



FY 2026
to 2035

FACILITY STRATEGIC PLAN: **IMPLEMENTATION**

SEPTEMBER 2025 | DRAFT



rideuta.com



CONTENTS

01	Executive Summary	3
02	UTA Mission Alignment	4
03	Facilities Timeline	6
04	Building Investment Strategies	7
05	Plan Methodology	9
06	Campus Strategy	13
07	Recommendations	19



01

EXECUTIVE SUMMARY

UTA's Facility Implementation Plan sets a financially unconstrained path to maintain, expand, and replace facilities to accommodate service commitments and future service demands.

UTA's facilities provide the foundation of our transit system, supporting operations, maintenance, and on-time delivery across the region. To evaluate their long-term effectiveness and model the life cycles of each facility, we have combined recent facility condition assessments with analysis of projected service increases and planned capital infrastructure investments. This integrated approach provides a clear picture of the maintenance, expansion, and replacement requirements of our facility portfolio relative to current and future demands.

The analysis highlights where reinvestment will yield the greatest benefit—both by extending the life of existing assets and by ensuring alignment with upcoming service initiatives. Priority actions include modernizing systems in high-demand facilities, expanding capacity where service growth is most concentrated, and forecasting the need for new transit campuses over time.

Taken together, these findings provide a roadmap for a targeted facility investment. By aligning facility reinvestment with projected service growth, UTA secures a resilient, efficient, and future-ready support system—maximizing the life of existing assets while ensuring new investments directly enable on-time performance, service reliability, and mobility expansion.



ESTIMATED UNCONSTRAINED COST OF
FACILITY REPLACEMENTS, EXPANSIONS,
AND MAINTENANCE 2026-2035

\$827M



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.



Pull open
for timeline

FACDEV IMPLEMENTATION PLAN

Building on the condition assessment found within the UTA Facility Strategic Plan, this Implementation Plan creates a roadmap for restoring and modernizing UTA's mission-critical facilities across the Wasatch Front.

UTA's Facility Development (FacDev) team developed a timeline to articulate the relative sequence and capital requirements of facility projects and programs from 2026-2035. The FacDev team prioritized capital investments that sustain operational continuity, completion sequenced to support future service facility expansions, and balanced immediate needs with long-term infrastructure stewardship.

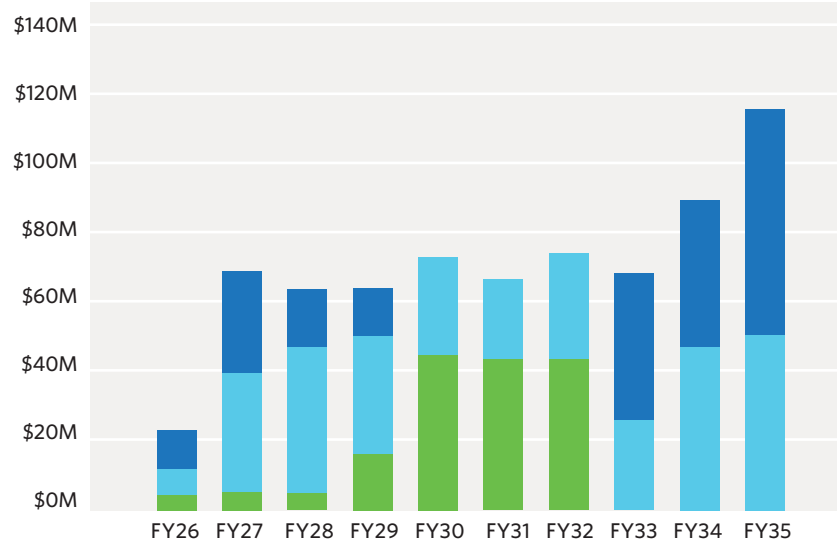
Arranged annually, the timeline provides a 10-year outlook showing key projects, estimated required investment, duration, and annual subtotal costs. Projects include both facility specific projects as well as Facility-Wide campaigns, color coded in three categories: Replacement, Expansion, and Maintenance (REM). The color-coded area charts located at the bottom of the timeline show the total estimated cost for each REM category, grey showing the annual total cost across all three REM categories. Lastly, significant service expansions are highlighted with icons at the bottom of the timeline identifying their anticipated start of revenue service.

All cost estimates are based on 2024-dollar values and include a projected annual escalation rate of 5%. These cost estimates are intended for planning purposes only and may be subject to change based on market conditions and other economic factors. Funding for specific projects is still under review, and funding availability can significantly impact overall timeline schedule and relative timing of projects.

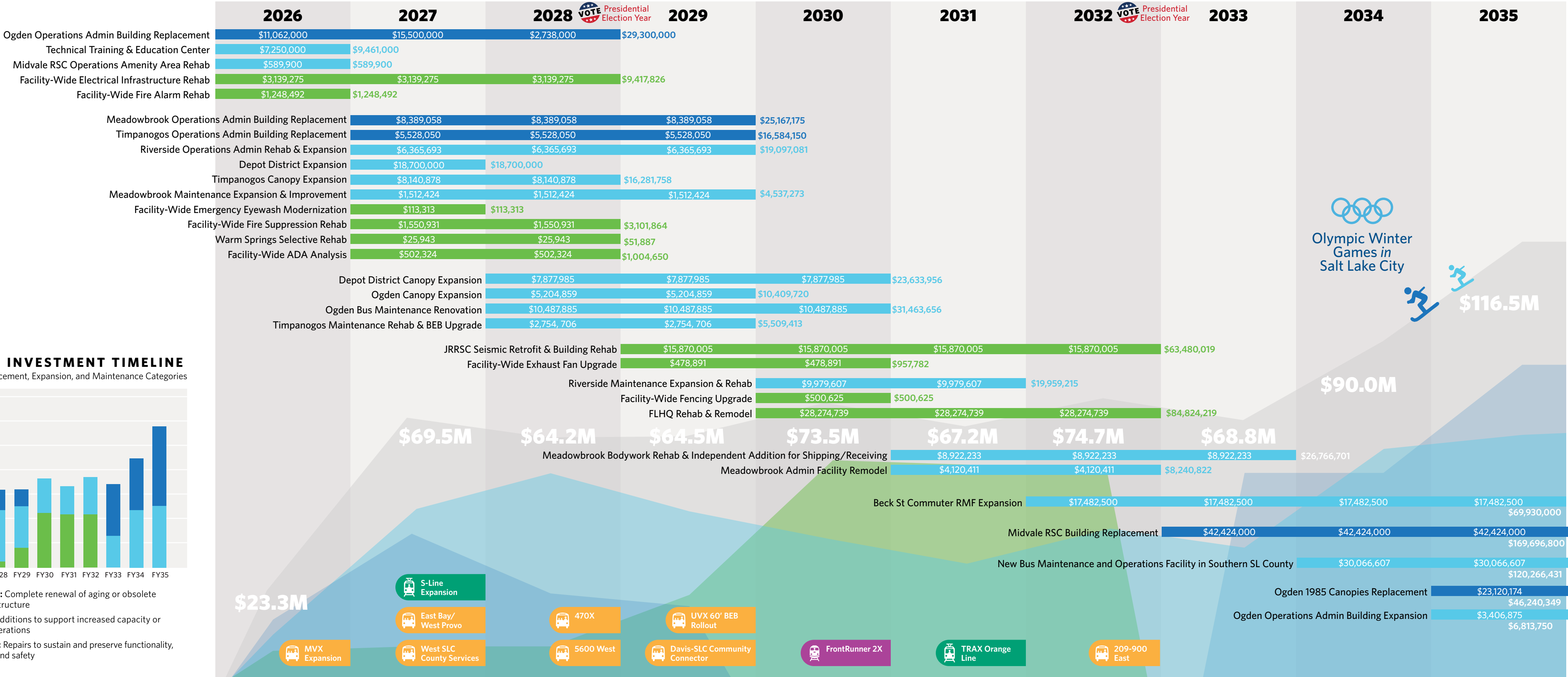


FACILITIES INVESTMENT TIMELINE

Investment by Replacement, Expansion, and Maintenance Categories



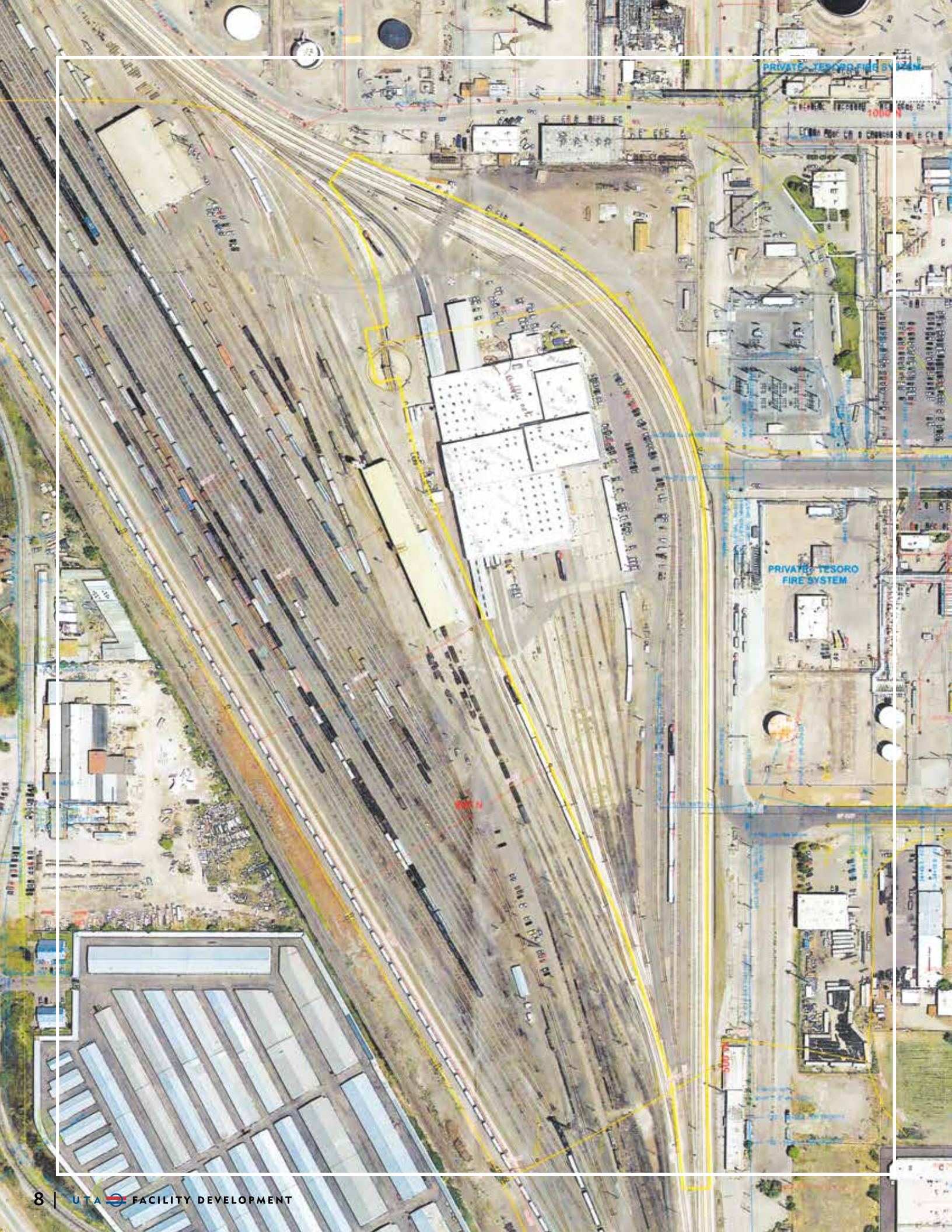
- Replacement:** Complete renewal of aging or obsolete facility infrastructure
- Expansion:** Additions to support increased capacity or expanded operations
- Maintenance:** Repairs to sustain and preserve functionality, compliance, and safety



04 BUILDING INVESTMENT STRATEGIES

This table provides a summary of key investments for individual buildings within each campus with its respective REM (Replacement, Expansion, and Maintenance) category. Alternative Strategies are also provided for selected buildings.

	Facility	Preferred Strategy
FACILITIES IDENTIFIED FOR REPLACEMENT	Meadowbrook Bldg. 7 Operations	Replace
	Midvale Service Center	Replace
	Ogden Bldg. 1 Operations	Replace
	Ogden Bldg. 3 Maintenance	Replace (Alt: Expand & Rehab)
	Ogden Bldg. 4 Fuel Island	Replace (Alt: Rehab)
	Ogden Canopies	Replace (Alt: Expand & Rehab)
	Timpanogos Bldg. 1 Operations	Replace
	UTA FLHQ	Replace
	Warm Springs FrontRunner Maintenance Facility	Replace
FACILITIES IDENTIFIED FOR INVESTMENT (Rehab or Expansion projects)	Depot District Bldg. 5 CNG Fueling Facility	Expand & Maintain
	Depot District Canopies	Expand & Maintain
	Jordan River Rail Center	Rehab
	Meadowbrook Bldg. 1 Admin	Rehab
	Meadowbrook Bldg. 3 Maintenance	Expand & Maintain
	Meadowbrook Bldg. 8 Support & Body	Expand & Rehab
	Mobility Center	Relocate
	Mobility Center Road Crew Facility	Relocate
	New Ogden Operations Building	Expand
	Riverside Operations	Expand & Rehab (Alt: Replacement)
	Riverside Fuel Island	Rehab
	Riverside Maintenance	Expand & Rehab
	Riverside Canopies	Expand & Maintain
	Timpanogos Canopies	Expand & Maintain
	Ogden Operations Admin Building	Expand
FACILITIES IDENTIFIED FOR CONTINUED MAINTENANCE	Depot District Maintenance/Operations Building	Maintain
	Meadowbrook Bldg. 4 Fuel Island	Maintain
	Meadowbrook Bldg. 5 Bus Wash	Maintain & Monitor
	Meadowbrook Bldg. 6 Canopies	Maintain & Monitor
	Midvale Rail MOW	Maintain
	Midvale Rail Paint Booth Building	Maintain & Monitor
	Riverside Service Building	Maintain
	Timpanogos Bldg. 3 Maintenance	Maintain
	Timpanogos Bldg. 4 Fuel Island	Maintain
	Timpanogos Bldg. 7 Fuel Station	Maintain
	UTA Police Headquarters	Maintain & Monitor



05

PLAN METHODOLOGY

The Implementation Plan Methodology outlines a structured approach used to prioritize, schedule, and deliver facility improvements.

Capture & Prioritization of Facility Projects

Maintenance projects have been defined using condition assessment fieldwork, with a more detailed description of the methodology provided in the *Facility Strategic Plan: Condition Assessment (2025)*. After projects are defined and cost estimates are developed, they are sorted into similar campaigns (for example, fire alarm upgrades across multiple facilities are packaged together) and prioritized based on potential impact to the agency. Category 1 projects address serious issues of life safety and security and are given highest priority. These are followed by Category 2 (regulatory compliance) and Category 3 (risk to continuity of operations).

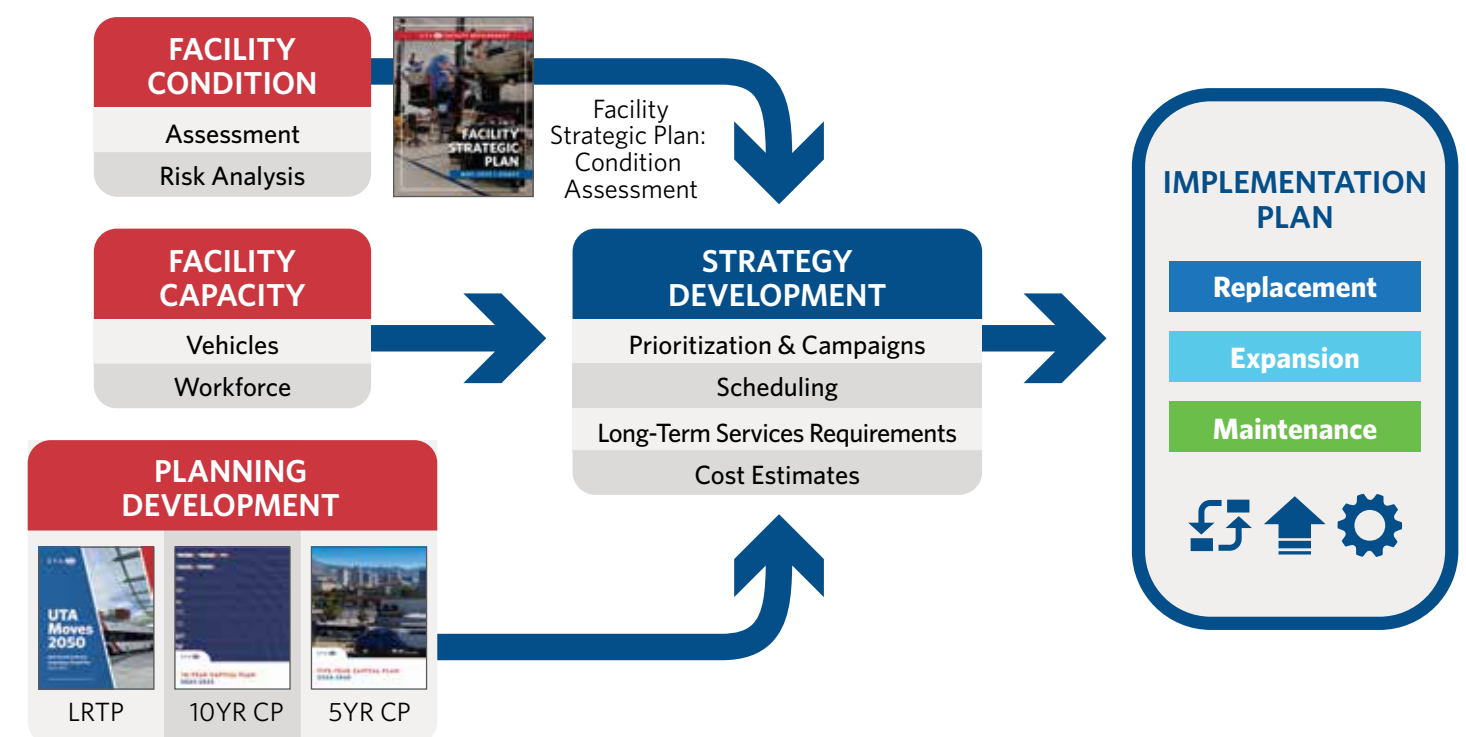
Expansion Forecasting

UTA's Fleet Replacement Plan illustrates planned vehicle procurements and propulsion changes, whereas the Long Range Transit Plan and Service Plans define the vehicles required

to provide designed service. For the purpose of forecasting the demand on facilities, the plan assumes a commissioning period of up to one year prior to bus service and 2-3 years prior to rail service. Projects are then timed to support documented expansions and introduction of new propulsion methods.

Operational Costs

Operational costs play an important role in evaluating older facilities. Aging buildings often have outdated systems, inefficient layouts, and deteriorating infrastructure that drive up utility costs, increase maintenance needs, and cause unexpected downtime. These costs are often difficult to track and predict accurately, and because UTA's building portfolio is diverse, broad assumptions are not always reliable. The ongoing expense of maintaining equipment and replacing systems to meet current standards provides a clearer measure of the financial strain older facilities create.



Renovating or replacing facilities can reduce these costs by adding modern systems, reducing energy use, and lowering repair needs, leading to long-term savings and greater sustainability. However, new construction or major upgrades can increase overall operational costs if they add building area or equipment, even when efficiency improves.

For this Implementation Plan, operational costs are not included in the cost estimates. Instead, detailed analyses should be done for each project as it moves into conceptual design and programming.

Agency Capacity Analysis

To quantify the capacity of our current facilities, there are two sets of analysis, one focused on vehicle capacity and the other on workforce:

Vehicles:

- *Bus maintenance buildings* use a total number of vehicles effectively maintained per building bay (industry standard/APTA guidance)
- *Bus service buildings* have a similar but larger number of vehicles effectively serviced per fueling and vehicle wash bay (industry standard/APTA guidance)
- *Bus canopy parking* utilizes a ratio of 1 : 1.05 spaces required per vehicle (based on field observations)
- *Commuter and light rail maintenance* capacity has been determined through analysis of each facility

Workforce:

Using the design of newly built and currently in design future facilities, a ratio of the area required for several building components per bus/rail operator was extrapolated and applied to current buildings

Costs

Prices per square foot for new construction are determined using industry standard cost estimation databases as well as data from recently completed peer agency projects. This information includes Independent Cost Estimates for UTA projects currently in development.

Scheduling Rationale

Campaigns with the most impact on Category 1 projects are scheduled in the immediate future, with Category 2 and 3 following as a high priority. Facilities that are currently over capacity are scheduled for earliest replacement, with other capacity projects scheduled to prevent forecasted over-capacity. Facilities with remediation projects that are >51% the cost of replacement are also faced with expansion in fleet or workforce are recommended for replacement. Where possible, these large-scale projects have been scheduled to reduce the risk of multiple demanding projects occurring simultaneously.

CAMPUS STRATEGY GUIDE

Campus Strategy Description
Overview and outlook of campus strategy and unique attributes.

Key Projects
Key project and campaigns identified as Replace, Expand, Maintain, and Regulatory categories indicated by icons.

- REPLACEMENT
- EXPANSION
- MAINTENANCE
- REGULATORY

Campus Map
Map showing critical campus buildings.

Note: Not all campus facilities were a part of the assessment but are still identified for clarity.

- Site Name
Campus 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

- Investment Category Breakdown
Estimated Cost for each Replacement, Expansion, Maintenance (REM) Category over 2026-2035.
- REM CATEGORY
 - Replacement
 - Expansion
 - Maintenance

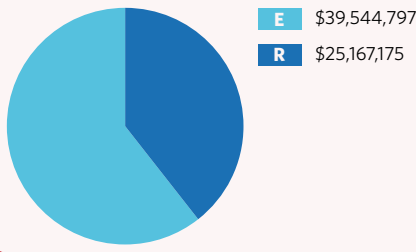
BUS AND PARATRANSIT

Meadowbrook

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

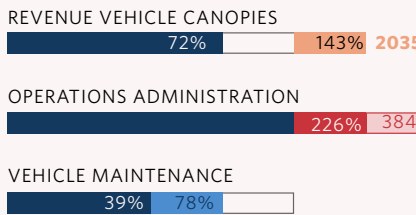
Operations Admin Building (7) is critically undersized and needs to be replaced. Long term expansion would be most efficiently served at an additional facility.

- Meadowbrook Maintenance Expansion & Improvement
- Meadowbrook Operations Admin Building Replacement
- Meadowbrook Bodywork Rehabilitation & Independent Addition for Shipping/Receiving
- Meadowbrook Admin Facility Remodel



TOTAL INVESTMENT
\$64.7M

BUILDING UTILIZATION



Utilization Overview

Breakdown of Revenue Vehicle Canopies, Operations Administration, and Vehicle Maintenance over time.

Note: Building Utilization is defined as the percentage of today's facility resources that are in use. Capacity is defined as maximum utilization of a facility to effectively support operations. Utilization beyond 100% is subject to diminished quality of life for workforce, increasing inefficiencies and premature degradation of the facility. Planned expansions, overcapacity conditions, and additional capacity required in anticipated adopted plans are identified using the Utilization/Capacity Color Coding.

UTILIZATION/CAPACITY

- Current Utilization
- Accommodated Expansion in Adopted Plans
- Overcapacity in Adopted Plans
- Current Overcapacity
- Additional Overcapacity in Adopted Plans

Total Investment

Total Investment Cost by Campus over 2026-2035. Funding availability still under development.



06

CAMPUS STRATEGY

Each campus strategy provides a high-level view of key facility projects, utilization of available facility capacity over time, and estimated investment requirements.

These strategy snapshots provide context for the investment in each campus, showing major projects that support future service demands, fleet growth, improved safety, and workforce requirements. Campus strategies are presented first with Facility-Wide Campaigns, followed by individual campus strategies arranged in order starting in the North and moving to the South.



Facility-Wide Campaigns

Facility-Wide Campaigns are capital investments that improve multiple facilities in a specific way. Projects are grouped for efficiency, saving UTA time and money with procurement, mobilization and transfer-of-knowledge benefits over ad hoc projects. With these targeted investments, 135 of the total 142 Category 1 (life safety) improvements will be started by 2029, with the remainder to be completed after replacement or rehab projects in specific facilities.

- ✓ ADA Analysis
- ⚙️ Electrical Infrastructure Rehab
- ⚙️ Emergency Eyewash Modernization
- ⚙️ Exhaust Fan Upgrade
- ⚙️ Fencing Upgrade
- ⚙️ Fire Alarm Rehab
- ⚙️ Fire Suppression Rehab

TOTAL INVESTMENT
\$16.3M



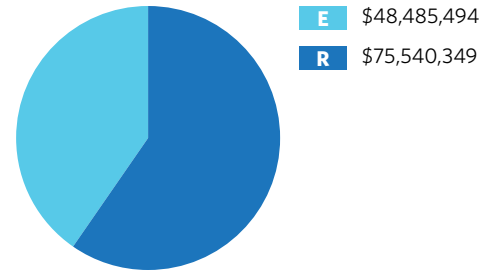
Example of electrical equipment to be replaced during Facility-Wide Campaign.

Mt. Ogden

135 W 17th St, Ogden, UT 84404

Modeling shows that the new operations admin building will quickly exhaust available space and needs to be expanded.

-  Ogden Operations Admin Building Replacement & Expansion
-  Canopy Expansion
-  Canopy Replacement
-  Maintenance Building & Fuel Island Renovation



TOTAL INVESTMENT
\$124M

BUILDING UTILIZATION

REVENUE VEHICLE CANOPIES
84% 135% **2028**

OPERATIONS ADMINISTRATION
99% 154% **2027**

VEHICLE MAINTENANCE
59% 95%



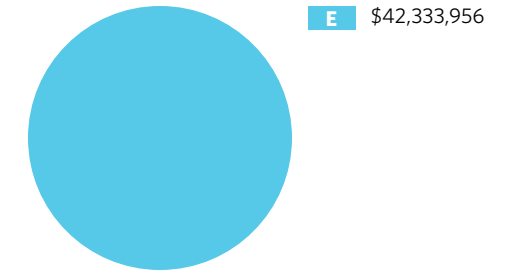
- 1 Operations
- 2 Guard and Fare Processing
- 3 Maintenance
- 4 Fuel Island
- 5 Canopies
- 6 Operations (Future Location)

Depot District

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

Bus parking availability will be imminently exhausted and must be expanded. New buildings are in excellent condition and well-sized for future service expansion.

-  Depot District Expansion
-  Depot District Canopy Expansion



TOTAL INVESTMENT
\$42.3M

BUILDING UTILIZATION

REVENUE VEHICLE CANOPIES
85% 155% **2026**

OPERATIONS ADMINISTRATION
57% 83%

VEHICLE MAINTENANCE
47% 85%



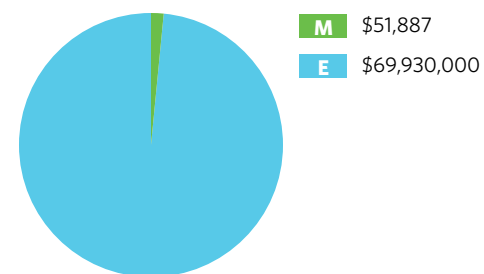
- 1 Operations and Maintenance
- 2 Guard House
- 3 Canopies
- 4 Bus Wash
- 5 Fueling Facility
- 6 Unleaded and Diesel Fuel Tanks
- 7 CNG Compressor Building
- 8 FLHQ

Warm Springs | FrontRunner Maintenance Facility

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

Upgrades to Warm Springs unfeasible until secondary facility completed. Expansion of new CR facility preferred over investment of Warm Springs.

-  Warm Springs Selective Rehab
-  Beck St Commuter RMF



TOTAL INVESTMENT
\$70M

BUILDING UTILIZATION

OPERATIONS ADMINISTRATION
58% 108%



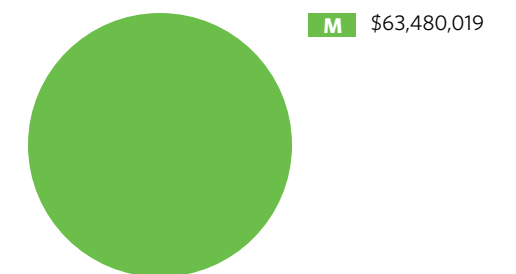
- 1 Maintenance Facility
- 2 Pump House

Jordan River Rail Service Center | JRRSC

2264 S 900 W, South Salt Lake, UT 8411

Well-equipped facility that remains adequate for expanded service. Investment is predominantly structural improvements.

-  JRRSC Seismic Retrofit & Building Rehab



TOTAL INVESTMENT
\$63.5M

BUILDING UTILIZATION

OPERATIONS AND MAINTENANCE
76% 91%



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

BUS AND PARATRANSIT

Meadowbrook

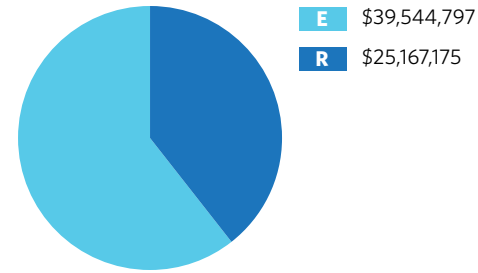
3600 S 700 W, South Salt Lake, UT, 84119

Operations Admin Building (7) is critically undersized and needs to be replaced. Long term expansion would be most efficiently served at an additional facility.

- 🏠 Meadowbrook Maintenance Expansion & Improvement
- 🔄 Meadowbrook Operations Admin Building Replacement
- 🏠 Meadowbrook Bodywork Rehabilitation & Independent Addition for Shipping/Receiving
- 🏠 Meadowbrook Admin Facility Remodel



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



TOTAL INVESTMENT
\$64.7M

BUILDING UTILIZATION



BUS AND PARATRANSIT

Riverside

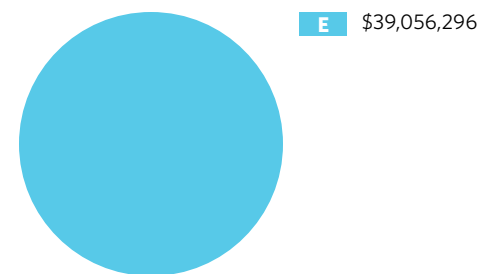
3610 S 900 W, South Salt Lake, UT 84119

Expansion and improvement of all major facilities needed, however Operations Admin Building is the highest priority.

- 🏠 Riverside Operations Admin Rehabilitation & Expansion
- 🏠 Riverside Maintenance Expansion & Rehab



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



TOTAL INVESTMENT
\$39M

BUILDING UTILIZATION



LIGHT RAIL

Midvale Rail Service Center | MRSC

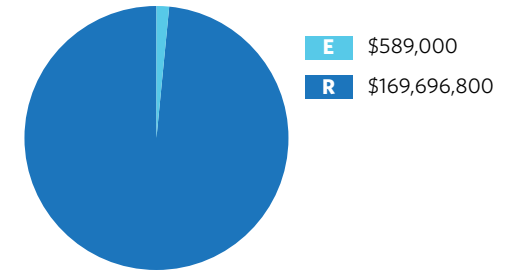
613 W 6960 S, Midvale, UT 84047

Age of building and scale of seismic retrofit scope indicates that replacement more effective than rehab.

- 🏠 Midvale RSC Operations Amenity Area Rehab
- 🔄 Midvale RSC Building Replacement



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



TOTAL INVESTMENT
\$170M

BUILDING UTILIZATION



BUS AND PARATRANSIT

Mt. Timpanogos

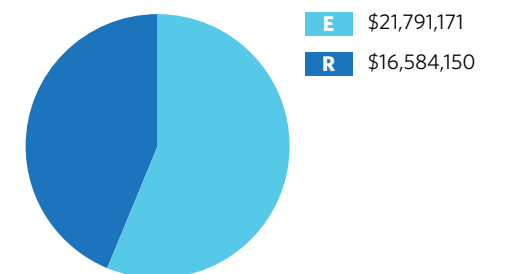
1110 Geneva Rd, Orem, UT 84058

Operations Admin replacement and Canopy expansion are needed now. Additional investment results from new fuel types.

- 🏠 Timpanogos Canopy Expansion
- 🔄 Timpanogos Operations Admin Building Replacement
- 🏠 Timpanogos Maintenance Rehab & BEB Upgrade



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



TOTAL INVESTMENT
\$38.4M

BUILDING UTILIZATION





Caption Caption

RECOMMENDATIONS

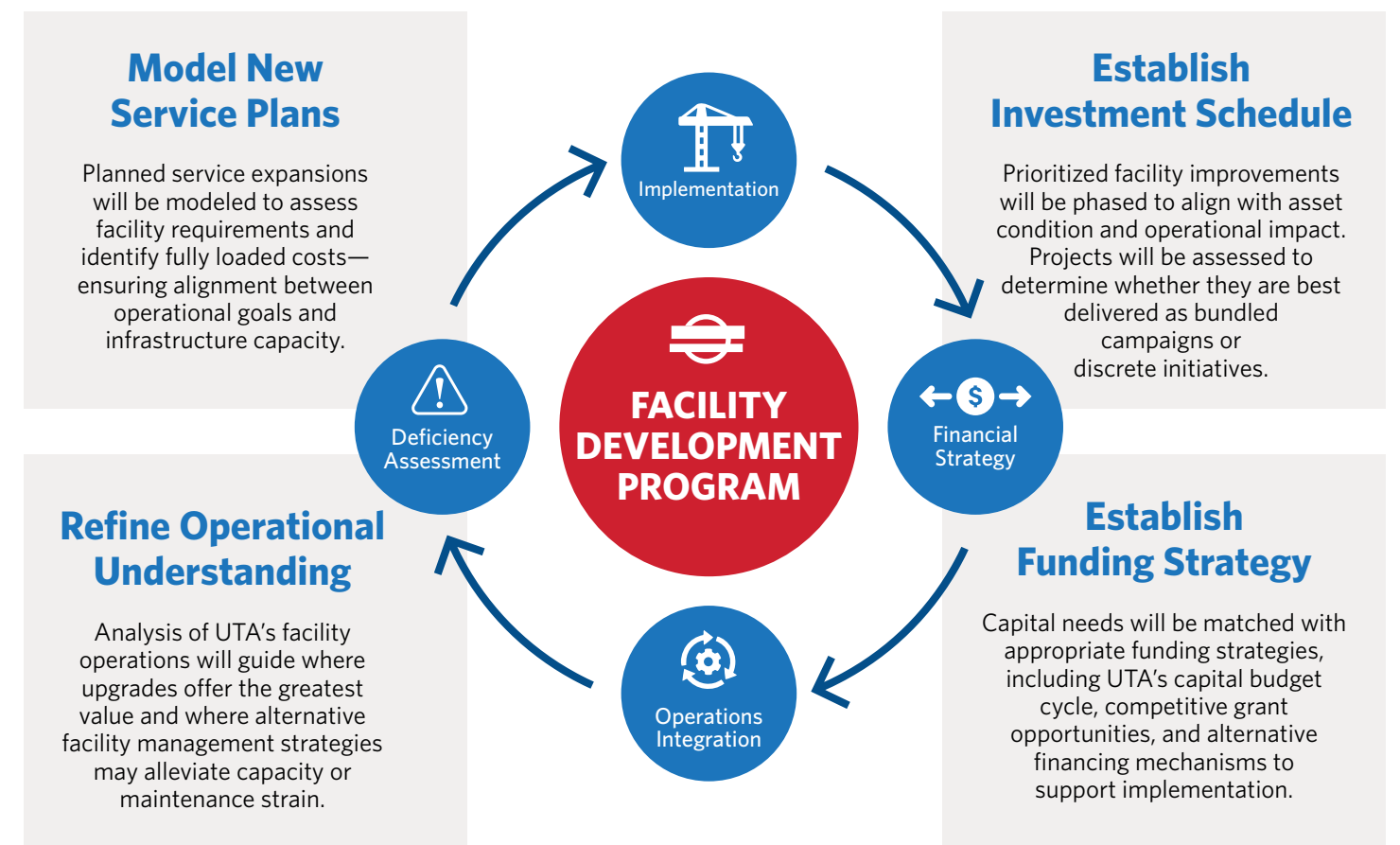
Facility Development has identified several next steps to advance this plan, which is expected to evolve into an ongoing initiative for the agency.

This implementation plan outlines a timeline for facility investments necessary for addressing service commitments and growth. A deliberate, phased approach to reinvestment will ensure that facilities remain a strength in supporting our operations rather than creating constraints.

Implementing these recommendations will prepare UTA to sustain reliable service, maximize the functionality of capital investments, and build the facility capacity required to meet the region's long-term mobility demands.

Recommended Actions

- **Establish** a long-term reinvestment program that systematically prioritizes facilities alongside other capital initiatives, ensuring alignment with future service and technology needs.
- **Modernize** systems in high-demand facilities to extend useful life, improve efficiency, and reduce deferred maintenance backlogs.
- **Expand** capacity in growth corridors where planned service increases will place the greatest strain on current infrastructure.





ACKNOWLEDGMENTS

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

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

- HNTB | Document Design & Organization

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UTA FACILITY DEVELOPMENT

