Fire Alarms identified for replacement at both Fares & Guard Structure and Service Building. Fire Protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 1: Currently Critical	
\$34,710	

HVAC

Mechanical/HVAC	Garage exhaust units, heaters and evaporative coolers were identified for replacement at the Service Building. HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 2: Potentially Critical	
\$113,030	

28 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Mt. Timpanogos | Operations

1110 Geneva Rd, Orem, UT 84058



Mt. Timpanogos Building 1 Operations includes work and support spaces for Administration Operations and Dispatch. The building has overflowed into a complex of relocatable structures, which house office spaces, meeting rooms and network and radio infrastructure.

DEFICIENCY COSTS | OCCUPANCY
\$600K | 142%



PRIORITY | COST

- 1 \$182,183
- 2 \$77,964
- 3 \$79,922
- 4 \$21,093
- 5 \$256,854

SUMMARY

HVAC issues and overcrowding are problematic. The building is undersized for the workforce. Building replacement is likely more feasible than expansion/renovation.

UDOT data shows that daily traffic on Geneva Road has tripled since UTA operations began in 1988, sharply increasing the risk of vehicle-bus conflicts at the campus’s only non-signalized access point.

ATTRIBUTES

- Facility Area: 6,935 ft²
- Campus: Mt. Timpanogos
- Constructed: 1988
- Renovated: No
- Previous Use: Built for UTA
- Construction Type: Masonry
- In-Kind Replacement Cost: \$3.3M

FACILITY PURPOSE

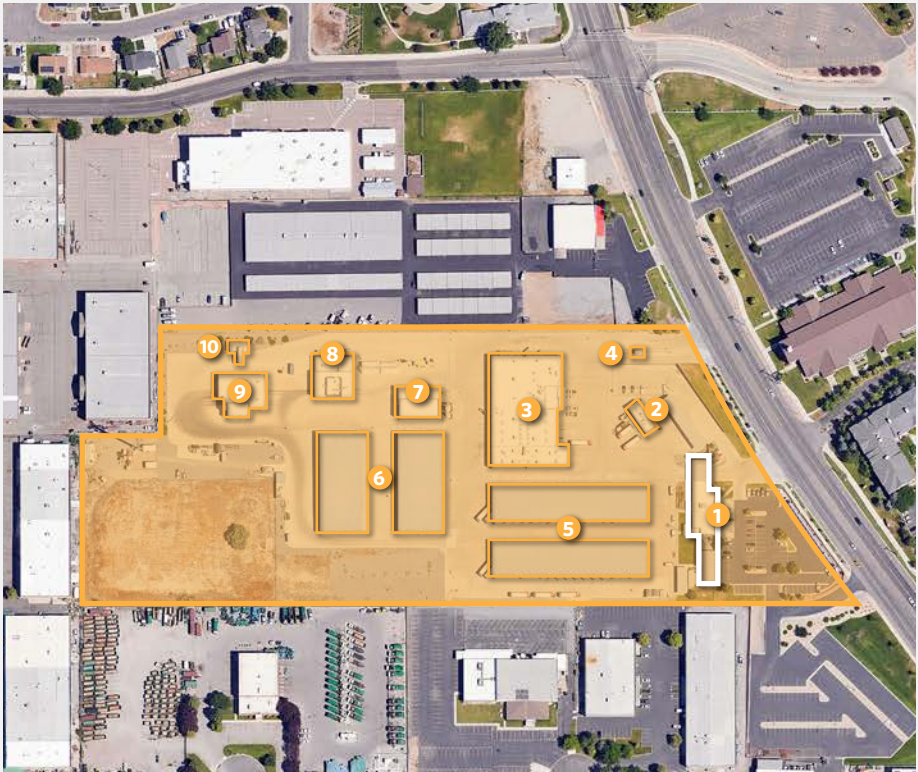
- Primary: Bus Maintenance
- Service Capacity: 10 bays (40’), 3 bays (60’)
- Vehicle Capacity: 93
- Current Fleet: 89

SEISMIC EVALUATION

☐ Scheduled 1st quarter 2027

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements



- 1 Operations
- 2 Service
- 3 Maintenance
- 4 Security
- 5 Canopies
- 6 Bus Canopies
- 7 Tires
- 8 Fueling
- 9 Wash
- 10 Fares

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboard, interior distribution transformers, security system, clock, public address system, and uninterruptible power supply were identified for replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical	\$152,368
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FIRE PROTECTION

Fire Protection/Suppression	Fire riser and fire alarm control system identified for replacement. Fire Protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical	\$24,920
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HVAC

Mechanical/HVAC	Condenser, rooftop exhaust fans, AC split systems, and rooftop units were identified for replacement. HVAC systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$64,970
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SITE ACCESS

Real Estate Acquisition	Site access improvements identified to be improved for buses safely accessing the site due to traffic increases. Real Estate acquisition and drive aisle construction required. Currently under investigation. Priority 1: Currently Critical	\$TBD
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BUILDING REPLACEMENT

Replacement	Building is over capacity. Building replacement is currently under review and needs to double in size from 6,935sqft to potentially 13,200 sq ft. Priority 1: Currently Critical	Estimated Cost: \$11.4M
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33 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

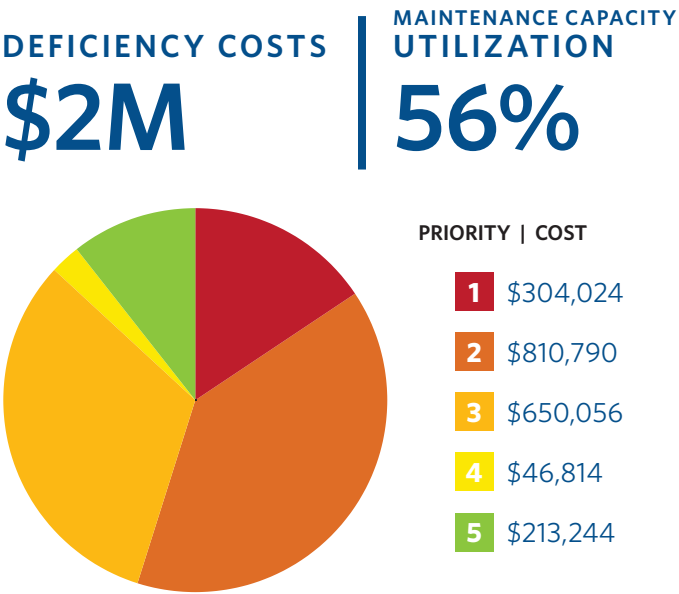
Mt. Timpanogos | Maintenance

1110 Geneva Rd, Orem, UT 84058



EXTERIOR MT. TIMPANOGOS BUILDING 3 MAINTENANCE

Mt. Timpanogos Building 3 Maintenance provides comprehensive service and maintenance capabilities for UTA buses. To meet the demands of UVX 60 ft articulated buses, an addition was constructed in 2007.



ATTRIBUTES

Facility Area: 24,357 ft²

Campus: Mt. Timpanogos

Constructed: 1988

Renovated: 2017

Previous Use: Built for UTA

Construction Type: Masonry

In-Kind Replacement Cost: \$16M

FACILITY PURPOSE

Primary: Bus Maintenance

Service Capacity: 10 bays (40'), 3 bays (60')

Vehicle Capacity: 93

Current Fleet: 89

SEISMIC EVALUATION

☐ Scheduled 1st quarter 2027

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

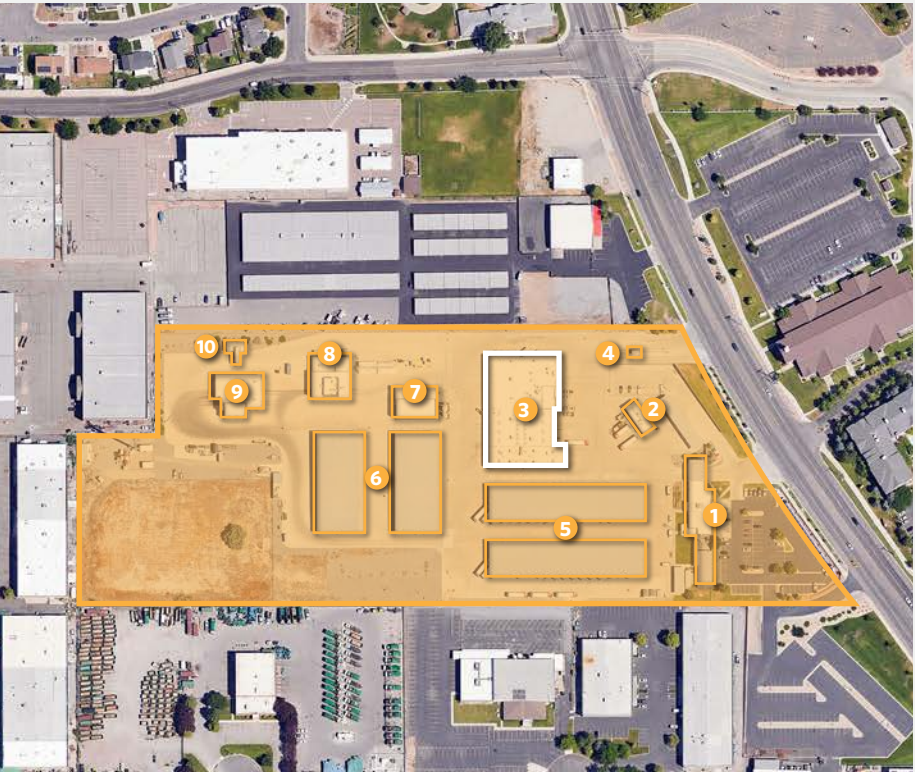
Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1 Operations
- 2 Service
- 3 Maintenance
- 4 Security
- 5 Canopies
- 6 Bus Canopies
- 7 Tires
- 8 Fueling
- 9 Wash
- 10 Fares

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboard, internal distribution transformers, security, public address, switchboards, and uninterruptible power supply identified for replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 1: Currently Critical	
\$317,018	

FIRE PROTECTION

Fire Protection/Suppression	Fire alarm control, fire riser, and back flow system identified for replacement. Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 1: Currently Critical	
\$28,124	

HVAC

Mechanical/HVAC	Hot water circulating pumps, wall mounted exhaust fans, rooftop exhaust fans, evaporative coolers, utility exhaust fans, heaters, rooftop units, and make-up air units identified for replacement. HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 2: Potentially Critical	
\$757,390	

EXTERIOR ENCLOSURE

Exterior Doors	Exterior roll-up doors identified for replacement. Doors to be replaced as part of a multi-facility campaign or targeted individual projects.
Priority 5: Monitor	
\$202,208	

SUMMARY

Generally, the building works well for it's intended purpose. Some maintenance equipment requires overhaul or replacement and the overhead doors are deteriorated and are not fully functional, limiting efficiency.

36 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Mt. Timpanogos | Support Buildings

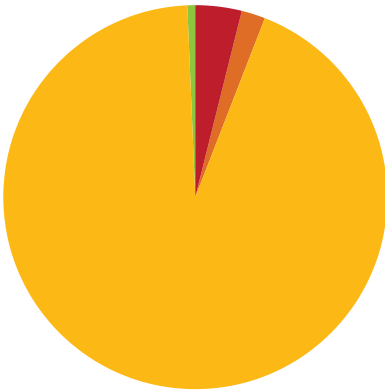
1110 Geneva Rd, Orem, UT 84058



An original 1988 fueling building has been replaced with the 2017 UVX expansion project, which also added four further buildings, rounding out the capabilities of the service unit. The buildings are in good condition, however the access to the facility is proving to be problematic.

DEFICIENCY COSTS

\$6.3M



PRIORITY COST	
1	\$274,654
2	\$117,836
3	\$5,886,816
4	\$890
5	\$24,564

SUMMARY

Several individual mechanical and electrical deficiencies. Bus canopies are full and additional fleet is expected. The most critical problem is access to the site. Additional site entrance/exit is needed due to traffic on Geneva Road hampering roll-out. Development on surrounding property is already limiting potential solutions. Additional roadway access is an urgent need.

SERVICE/SIGNOUT BUILDING

Facility Area: 128 ft² Constructed: 2017
Construction Type: Masonry In-Kind Replacement Cost: \$.05M

FUEL ISLAND

Facility Area: 1,637 ft² Constructed: 1988
Construction Type: Masonry In-Kind Replacement Cost: \$0.6M

TIRE BUILDING

Facility Area: 2,739 ft² Constructed: 2017
Construction Type: Steel In-Kind Replacement Cost: \$1.3M

FUEL STATION

Facility Area: 6,084 ft² Constructed: 2017
Construction Type: Steel In-Kind Replacement Cost: \$2.3M

BUS WASH

Facility Area: 6,570 ft² Constructed: 2017
Construction Type: Steel In-Kind Replacement Cost: \$4.1M

GUARD & FARE PROCESSING

Facility Area: 595 ft² Constructed: 2017
Construction Type: Masonry In-Kind Replacement Cost: \$.25M

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

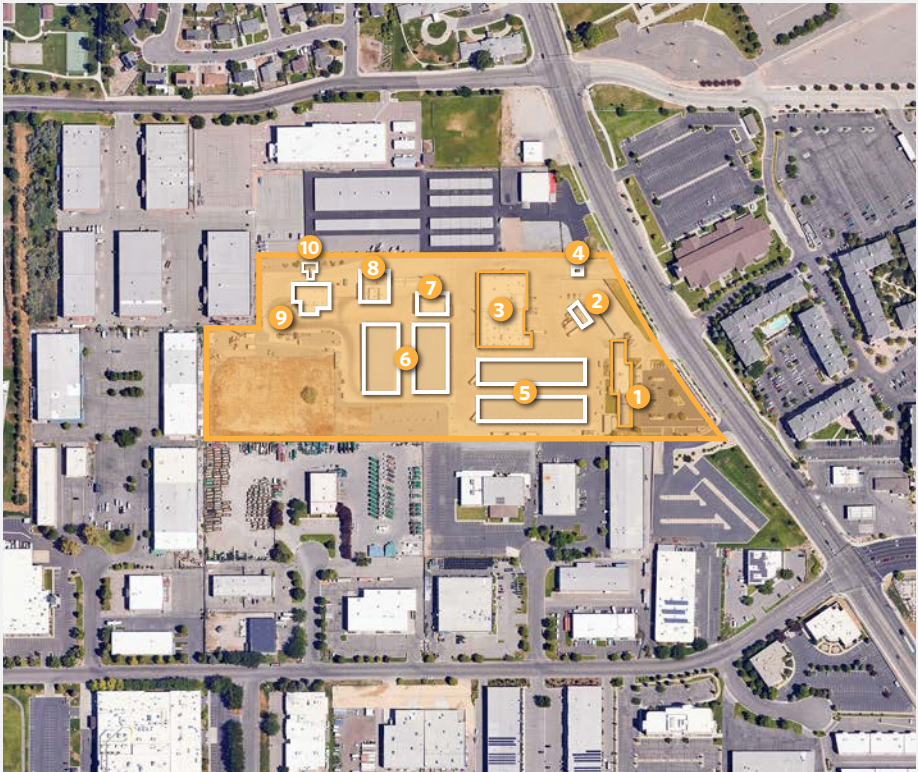
Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1 Operations
- 2 Service
- 3 Maintenance
- 4 Security
- 5 Canopies
- 6 Bus Canopies
- 7 Tires
- 8 Fueling
- 9 Wash
- 10 Fares

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Generator and ATS (Automatic Transfer Switch) were identified for replacement at the Fuel Island building.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$210,930

Electrical Distribution	Panelboards, switchgear, interior distribution transformer were identified for replacement at the Fuel Island building.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$55,714

FIRE PROTECTION

Fire Protection/Suppression	Fire riser identified for replacement.	
	Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$8,010

HVAC

Mechanical/HVAC	Fail coils, heaters, make-up air units, evaporative coolers, and utility exhaust fans identified for replacement at the Fuel Island.	
	HVAC and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	\$117,836

SITE IMPROVEMENTS

Exterior	Repairs to Concrete Bus Parking Lot and Expanding Bus Canopies has been identified to improve the site.	
	Site Repairs to be a part of targeted replacement program.	
	Priority 3: Necessary - Not Yet Critical	\$5.86M

25 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

LIGHT RAIL

UTA performs maintenance operations and vehicle storage for their light rail transit system at two facilities: Midvale Rail Service Center and the Jordan River Rail Service Center. Combined, the two facilities have 400k sqft of building space, vehicle capacity of 201 LRT vehicles, 31 shop bays for maintenance, and 41 acres across the two sites.

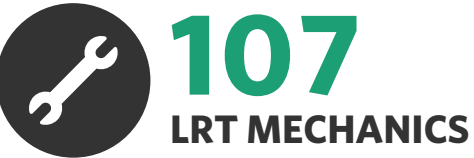
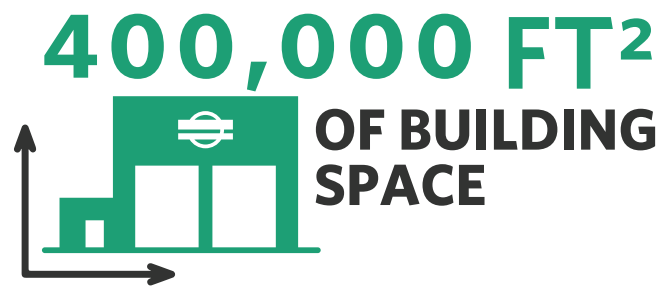
201

LRT VEHICLE CAPACITY



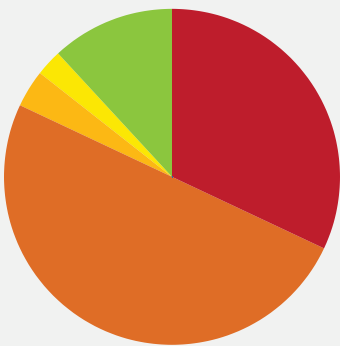
58%

UTILIZATION

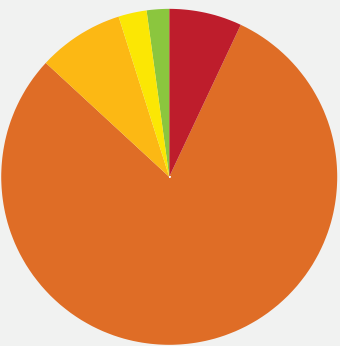


TOTAL FACILITY CAMPUS SUMMARY SCORECARD

Jordan River
DEFICIENCY COSTS
\$15.3M



Midvale
DEFICIENCY COSTS
\$12.5M



Jordan River Rail Service Center

Jordan River Rail Service Center | JRRSC

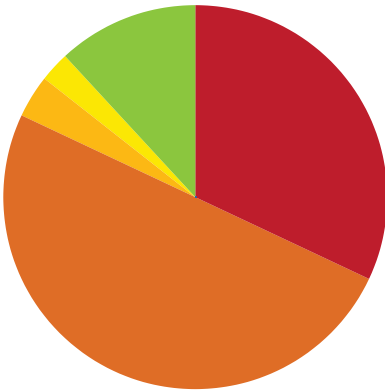
2264 S 900 W, South Salt Lake, UT 8411



EXTERIOR JRSSC

The UTA Jordan River Rail Service Center provides comprehensive services including storage, routine maintenance, and repairs. The building also hosts a large number of administrative functions and the TRAX control room.

DEFICIENCY COSTS \$15.3M



PRIORITY COST	
1	\$4,871,771
2	\$7,616,442
3	\$594,164
4	\$339,090
5	\$1,828,238

SUMMARY

Facility is serving its current needs well with sufficient capacity. The completion of JR2 will reduce the demand for parking that currently overcrowds available space. Several equipment, mechanical and electrical deficiencies, as well as limitations in structural performance, indicate the need for a renovation.

ATTRIBUTES

- Facility Area: 310,276 ft²
- Campus: Jordan River
- Constructed: 1975
- Renovated: 2011
- Previous Use: Warehouse
- Construction Type: Steel Frame + CIP Concrete
- In-Kind Replacement Cost: \$230M

FACILITY PURPOSE

- Primary: LRT Maintenance
- Service Capacity: 16 bays
- Vehicle Capacity: 101
- Current Fleet: 77 (S70s)

SEISMIC EVALUATION

- Completed: 11-2024

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

SEISMIC STUDY

Foundation	Mid Seismic Priority (Somewhat concerning) Enlarge and tie together existing footings for lateral spread
Walls	Low Seismic Priority (Fails per analysis, lower concern) Add concrete walls, misc building/nonstructural improvements
Roof/Slab	Mid Seismic Priority (Somewhat concerning) Strengthen existing roof and floor decks/beams

TOTAL SEISMIC COSTS
\$40M



- 1 Jordan River Rail Service Center
- 2 Jordan River 2 (Under Construction)
- 3 Fire House
- 4 Technical Training Education Center (Under Construction)

PRIORITY PROJECTS

SITE	
Water Main	Underground water main that supplies fire suppression at site's east elevation has major leaks since April/May 2024 and continues to be an issue. Water main repair will be a part of individual project. Cost is estimated. Priority 1: Currently Critical \$3,560,000
ELECTRICAL	
Electrical Distribution	Panelboards, main distribution panel, interior distribution transformer, emergency lighting, lighting control panel, exterior and interior lighting were identified for replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$1,161,361
FIRE PROTECTION	
Fire Protection/Suppression	Fire alarm devices identified for replacement. Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$667,500
PLUMBING	
Domestic Water Distribution	Domestic water distribution piping identified for replacement due to brown water in lavatories. Water distribution to be a part of a targeted replacement program during the next modernization project. Priority 2: Potentially Critical \$3,310,800
HVAC	
Mechanical/HVAC	Rooftop units, air handling units, overhead destratification fans, heaters, rooftop exhaust fans, AC window units, and AC split systems identified for replacement. HVAC and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical \$2,903,892

39 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

LIGHT RAIL

Midvale | Service Center

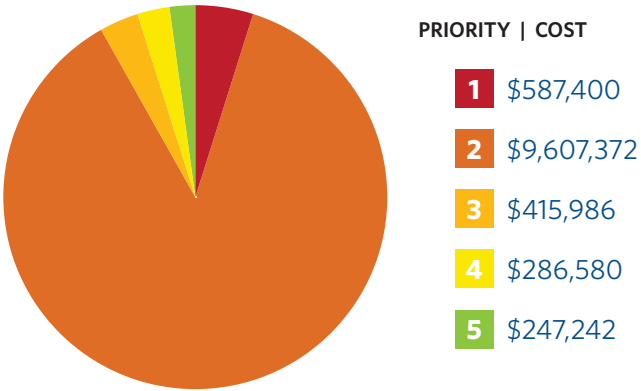
613 W 6960 S, Midvale, UT 84047



Midvale Rail Service Center was renovated to serve the opening of TRAX and the first generation of LRT vehicles at UTA. Midvale also houses the backup control room for FrontRunner.

DEFICIENCY COSTS

\$11.1M



SUMMARY

Aging and deteriorated equipment are demanding to maintain, and several critical elements of the facility have outgrown their available space. A large scale renovation and expansion project is likely required.

ATTRIBUTES

Facility Area: 89,440 ft²
Campus: Midvale
Constructed: 1984
Renovated: 1997
Previous Use: Manufacturing
Construction Type: Steel Frame + Masonry
In-Kind Replacement Cost: \$66M

FACILITY PURPOSE

Primary: LRT Maintenance
Service Capacity: 16 bays
Vehicle Capacity: 101
Current Fleet: 40 (Siemens SD100 & SD160s)

SEISMIC EVALUATION

☒ **Completed:** 11-2024

SYSTEM DEFICIENCIES

- | | |
|-------------------------------|--------------------------------|
| <div></div> Structure | <div></div> Fire Protection |
| <div></div> Roof | <div></div> Stairs & Elevators |
| <div></div> Exterior Finishes | <div></div> Interior Finishes |
| <div></div> HVAC | <div></div> Cranes & Hoists |
| <div></div> Plumbing | <div></div> ADA Compliance |
| <div></div> Electrical | <div></div> Site Improvements |

SEISMIC STUDY

Foundation	Low Seismic Priority (Fails per analysis, lower concern)
Walls	Mid Seismic Priority (Somewhat concerning)
Roof/Slab	Highest Seismic Priority (Very concerning)
Replace roof deck/beams and connect to masonry shear walls	

TOTAL SEISMIC COSTS
\$22M



- 1 Midvale Rail Service Center
- 2 MOW Facilities Building
- 3 Paint Booth Building

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, automatic transfer switch, switchgear, lighting, interior distribution transformer, and motor control center identified for replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical	\$854,400
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HVAC

Mechanical/HVAC	Air Handling, Condenser, exhaust fans, rooftop units, make-up air units identified for replacement. HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$1,045,572
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CRANES & HOISTS

Cranes & Hoists	Hoists and cranes identified for replacement. Hoists and cranes to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$987,900
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CONVEYING

Elevators, Lifts, Escalators	Passenger Elevator identified for replacement. Elevator to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical	\$445,000
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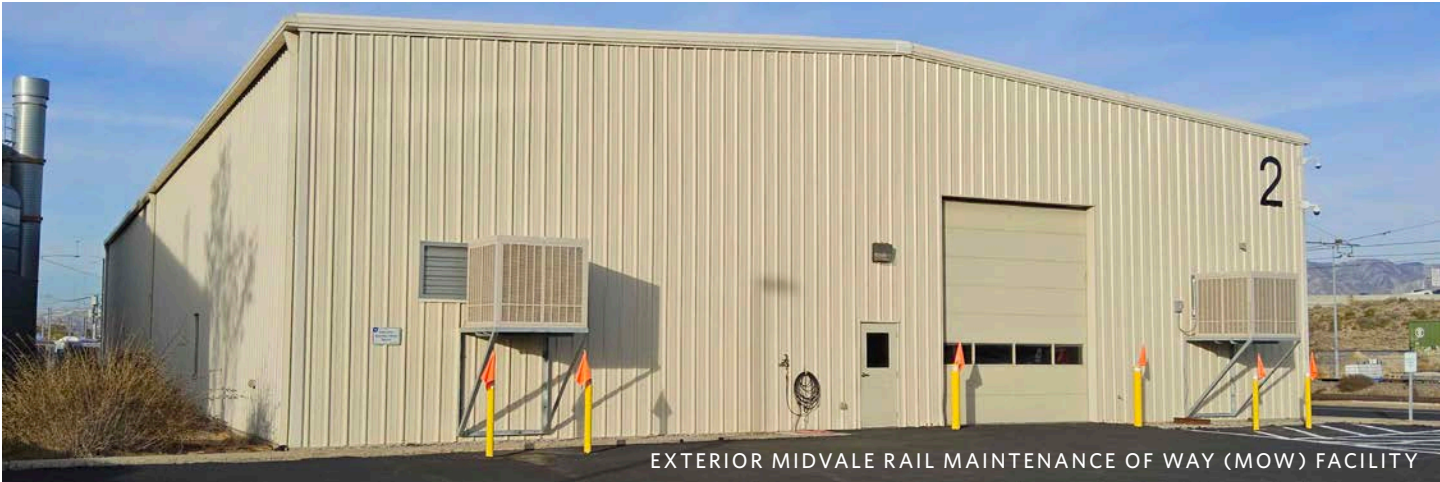
BUILDING EXPANSION

Expansion	Machine shop identified in need expansion. Estimated cost under development. Priority 1: Currently Critical	\$TBD
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5 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Midvale | Support Buildings

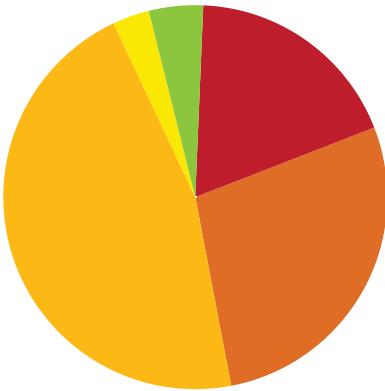
613 W 6960 S, Midvale, UT 84047



The Midvale Rail Maintenance of Way (MOW) Facility (Building 2) provides a full range of workspaces for the maintenance of tracks, signals, and other rail-related systems and Facility Maintenance. The Paint Booth (Building 3) is dedicated to painting and refinishing LRT vehicles and other large rail equipment.

DEFICIENCY COSTS

\$1.4M



PRIORITY | COST

- 1 \$262,550
- 2 \$380,297
- 3 \$612,142
- 4 \$39,605
- 5 \$60,698

SUMMARY

The effectiveness of the paint and body facility is limited by occasional high winds. Impact could be reduced with a windbreak. The MOW and FM building are well-maintained and adequate.

MOW FACILITIES BUILDING

Facility Area: 13,920 ft²
Constructed: 2004
Construction Type: Steel
In-Kind Replacement Cost: \$10M

PAINT BOOTH BUILDING

Facility Area: 7,714 ft²
Constructed: 2008
Construction Type: Steel
In-Kind Replacement Cost: \$6.5M

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



- 1 Midvale Rail Service Center
- 2 MOW Facilities Building
- 3 Paint Booth Building

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Make-up air system controller for paint booth, public address system, and lighting identified for replacement.
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
	Priority 1: Currently Critical
	\$305,893

FIRE PROTECTION

Fire Protection/Suppression	Fire alarm devices and fire alarm control panel (FACP) identified for replacement.
	Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects.
	Priority 1: Currently Critical
	\$116,234

HVAC

Mechanical/HVAC	Condenser, exhaust fans, heaters, AC window units, evaporative coolers, and make-up air units identified for replacement.
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.
	Priority 2: Potentially Critical
	\$179,335

CRANES & HOISTS

Cranes & Hoists	Hoists identified for replacement.
	Hoists to be replaced as part of a multi-facility campaign or targeted individual projects.
	Priority 2: Potentially Critical
	\$13,350

ROOF

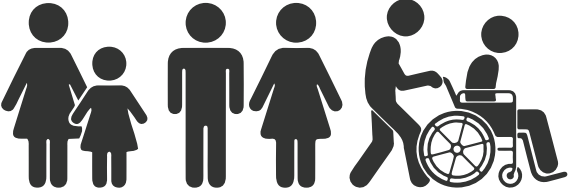
Roof/Wall	Roof membrane and black walkway pads identified for replacement.
	Roofing repairs to be a part of a multi-facility campaign or targeted individual projects.
	Priority 3: Necessary - Not Yet Critical
	\$202,564

35 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

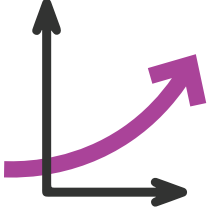
COMMUTER RAIL

FrontRunner, UTA's commuter rail service, spans an 83-mile corridor and connects communities along the Wasatch Front through 16 stations across Weber, Davis, Salt Lake, and Utah counties.

UDOT (the Utah Department of Transportation) and UTA are working together to improve the frequency, reliability, and travel time of FrontRunner through FR2X. More information on FR2X can be found at frontrunner2x.utah.gov



4,128,459
FRONT RUNNER
PASSENGERS IN 2024



10.5%
RIDERSHIP
INCREASE over 2023



119
CR OPERATORS

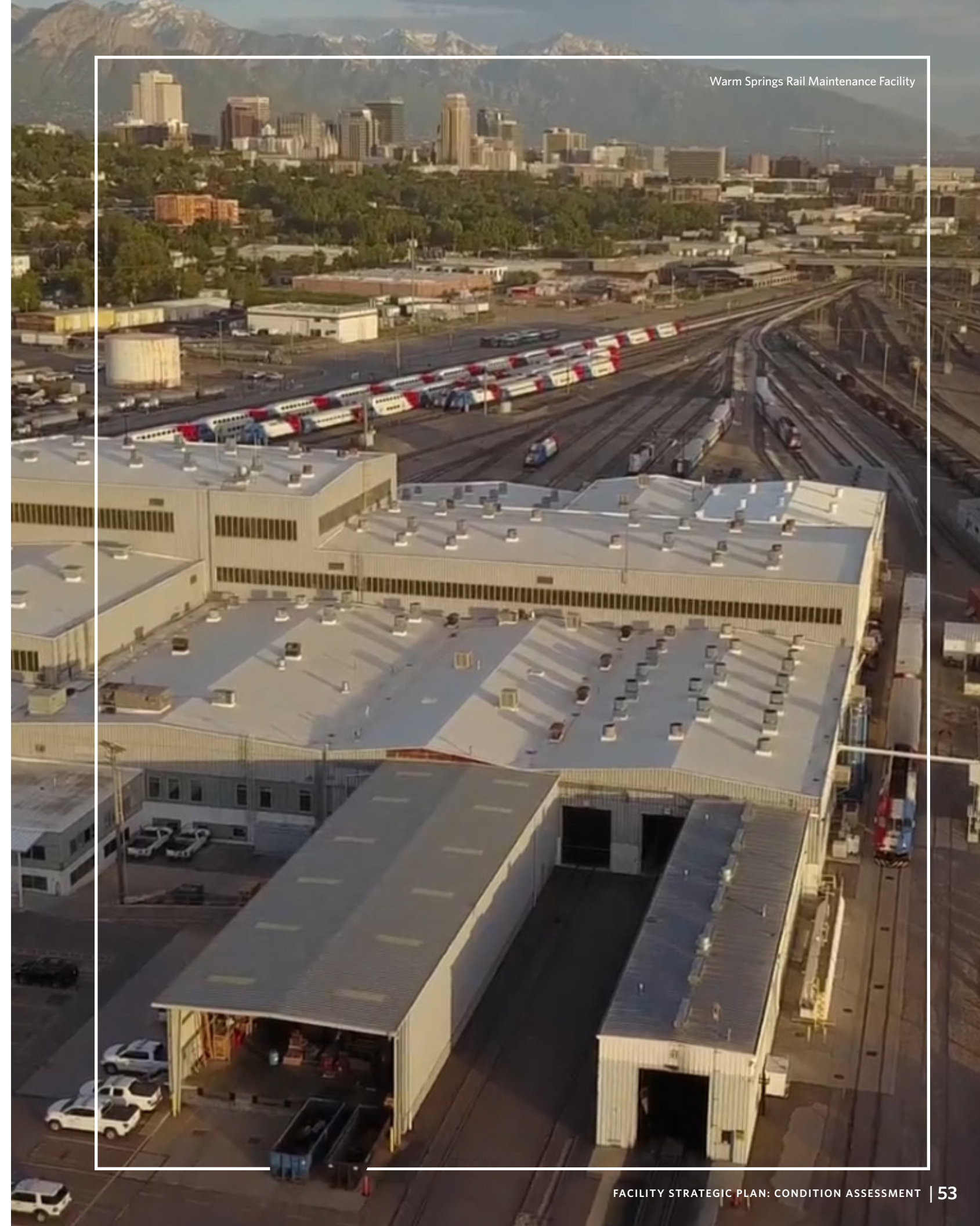


66
CR MECHANICS



2024
TOTAL MILES TRAVELED
13,000,000

Warm Springs Rail Maintenance Facility



Warm Springs | FrontRunner Maintenance Facility

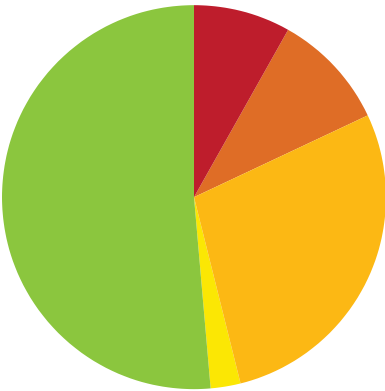
900 N 500 W, Salt Lake City, UT, 84116



FrontRunner is operated and maintained through a single facility, Warm Springs Rail Service Center, which was built in 1952 as a locomotive assembly plant and adapted by UTA in 2008. The age of the facility and issues with the soils and site mean that there is a number of critical deficiencies, however the unique functions and near 24-7 operations of the building make necessary rehabilitation projects challenging.

DEFICIENCY COSTS

\$34.3M



PRIORITY COST	
1	\$3,017,100
2	\$3,025,555
3	\$9,834,215
4	\$895,968
5	\$17,594,410

SUMMARY

In 2024, Facility Development began collaborating with the FR2X team, led by UTA and UDOT, to assess commuter rail facility needs. That project will guide the need for long-term improvements at Warm Springs. FacDev will deliver a phased plan for those improvements in conjunction with future FR2X recommendations.

ATTRIBUTES

Facility Area: 144,000 ft²
Campus: Warm Springs
Constructed: 1952
Renovated: 2008
Previous Use: Union Pacific Freight Facility
Construction Type: Riveted Steel Frame
In-Kind Replacement Cost: \$106.6M

FACILITY PURPOSE

Primary: Commuter Rail Maintenance
Service Capacity: 2 Tracks Full S&I
4 Tracks PM & CM
4 Tracks Overhaul
Vehicle Capacity: 13 Stored Trainsets
Current Fleet: 14 Trainsets (18 Locomotives; 38-43 passenger cars)

SEISMIC EVALUATION

✓ **Completed:** 11-2024

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements

SEISMIC STUDY

Foundation	Highest Seismic Priority (Very concerning)
	Enlarge and tie together existing footings for lateral spread
Walls	Mid Seismic Priority (Somewhat concerning)
	Add concrete shear walls and wrap existing columns
Roof/Slab	Highest Seismic Priority (Very concerning)
	Strengthen and add roof braces

TOTAL SEISMIC COSTS
\$40M



- 1 Warm Springs FrontRunner Maintenance Facility
- 2 Warm Springs FrontRunner Pump House

PRIORITY PROJECTS

FIRE PROTECTION	
Fire Protection/Suppression	Main building lacked a fire suppression system. Comprehensive dry-pipe fire suppression system including sprinkler network, detection, alarms and centralized controls identified for installation. Fire protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical \$2,136,000
ELECTRICAL	
Electrical Distribution	Full electrical system replacement including critical electrical components, wiring, distribution panels, interior and exterior emergency lighting, electrical safety systems, emergency generator, and main service switchboard identified for replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 1: Currently Critical 1,483,368
HVAC	
Mechanical/HVAC	HVAC mechanical systems identified for replacement and modernization including rooftop exhaust fans, rooftop evaporative coolers, and control systems. HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 2: Potentially Critical \$3,025,555
PLUMBING	
Domestic Water Distribution	Replacement of entire steam distribution system including piping, insulation, valves, and controls, with a modern, energy-efficient system that minimizes heat loss and improves safety and performance. Replacement of entire water and sanitary distribution system including all piping, fittings, valves, and control systems, ensuring modern, efficient, and compliant infrastructure. Plumbing equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects. Priority 3: Necessary - Not Yet Critical \$7,683,370

32 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

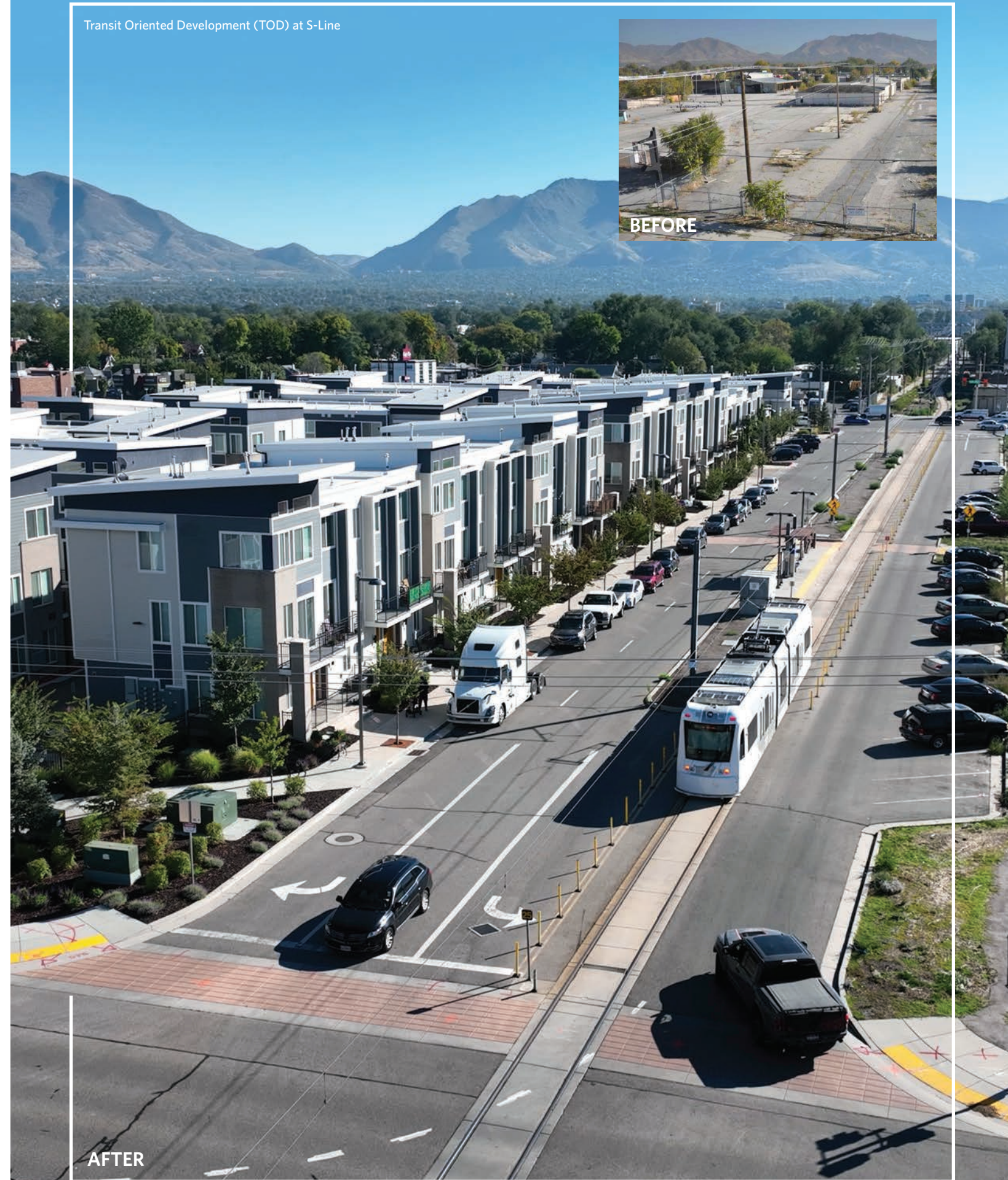
ADMINISTRATIVE AND OTHER FACILITIES

UTA's facility portfolio includes a range of administrative, storage, and multi-use buildings. While Facility Development has gathered information on all sites, this report focuses on mission-critical facilities.

OTHER FACILITIES

Name	Address	Current Use	Future Use
Ogden Intermodal Transit Center	2393 Wall Ave, Ogden UT 84401	Operations, Police, Park & Ride	Continued current use. Possibility of TOD development in addition to current uses.
Old Central Garage	630 W 200 S, Salt Lake City, UT 84101	Bus storage, 3rd party operated bus storage	TOD Development.
2100 South Building	237 W 2100 S, Salt Lake City, UT 84115	Temporary Uses	TOD Development.
Jordan River Rail Center JRR Building 2	2264 S 900 W, South Salt Lake, UT 8411	Under construction	Maintenance of Way primary facility.
Technical Training and Education Center (TTEC)	823 W Davis St, South Salt Lake, UT 84119	Under construction	Dedicated maintenance training facility.
Firehouse	2350 S 900 W, South Salt Lake, UT 84111	Maintenance of Way	Continue current use.
Mobility Center	4384 South 50 West, Murray, UT 84107	Special services administration and rider testing for special services	Possibility of TOD Development. Right-sized, suitably equipped facility for Special Services needed prior to development.
Road Crew Quonset Huts	4384 South 50 West, Murray, UT 84107	Storage and workspace	Possibility of TOD Development. Adequate replacement required.
Tooele Bus Barn	659 Garnet St, Tooele, UT 84074	Bus storage, 3rd party operated bus storage	Continue current use until ridership demands increase and a Tooele facility is feasible.
Provo Intermodal Center	70 W 750 S, Provo, UT 84601	Operations, Police, Park & Ride	Continued current use. Possibility of TOD development in addition to current uses.

Transit Oriented Development (TOD) at S-Line



AFTER

Depot District | Frontline Headquarters

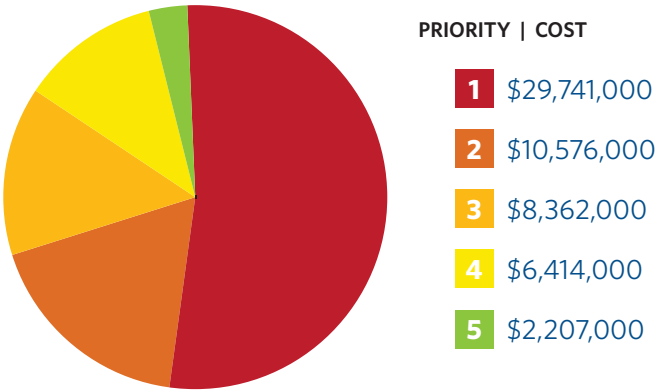
669 W 200 S, Salt Lake City, UT 84101



The UTA Frontline Headquarters (FLHQ) Campus consists of three buildings: East (1966), West (1991), and Connector (year unknown), serving as the primary facility for UTA's administrative and operational needs. The building has undergone various upgrades and additions over the decades, creating a complex infrastructure with mixed-generation systems, prompting the need for comprehensive seismic, architectural, and MEP renovations.

DEFICIENCY COSTS

\$57.3M



SUMMARY

The Frontline Headquarters requires safety and efficiency upgrades that surpass its replacement value. Major investments are not planned, as UTA has initiated the Salt Lake Central Station redevelopment, which includes new agency office space. If that project advances, UTA will incorporate the FLHQ site into its TOD program for future redevelopment.

ATTRIBUTES

Facility Area: 84,475 ft²

Campus: Depot District

Constructed: 1966

Renovated: 1991

Previous Use: Office

Construction Type: Masonry

Replacement Cost: TBD

FACILITY PURPOSE

Primary: Office Administrative

SEISMIC EVALUATION

☒ **Completed:** 11-2024

SYSTEM DEFICIENCIES

- | | |
|-------------------------------|--------------------------------|
| <div></div> Structure | <div></div> Fire Protection |
| <div></div> Roof | <div></div> Stairs & Elevators |
| <div></div> Exterior Finishes | <div></div> Interior Finishes |
| <div></div> HVAC | <div></div> Cranes & Hoists |
| <div></div> Plumbing | <div></div> ADA Compliance |
| <div></div> Electrical | <div></div> Site Improvements |

SEISMIC STUDY

Foundation	Low Seismic Priority (Fails per analysis, lower concern)
Walls	Highest Seismic Priority (Very concerning) Strengthen existing joists and floor to wall connections. Add grade beams and shear wall footings. Add structural sheathing and re-roof.
Roof/Slab	Mid Seismic Priority (Somewhat concerning) Add concrete shear walls and wrap existing columns Re-sheath roof and tie floors and roof to the walls. Strengthen existing joists and floor to wall connections. Re-roof.

TOTAL SEISMIC COSTS
\$18.4M



1 FLHQ

PRIORITY PROJECTS

STRUCTURAL UPGRADES

Renovation	Extensive upgrades are required. Sheer wall construction and wrapping of existing columns will require considerable demolition to the existing structure. Costs associated to not include temporary re-housing of the workforce.
Priority 1: Currently Critical	
\$29,741,000	

SYSTEM RENOVATION

Renovation	MEP and architectural upgrades required for FLHQ renovation identified. Extensive renovations would be a part of modernization program for facility.
Priority 2: Potentially Critical	
\$27,559,000	

BUILDING REPLACEMENT

Replacement	Building is in need of extensive renovation and may not be cost effective to renovate. Building replacement is currently under review.
Priority 1: Currently Critical	
\$TBD	

Meadowbrook | Administrative

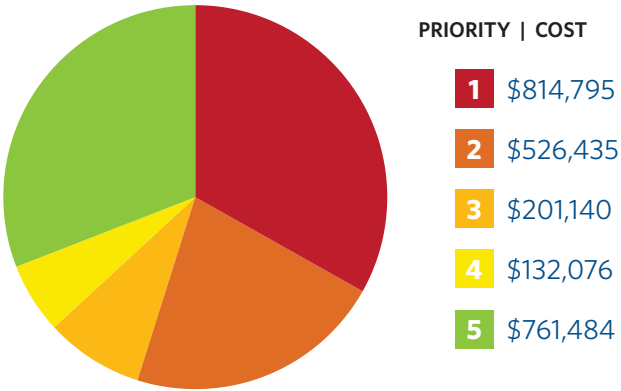
3600 S 700 W, South Salt Lake, UT, 84119



Meadowbrook Building 1 Admin. (MB1) building is a two-story facility that includes office spaces, restrooms, break room, storage rooms, classrooms, a healthcare center, and mechanical and electrical rooms.

DEFICIENCY COSTS

\$2.4M



SUMMARY

Despite some aged equipment and building systems, MB1 is a useful building in adequate condition. Network infrastructure is being strategically relocated here, and further growth & consolidation of departments is expected. There will be opportunities during remodels to address deficiencies and ensure the building continues to function well for UTA for many more years.

ATTRIBUTES

- Facility Area: 48,965 ft²
- Campus Size: Meadowbrook
- Constructed: 1981
- Renovated: No
- Previous Use: Built for UTA
- Construction Type: Masonry
- In-Kind Replacement Cost: \$21M

FACILITY PURPOSE

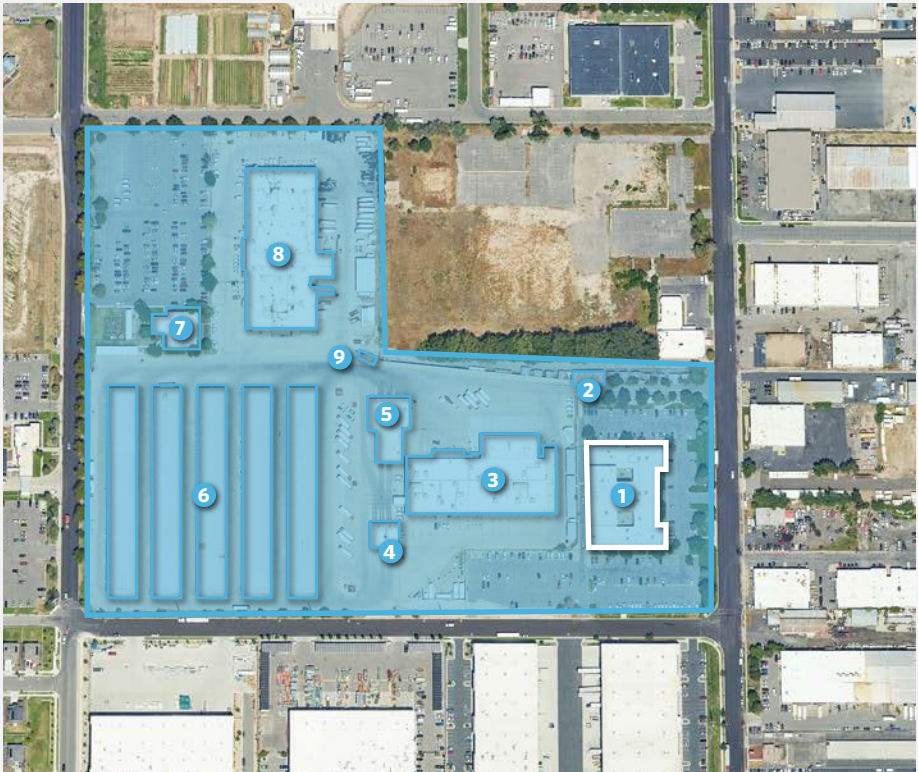
Primary: Administrative

SEISMIC EVALUATION

☐ Scheduled 4th quarter 2025

SYSTEM DEFICIENCIES

- | | |
|--|--|
| ☐ Structure | ☒ Fire Protection |
| ☐ Roof | ☒ Stairs & Elevators |
| ☐ Exterior Finishes | ☐ Interior Finishes |
| ☒ HVAC | ☐ Cranes & Hoists |
| ☐ Plumbing | ☐ ADA Compliance |
| ☒ Electrical | ☐ Site Improvements |



- 1 Administration
- 2 Fare Retrieval
- 3 Maintenance
- 4 Fueling
- 5 Wash
- 6 Canopies
- 7 Operations
- 8 Maintenance Support
- 9 Sign-Out

(See pages 26-33 for Meadowbrook Campus)

PRIORITY PROJECTS

ELECTRICAL

Communication & Security	Telecom system, security system, and public address system identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$537,560

Electrical Distribution	Electrical service, panelboards, uninterruptible power supply, emergency generator, automatic transfer switch, interior distribution transformer and lighting identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$403,081

FIRE PROTECTION

Fire Protection/Suppression	Fire Riser identified for replacement.	
	Fire protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$6,230

CONVEYING

Elevators/Lifts	Passenger elevator identified for replacement.	
	Elevator to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	\$279,460

HVAC

Mechanical/HVAC	Rooftop units, exhaust fans, AC split systems, control systems, heat pumps, and fan coils identified for replacement.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	\$246,975

37 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

ADMINISTRATIVE

Police HQ | UTA Police Headquarters

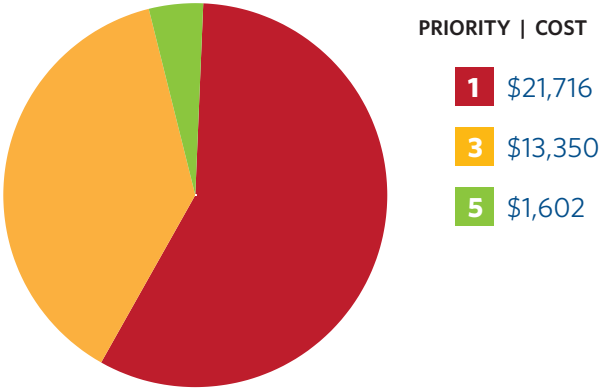
127 W Vine St, Murray, UT 84107



The UTA Police Headquarters serves as the operational center for the Utah Transit Authority Police Department. The building is designed to support the department's various functions, including patrol operations, investigations, K-9 units, and fare enforcement. Equipped with administrative offices, briefing rooms, and secure areas for evidence storage, the headquarters facilitates efficient law enforcement activities across the UTA transit system.

DEFICIENCY COSTS

\$36K



SUMMARY

The Police HQ is in adequate condition but space and capability limitations will indicate the need for an expanded building. Police leadership have indicated the desire to accommodate more specialty training and hazardous material storage in their facility, indicating the need for a more secured location. The location of the building at one of UTA's most well-connected transfer points suggests that the building could be successfully repurposed.

ATTRIBUTES

Facility Area: 9,800 ft²
Campus: Police HQ
Constructed: 2010
Renovated: No
Previous Use: Office
Construction Type: Masonry
In-Kind Replacement Cost: \$4.1M

FACILITY PURPOSE

Primary: Police HQ

SEISMIC EVALUATION

☒ Built to latest Seismic codes

SYSTEM DEFICIENCIES

- Structure

Roof

Exterior Finishes

HVAC

Plumbing

Electrical
- Fire Protection

Stairs & Elevators

Interior Finishes

Cranes & Hoists

ADA Compliance

Site Improvements



1 Police HQ

PRIORITY PROJECTS

BUILDING RENOVATION

Roof and Walls	Gutters and downspouts identified for replacement.	
	Gutters and downspouts to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	\$21,716

PLUMBING

Domestic Water Distribution	Gas tankless domestic water heater identified for replacement.	
	Water heater to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 3: Necessary - Not Yet Critical	\$13,350

EXTERIOR ENCLOSURE

Exterior Doors	Exterior doors identified for replacement.	
	Exterior doors to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 5: Monitor	\$1,602

3 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD



SEISMIC EVALUATION SUMMARY

Seismic evaluations of four transit-critical facilities have been completed to date, with all remaining studies scheduled for completion by 2027.

Seismic evaluations of UTA's facilities were undertaken to assess seismic vulnerabilities and to prioritize retrofit interventions based on detailed assessments of the agency's transit-critical buildings. The Seismic Summary Table below provides a high-level overview of the recommended retrofit priorities and associated estimated costs. This summary is intended to offer context on the current condition of the evaluated facilities; full evaluation reports are available for those seeking additional detail.

In 2021, in collaboration with UTA, two seismic performance benchmarks were selected for the evaluation: BSE-1E and BSE-2E. These benchmarks align with code-recommended standards for existing buildings and were used to assess facility performance under seismic conditions. The evaluation focused on the following performance objectives:

- Life Safety during small to moderate earthquakes (BSE-1E)
- Collapse Prevention during moderate to large earthquakes (BSE-2E)

The cost estimates summarized here reflect the anticipated expenses required to bring facilities into compliance with both BSE-1E and BSE-2E standards. More detailed cost estimates and technical findings are available in the full seismic evaluation reports.

Investing in the recommended retrofits will substantially improve the safety of facility occupants during seismic events by addressing identified structural deficiencies. However, it is important to note that while these upgrades will enhance life-safety performance, they may not ensure that facilities remain fully operational following a major earthquake.

Completion of the Meadowbrook campus assessment is expected in Q4Y25. Riverside, Mt. Ogden, and Mt. Timpanogos assessments are expected in Q1Y27.

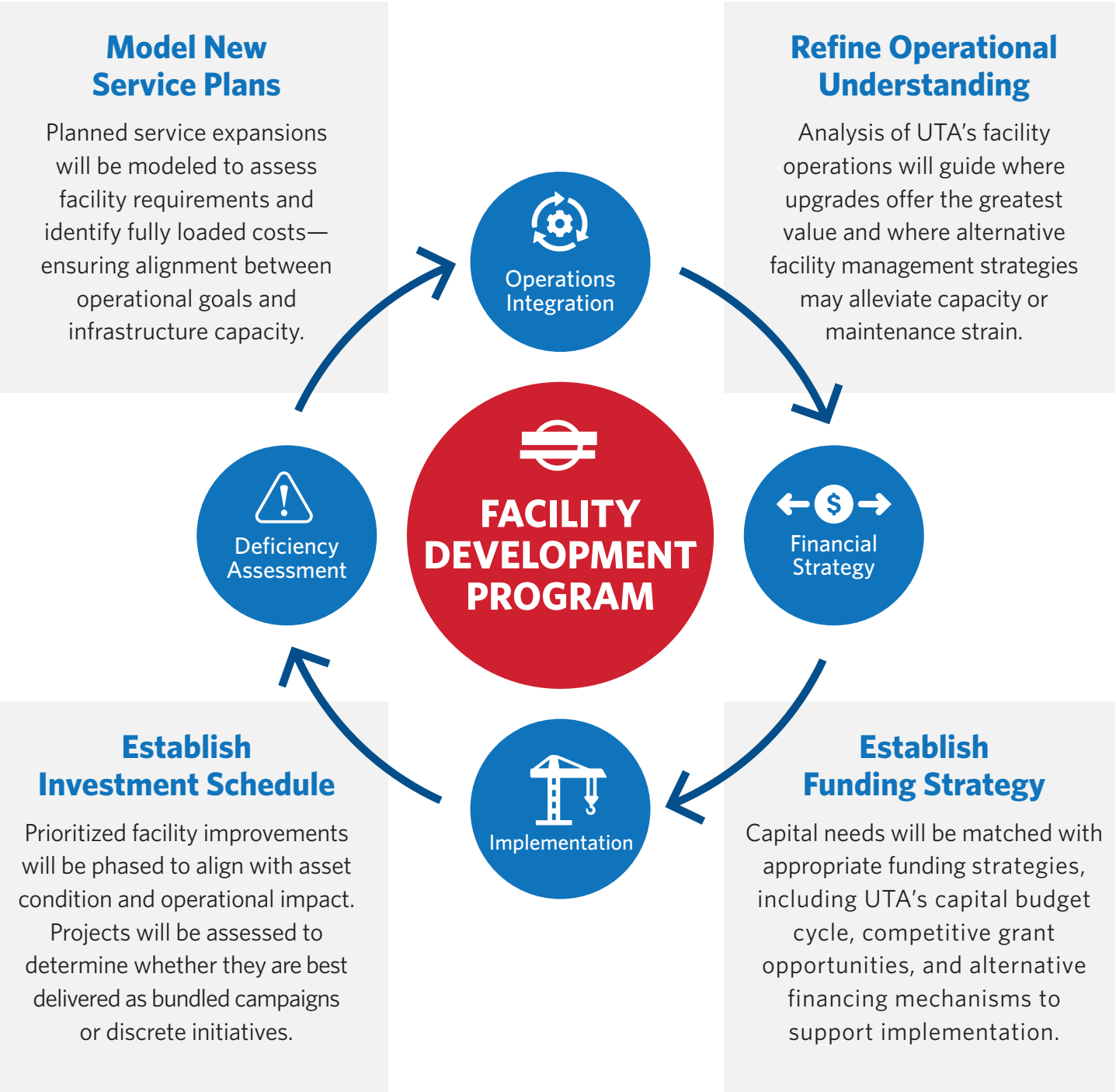
		Facility Estimated Costs (May 2025 Dollars)			
Priority	Component	Warm Springs	JRRSC	Midvale	FLHQ
1 - Highest Seismic Priority	Roof	\$12,841,710		\$11,068,058	
	Walls				\$6,072,803
	Foundation	\$13,603,054			
2 - Mid Seismic Priority	Roof		\$22,492,136		\$1,779,055
	Walls	\$13,329,835		\$6,756,193	
	Foundation		\$6,071,489		
3 - Low Seismic Priority	Roof				\$2,322,398
	Walls		\$11,424,518		
	Foundation			\$4,879,532	\$4,621,235
4 - Lowest Seismic Priority	Roof				
	Walls				\$3,665,802
	Foundation				
SUBTOTAL		\$39,774,600	\$39,988,143	\$22,703,783	\$18,461,293



Jordan River Rail Service Center

NEXT STEPS

Facility Development has identified several next steps to advance this strategy, which is expected to evolve into an ongoing initiative for the agency.





FACILITY DEVELOPMENT

The Facility Development team is a newly established group responsible for Programming, Design, Construction and Modernization of facilities across UTA.

The Facility Development office (FacDev) was established in 2024 to lead the strategic planning and coordination of UTA's facility needs across the agency. This report marks a foundational step in the creation of a comprehensive facility development program—one that aligns with UTA's mission, operational goals, and future growth.

Housed within the Real Estate & Transit-Oriented Communities Department, FacDev balances the competing needs of real estate strategy, urban planning, and infrastructure development. The team draws on expertise in land use economics, real estate finance, architecture, urban design, and workspace logistics. This multidisciplinary approach allows FacDev to

bring an integrated and forward-thinking perspective to all aspects of facility planning and implementation.

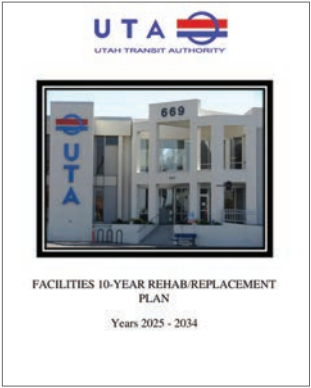
As UTA continues to expand and modernize its services, the need for intentional, well-sited, and adaptable facilities becomes increasingly critical. FacDev is uniquely positioned to provide principled, data-informed recommendations on the siting, programming, and utilization of facilities across the entire agency. This report outlines our assessment of existing facilities and provides a baseline for the facility development work ahead. It is offered as a strategic resource for the Board and the entire agency as we collectively plan for UTA's continued growth and success.

Facility Development Team



FURTHER READING + ADDITIONAL SOURCES

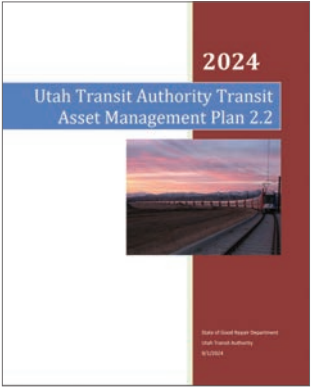
For a comprehensive understanding of UTA's strategic initiatives and infrastructure planning, consider exploring the following reports:



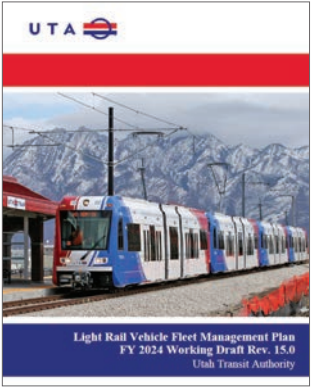
Facilities 10-Year Rehab/Replacement Plan, 2025-2034



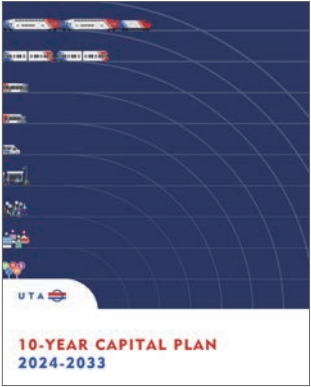
SGR Facilities Recommendations, 2025



UTA Transit Asset Management Plan 2.2, 2024



Light Rail Vehicle Fleet Management Plan, FY 2024



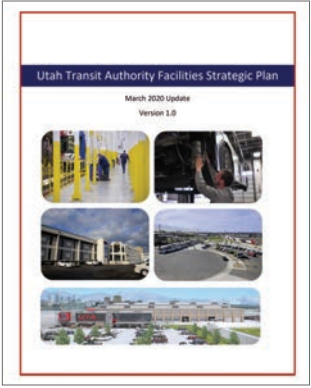
10-Year Capital Plan, 2024-2033



UTA Moves 2050: Long-Range Transit Plan, 2023-2050



2022-2030 Strategic Goals and Objectives



UTA Facilities Strategic Plan, 2020 Update

ACKNOWLEDGMENTS

Facility Development thanks its internal and external partners for their input and review on the Facility Strategic Plan: Condition Assessment.

INTERNAL ASSISTANCE

PLANNING | Integrated Service Planning
OPERATIONS | Commuter Rail O&M, Facilities Maintenance, Fleet Engineering, Light Rail O&M, Salt Lake SU, Mt. Ogden SU, Mt. Timpanogos SU, Special Services
CAPITAL SERVICES | Capital Design & Construction, GIS, Real Estate & TOC, State of Good Repair

EXTERNAL ASSISTANCE

AECOM | Facility Condition Assessment Database & Dashboard
HNTB | Document Design & Organization
Construction Control Corp | Cost Estimating
Envision Engineering | Electrical Assessments
FFKR | Architectural Assessments
Reaveley Engineers | Seismic Evaluations
Spectrum Engineering | Mechanical Assessments

CONTACT INFO

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UTA FACILITY DEVELOPMENT

