



# Facility Strategic Plan Update

December 18, 2024



# Goal

OPTION 1

**Guide agency decisions for facility renovations, expansions, and replacements**



# Process

OPTION 2

- Document condition of UTA facilities
- Provide cost data for capital planning
- Identify project “triggers” (e.g. vehicle procurement, workforce growth, etc.)

OPTION 3

# Completed Work

- On-site assessment of all UTA facilities
- Documented condition and needs:
  - Architectural (windows, doors, roofs, etc.)
  - Mechanical systems
  - Electrical systems

## Warm Springs FrontRunner Maintenance Facility Summary of Deficiencies and Recommendations

<b>Location</b>	900 N 500 W, Salt Lake City, UT, 84116
<b>Building Purpose</b>	Maintenance
<b>Construction Year</b>	1950
<b>Square Footage</b>	181,361 SF
<b>Assessment Date</b>	October 15, 2024
<b>Assessment Conditions</b>	75°, Sunny



### Introduction

The UTA (Utah Transit Authority) Warm Springs Service Center is a key facility in Salt Lake City, Utah, dedicated to the maintenance and storage of UTA's FrontRunner trains. The facility typically includes service bays, wash bay, and equipment for inspecting and repairing mechanical and electrical systems on UTA's vehicles. Additionally, it houses administrative offices and employee training areas for transit maintenance. Prior to being purchased by UTA, the Warm Springs facility was owned by the Union Pacific Railroad Company.

Facility Costing Overview	
System Deficiencies Summary	
System Type	ROM Deficiency Cost
Structure	\$34,475,000
Exterior Walls	\$7,254,440
Exterior Windows	\$2,250,000
Exterior Doors	\$50,000
Roof	\$1,115,700
Interior Specialties	\$35,000
Interior Floor Finishes	\$222,900
Interior Ceiling Finishes	\$61,600
Domestic Water Distribution	\$2,515,000
Other Plumbing	\$1,816,500
Mechanical / HVAC	\$1,699,750
Fire Protection / Suppression	\$1,200,000
Electrical Distribution	\$370,000

# Current Efforts

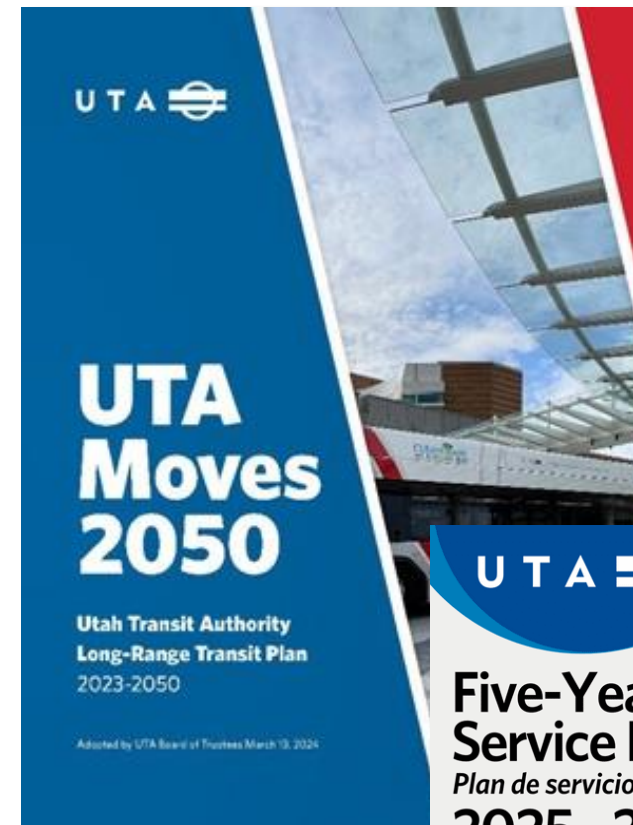


## Interpret facility needs to service adopted plans

Long Range Transit Plan  
5-year Service Plan  
10-year Capital Plan  
Fleet Management Plan



## ROM Cost Estimating



### ¿Qué está pasando?

El plan de servicio de 5 años, conocido como el Five Year Service Plan (FYSP), describe los posibles cambios para mejorar los servicios de tránsito según los comentarios, un análisis y las consideraciones de costos de la comunidad. Su aporte ayudará a decidir las prioridades de estas actualizaciones durante los próximos cinco años.

 Aprenda más sobre FYSP Conozca el propósito, revise el plan propuesto y dé su opinión.	 Sesión informativa virtual Es el 17 de septiembre de 2024 por Zoom.	 Oportunidades para recibir comentarios Hasta el 6 de octubre
---	--	---


Visite nuestra página web para aprender más sobre FYSP, la sesión informativa y para dar su opinión: [www.rideuta.com/fyosp](http://www.rideuta.com/fyosp)

# Next Steps

- Finalize project dashboard
  - Data
  - Projects
  - Costs
  - Triggers
- Develop recommendations for investment timeline
- Seek reviews and approvals from agency leadership

Projected Completion: **April 2025**


Building Report
High School
Condition Index
39
Facility Number
4
Percent Replacement Value
\$ 10M
Original Year of Construction
1984
Facility Square Footage
263,288 SF



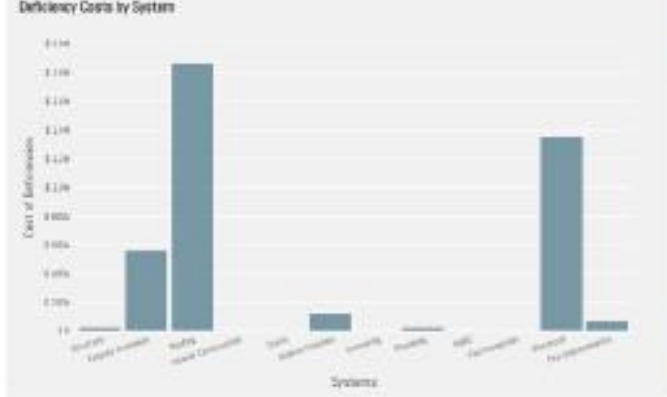
**Facility Introduction**

Example High School is located at 1284 Denning Way in Madison, Wisconsin. The building was originally constructed in 1984. This three-level building is three levels. The school is used for public secondary education. The interior spaces include offices, classrooms, two sport, mechanical and restrooms, auditoriums and theater, a gymnasium, cafeteria, and a multi-level theater. Staff and student parking lots and athletic facilities are located on the site.

1284 Denning Way, Middleton, WI 53662



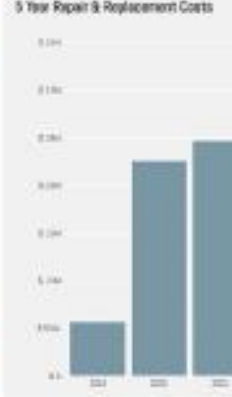
**Deficiency Costs by System**



**System Deficiencies Summary**

System	Condition Index	Repair & Replacement Costs
Structure	3	\$ 22,300
Exterior Cladding	88	\$ 104,800
Roofing	100	\$ 1,405,000
Interior Construction	5	\$ 4,800
Boilers	9	\$ 4
Interior Finishes	23	\$ 118,800
Coating	5	\$ 0
Flooring	5	\$ 20,800
PVAC	9	\$ 4
Fire Protection	5	\$ 0
Division	100	\$ 1,048,000
<b>Subtotal</b>		<b>\$ 3,626,600</b>
Site Improvements	9	\$ 88,800
<b>Total</b>		<b>\$ 3,715,400</b>

**5 Year Repair & Replacement Costs**



**Assets and Asset Deficiencies**

System or	Photo	Flaking or	Recommendation
Structure		Flaking or	Repair with repair material with epoxy-reinforced repair mortar.
Structure		Flaking or	Repair the spalled area with an epoxy-reinforced repair mortar.
Structure		Flaking or	Repair the spalled area with an epoxy-reinforced repair mortar. Add new rebar to meet same grade as the rebar that was cut out. The repair mortar should be applied to the rebar.
Structure		Flaking or	Grout off rebar and apply a self-healing mortar.
Structure		Flaking or	Repair areas with exposed reinforcement with an epoxy-reinforced repair mortar.
Structure		Flaking or	Confirm the repair reinforcement was not compromised. Monitor the area for any cracking or marking. If the reinforcement is compromised engage a structural engineer to prepare a repair detail.
Exterior Enclosure		Flaking or	Remove old sealant and install backup rods and new sealant in joints.
Exterior Enclosure		Flaking or	Replace the exterior door.
Roofing		Flaking or	Replace the decking.
Roofing		Flaking or	Replace roof covering.
Roofing		Flaking or	Replace roof covering.

**Systems Overview**