UTA 🚔 FACILITY DEVELOPMENT

FACILITY STRATEGIC PLAN

TOTE Order

MAY 2025 | DRAFT



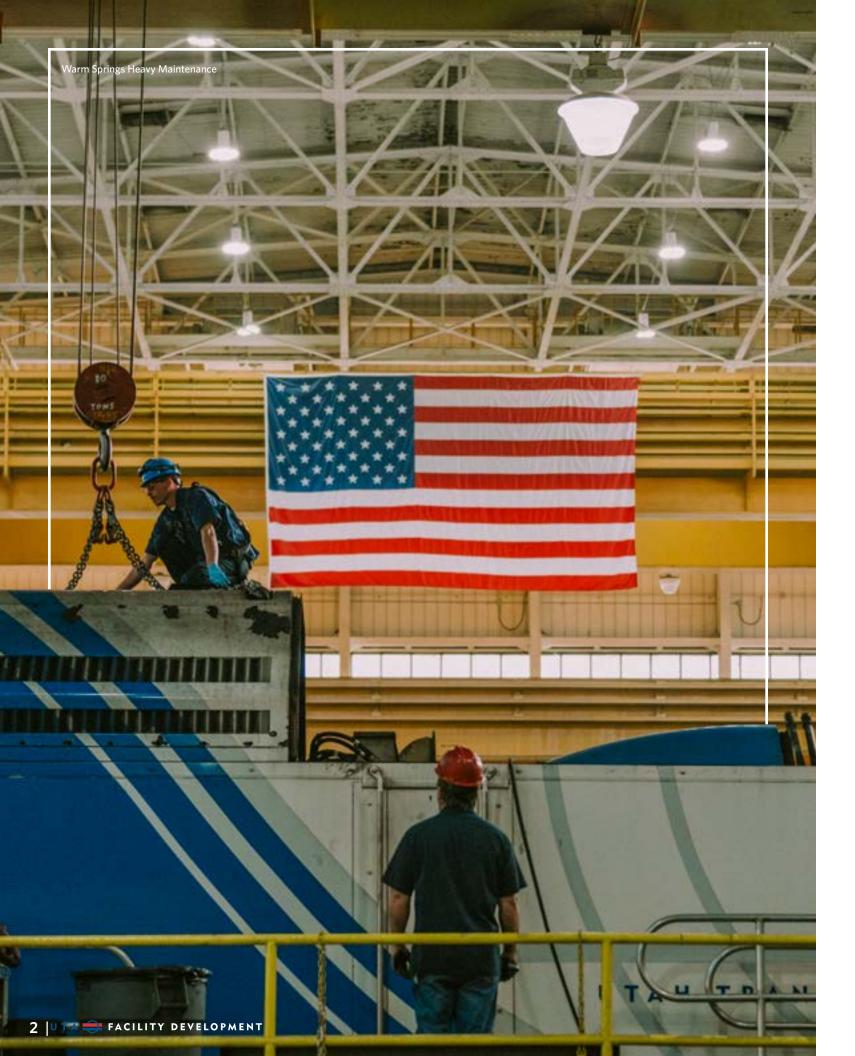
CONTENTS

01	Executive	Summary
----	-----------	---------

- | Plan Methodology
- UTA Mission Alignment
- | Map of Strategic Campuses
- | Bus and Paratransit
- | Light Rail
- 07 | Commuter Rail
- 08 | Administrative and Other Fa
- | Seismic Evaluation Summar
- | Next Steps
- | Facility Development



	3
	5
	9
s and Facilities	10
	12
	44
	52
acilities	56
ry	65
	67
	69



01

EXECUTIVE SUMMARY

UTA's Facility Strategic Plan charts a course for restoring missionhigh-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



critical facilities, safeguarding the agency's ability to deliver reliable,

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.



\$291M

ESTIMATED COST OF FACILITY DEFICIENCY AND SEISMIC PROJECTS



PLAN METHODOLOGY

This document summarizes extensive analysis based on hundreds of data points related to UTA facilities. The information reflects a pointin-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.

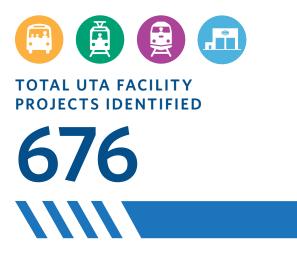
FACILITY CONDITION ASSESSMENTS

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.



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 industrystandard 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.

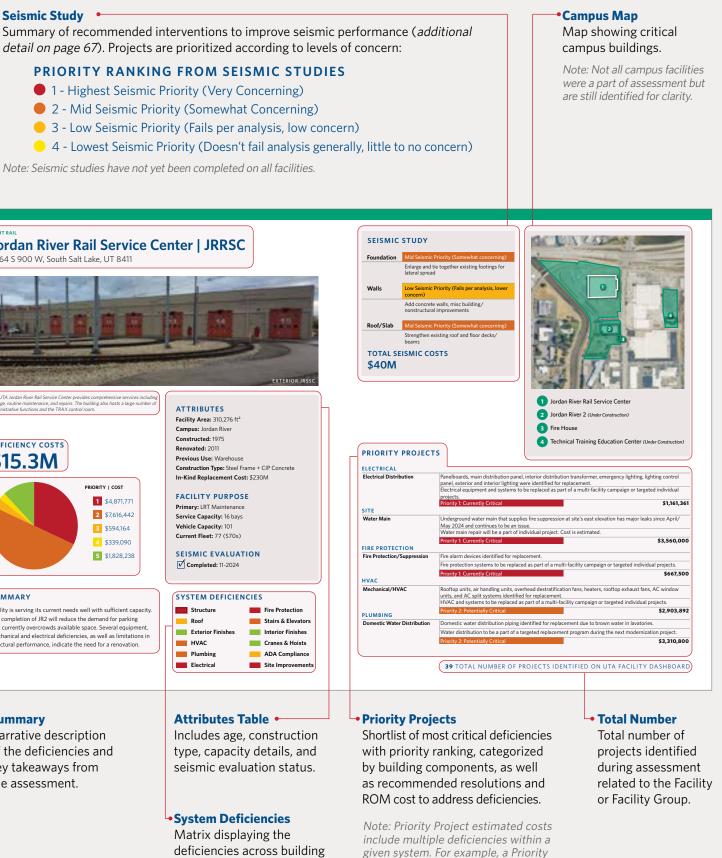
A comprehensive methodology brief is available for interested parties.

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.

FACILITY **SNAPSHOT GUIDE**

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) Site Name • Note: Seismic studies have not yet been completed on all facilities. Campus Name | Facility Name, and address. Facilities are grouped by mode (Bus and Paratransit, Light Rail, Commuter Rail, and Administrative) color coded for Jordan River Rail Service Center | JRRSC ease of identification. 2264 S 900 W, South Salt Lake, UT 8411 MODE Bus and Paratransit Light Rail Commuter Rail Administrative **General Facility Description** • Overview of facility and identifies ATTRIBUTES Facility Area: 310,276 ft² any unique attributes of the facility. Campus: Jordan River Constructed: 1975 DEFICIENCY COSTS Renovated: 2011 \$15.3M Previous Use: Wareh **Deficiency Costs** • Construction Type: Steel Frame + CIP Concre In-Kind Replacement Cost: \$230M Summary of identified facility FACILITY PURPOSE deficiencies and marked-up 1 \$4,871,77 Primary: LRT Mainter 2 \$7,616,442 Service Capacity: 16 bays costs ranked by priority. Vehicle Capacity: 101 3 \$594,164 Current Fleet: 77 (S70s) 4 \$339,090 SEISMIC EVALUATION 5 \$1,828,238 Completed: 11-202 **PRIORITY RANKING** • Priority 1 - Currently Critical SUMMARY SYSTEM DEFICIENCIES Priority 2 - Potentially Critical Facility is serving its current needs well with sufficient capacity Structure Fire Protectio The completion of JR2 will reduce the demand for parking Roof Stairs & Elevat that currently overcrowds available space. Several equipment Priority 3 - Necessary - Not Yet Critical Exterior Fini Interior Finishes mechanical and electrical deficiencies, as well as limitations structural performance, indicate the need for a renovation. HVAC Cranes & Hoists Priority 4 - Recommended Plumbing ADA Complianc Electrica Priority 5 - Monitor Site Impr **Building Occupancy or Maintenance Capacity** Attributes Table Summary Utilization included where applicable. • Narrative description Includes age, construction of the deficiencies and type, capacity details, and key takeaways from seismic evaluation status. the assessment. OCCUPANCY 142% **JOK** •System Deficiencies Matrix displaying the deficiencies across building PRIORITY | COST system groups. Colors 1 \$182,183 denote priority ranking. 2 \$77,964 3 \$79,922 \$21

Seismic Study •

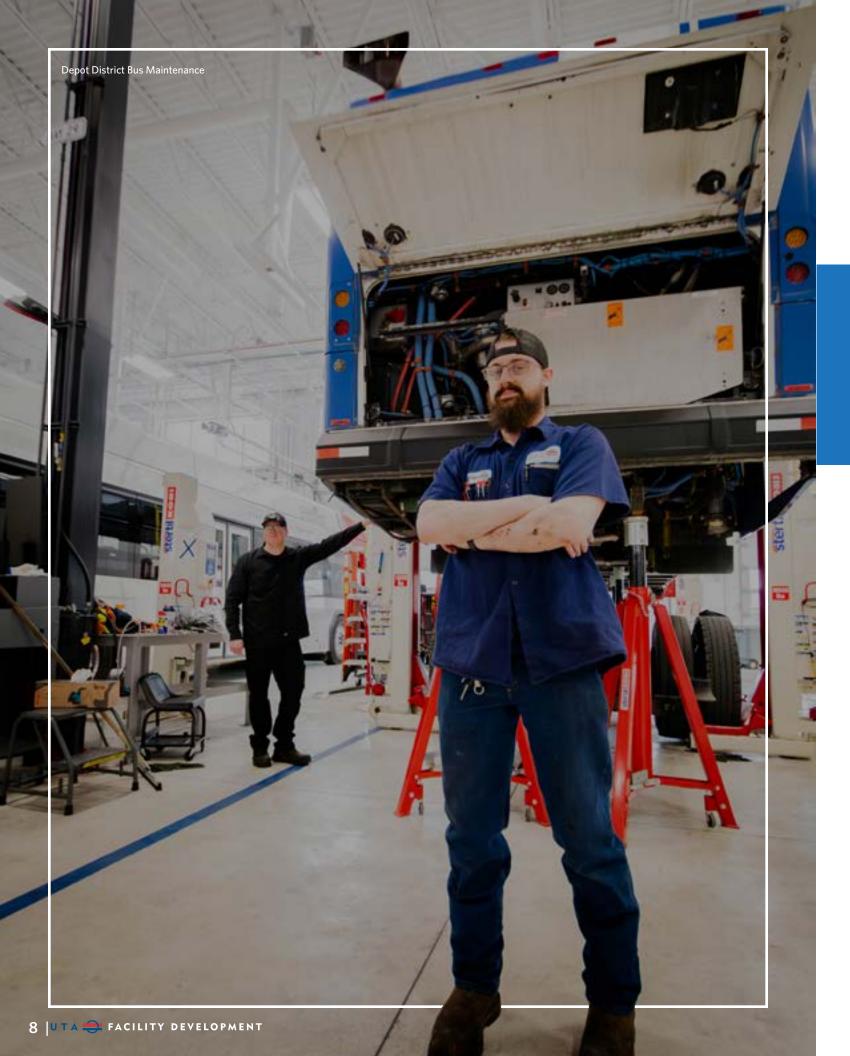


1 electrical project may include

completed simultaneously.

Priority 2 projects that should be

FACILITY STRATEGIC PLAN | 7



03 **UTA MISSION ALIGNMENT**

We Move You SUSTAINING OUR MISSION THROUGH STRATEGIC

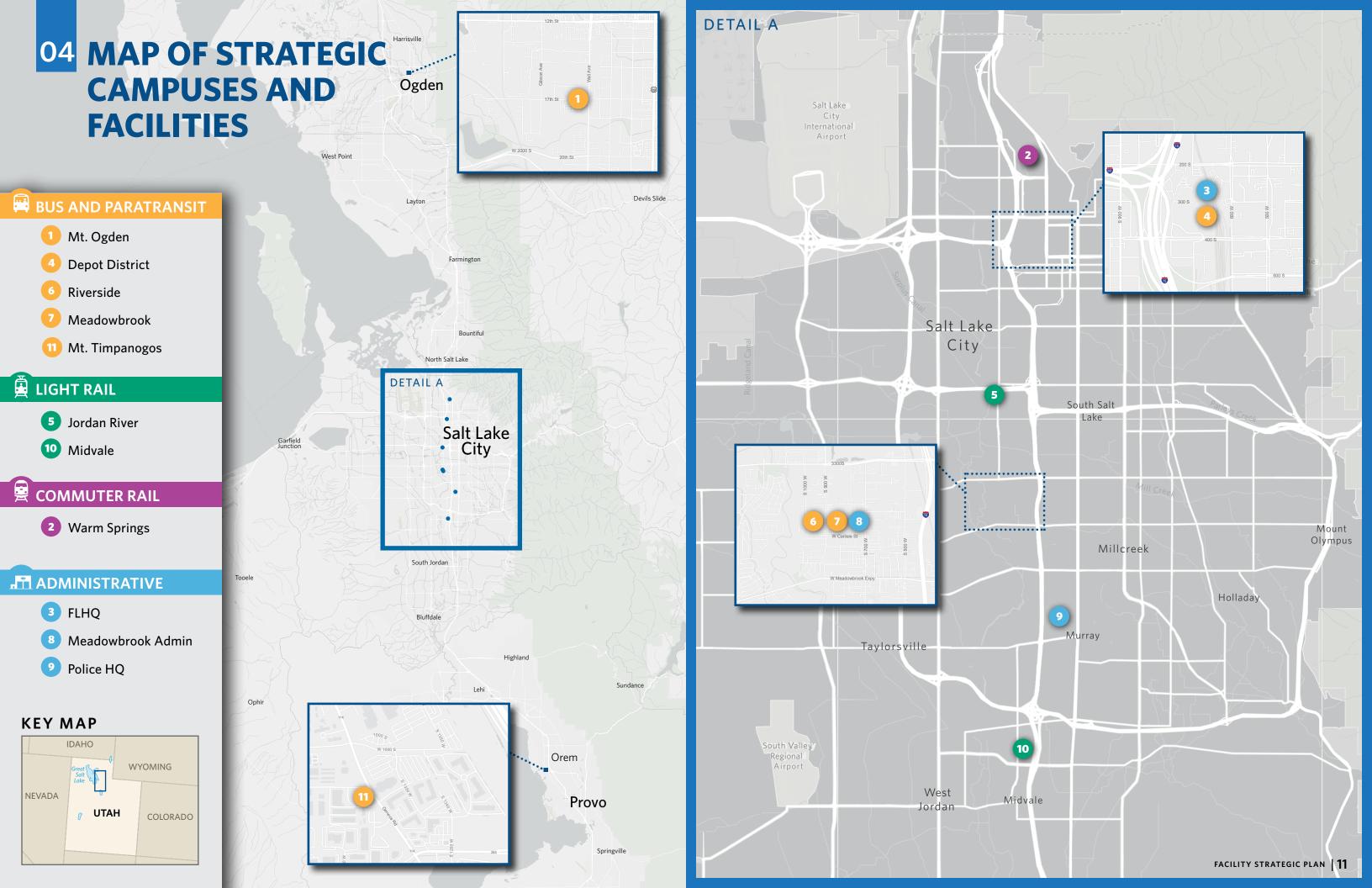
FACILITY INVESTMENT

UTA's mission to deliver consistent, reliable service hinges on robust, wellmaintained 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



INVESTING IN OUR FACILITIES IS ESSENTIAL TO FULFILLING OUR MISSION.



TOTAL FACILITY CAMPUS SUMMARY SCORECARD

05

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.





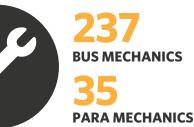


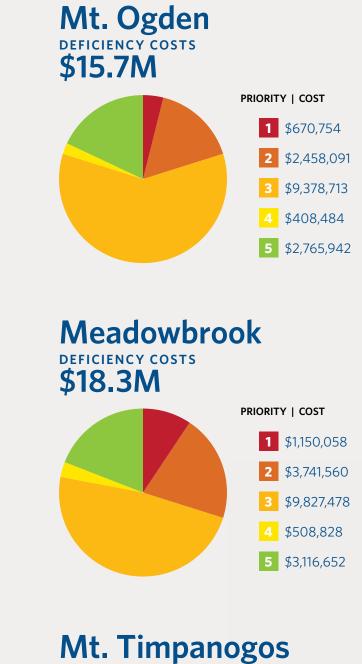


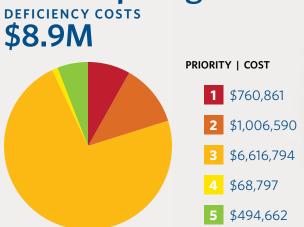


TOTAL MILES **TRAVELED** 19,000,000 bus 3,700,000 PARATRANSIT

UTILIZATION









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.

DEFICIENCY COSTS \$1M OCCUPANCY 2220% PRIORITY | COST 1 \$72,446 2 \$236,384 3 \$194,091 4 \$32,752



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

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.

5 \$462,978

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

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	ndividual
	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 Co	st: \$15.6M

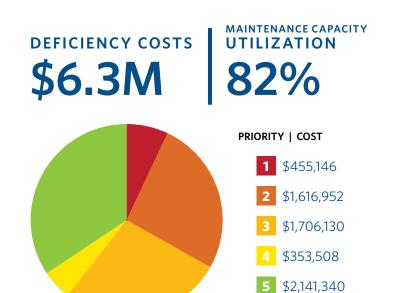


Mt. Ogden | Maintenance

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.



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

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

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

Electrical Distribution	Emergency generator and uninterruptible power supp	ly identified for replacement.
	Electrical components and systemsto be replaced as projects.	part of a multi-facility campaign or targeted individual
	Priority 1: Currently Critical	\$224,28
Electrical Distribution	Panel boards, switchgear, interior distribution transfo	mers identified for replacement.
	Electrical components and systems to be replaced as projects.	part of a multi-facility campaign or targeted individual
	Priority 1: Currently Critical	\$143,46
FIRE PROTECTION		
Fire Riser	Fire Riser identified for replacement.	
	Fire Riser to be replaced as part of a multi-facility carr	npaign or targeted individual projects.
	Priority 1: Currently Critical	\$3,73
HVAC		
Mechanical/HVAC	Rooftop units, air handling units, rooftop exhaust fans chemical feedwater tanks, evaporative coolers, wall n identified for replacement.	
	HVAC systems to be replaced as part of a multi-facili	ty campaign or targeted individual projects.
	Priority 2: Potentially Critical	\$1,120,33
VEHICULAR EQUIPMENT		
Lift, Air, Wash Systems	Problematic vehicle maintenance equipment including compressed air storage tanks, and poorly operating ve	
	Vehicle Equipment to be replaced as part of a multi-fa	acility campaign or targeted individual projects.
	Priority 2: Potentially Critical	\$496,62
	41 TOTAL NUMBER OF PROJECTS ID	ENTIFIED ON UTA FACILITY DASHBOAR



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

\$3,738

\$143,468

\$1,120,332

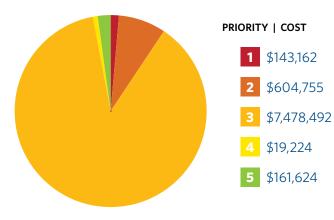
Mt. Ogden | Support Buildings

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



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

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.

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

ELECTRICAL	
Electrical Distribution	Electrical systems including interio the bus fueling building have been Electrical components and systems projects.
	Priority 1: Currently Critical
VEHICULAR EQUIPMENT	
Fueling	Fueling systems identified as origin
	In addition to the storage tanks, fue or targeted individual projects.
	Priority 2: Potentially Critical
STRUCTURE	
Curbs and Floor	Curb forms found with excessive ru fueling building for repair and/or re Structural repairs and/or to be repl
	Priority 2: Potentially Critical
SITE	
Bus Canopies	Bus Canopies structural steel fram (1985) and have been identified fo Bus Canopy replacement to be a pa
	Priority 3: Necessary - Not Yet Crit
ROOFS	Thomy 5. Necessary - Not Tet Chi
Roof and Walkways	Roof covering and walkway protect identified for replacement. Roofing repairs to be a part of a mu
	Priority 3: Necessary - Not Yet Crit
	47 TOTAL NUMBER OF



Vacant parcel under review

ior distribution transformers and panelboards at Mt. Ogden Canopies, and

identified for replacement. ns to be replaced as part of a multi-facility campaign or targeted individual

\$110,232

inal to facility and in need of replacement.

ueling distribution system to be replaced as part of a multi-facility campaign

\$195,800

rust corrosion, and slab with large cracks have been identified at the bus replacement.

placed as part of a multi-facility campaign or targeted individual projects.

\$110,894

ning and roof deck have excessive corrosion. Canopies are original to the site or replacement.

part of a multi-facility campaign or targeted individual projects. tical \$6,586,000

ction at the Guard and Fare Processing, and Bus Fueling buildings were

nulti-facility campaign or targeted individual projects.

tical

\$41,118

PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Depot District | Main Building

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

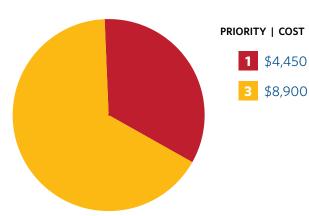


Depot District houses Administration, Operations and Maintenance for the Salt Lake Service Unit.

OCCUPANCY

83%

DEFICIENCY COSTS \$13K



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

W Built to latest Seismic codes

SUMMARY

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

SYSTEM DEFICIENCIES





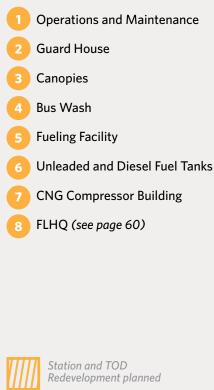
PRIORITY PROJECTS

FIRE PROTECTION

Alarm Control System

Trouble codes found within the control system. Priority 1: Currently Critical **ADA COMPLIANCE** and Paper towel holders need to be relocated for ADA compliance.

Priority 3: Necessary - Not Yet Critical



Addressing errors in fire alarm system would be a part of an individual project.

\$4,450

Kitchen and Restroom updates Pipe protection under restroom and kitchen sinks need to be updated for ADA compliance. Soap Dispensers ADA compliance updates to be a part of individual repair project.

\$5,000

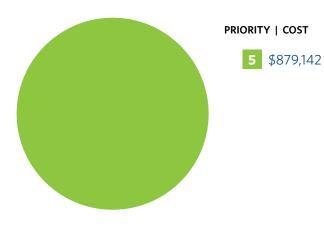
Depot District | Support Buildings

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



SUMMARY

Depot District is new and well maintained.

BUS WASH

Facility Area: 6,070 ft ²	Constructed: 2020
Construction Type: Steel	In-Kind Replacement Cost: \$3.8M

CNG FUELING FACILITY

Facility Area: 11,547 ft ²	Constructed: 2015
Construction Type: Steel	In-Kind Replacement Cost: \$6.0M

UNLEADED & DIESEL FUELING AREA

Facility Area: 816 ft² Construction Type: Steel

Constructed: 2015 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





PRIORITY PROJECTS

SITE IMPROVEMENTS		
Parking Lots	Seal coat on parking lots have been identified for repair in n	orth parking lot.
	Repaving north parking lot will be a part of individual project	:t.
	Priority 5: Monitor	\$779,818
Perimeter Walls, Gates, Fences	Repair damaged fence posts and chain link fence on west si	de 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



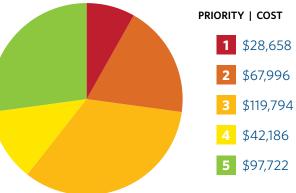
Meadowbrook | Operations

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



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 COSTSOCCUPANCY\$400K226%



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 ft ²
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





PRIORITY PROJECTS

Panelboards and lighting identified
Electrical components and system projects.
Priority 1: Currently Critical
Fire alarm control panel (FACP) ar
Fire protection equipment to be re
Priority 1: Currently Critical
Rooftop units, heaters, and AC spl
HVAC systems replacements to be
Priority 2: Potentially Critical
Building is identified as extremely
Recommend a replacement building

24 | UTA 🚔 FACILITY DEVELOPMENT

SUMMARY



ed for replacement.

ns to be replaced a part of a multi-facility campaign or targeted individual

\$53,400

nd fire riser identified for replacement.

eplaced as part of a multi-facility campaign or targeted individual projects.

\$17,444

blit systems identified for replacement. De a part of a multi-facility campaign or targeted individual projects.

\$67,996

undersized.

ing of approximately 34,600 sqft.

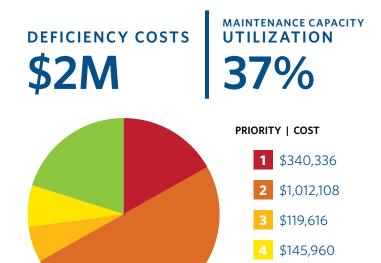
Estimated Cost: \$29.8M

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.



Facility Area: 52,162 ft²

ATTRIBUTES

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

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.

5 \$408,332

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

Electrical Distribution	Panelboards, switchgear, uniterruptible power supply, diesel generator, inter automatic transfer switches, and lighting identified for replacement.	ior distribution transformers,
	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
FIRE PROTECTION		
Fire Riser	Fire Riser identified for replacement.	
	Fire Riser replacement is currently under construction.	
	Priority 1: Currently Critical	\$7,476
VEHICULAR EQUIPMEN	Т	
Compressed Air System	Air compressors and Air dryers identified for replacement.	
	Air Compressor system to be replaced as part of a multi-facility campaign of	r targeted individual projects.
	Priority 2: Potentially Critical	\$135,280
HVAC		
Mechanical/HVAC	Air handling units, rooftop units, evaporative coolers, rooftop exhaust fans, r mounted exhaust fans identified for replacement.	nake-up air unit, and wall
	HVAC systems replacements to be replaced as part of a multi-facility campa projects.	aign or targeted individual
	Priority 2: Potentially Critical	\$78,035
BUILDING EXPANSION		
Expansion Program	Building is undersized to maintain the fleet it serves and an expansion is nee	ded.
	Building is under review for redesign and modernization.	
	Priority 1: Currently Critical	\$TBD

7	An adda



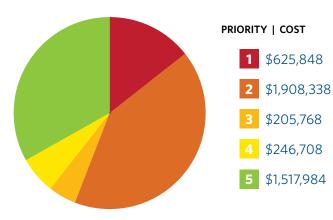
Meadowbrook | Body Shop & Support

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



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

DEFICIENCY COSTS \$4.5M



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





PRIORITY PROJECTS

ELECTRICAL	
Electrical Distribution	Panelboards, electrical service, inte and lighting controls identified for Electrical components and system projects.
	Priority 1: Currently Critical
Electrical Distribution	Generator and uninterruptible pow
	Electrical components and system projects.
	Priority 1: Currently Critical
CONVEYING	
Elevators, Lifts, Escalators	Freight elevators identified for repl
	Freight elevator to be replaced as p
	Priority 2: Potentially Critical
HVAC	
Mechanical/HVAC	Rooftop units, cooling towers, evap dust collection system, heaters, an HVAC systems replacements to be projects.
	Priority 2: Potentially Critical

SUMMARY

placement. part of a multi-facility campaign or targeted individual projects.

aporative coolers, rooftop exhaust fans, make-up air unit, AC split system, nd wall mounted exhaust fans identified for replacement. be replaced as part of a multi-facility campaign or targeted individual

\$767,180

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

terior distribution transformers, switchboards, emergency egress lighting,

ns to be replaced as part of a multi-facility campaign or targeted individual

r replacement.

wer supply identified for replacement.

ns to be replaced as part of a multi-facility campaign or targeted individual

\$206,658

\$416,342

\$842,474

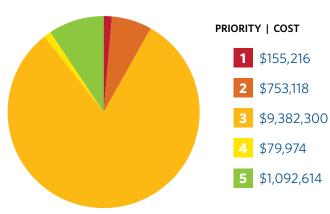
Meadowbrook | Support Buildings

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 is contains five wash bays and Sign-Out Building 6 is a diminutive two-room office.

DEFICIENCY COSTS \$11.4M



FARE PROCESSING

Facility Area: 1,776 ft² Construction Type: Masonry

Constructed: 1988 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 **Construction Type:** Masonry

Constructed: 1981 In-Kind Replacement Cost: \$7.6M

SIGN-OUT OFFICE

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

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

Electrical Distribution	Interior distribution transformers, replacement at buildings 2, 4, & 5.
	Electrical equipment and systems projects.
FIRE PROTECTION	Priority 1: Currently Critical
Fire Protection / Suppression	Fire alarms and fire riser identified
	Fire protection equipment to be re
	Priority 1: Currently Critical
STRUCTURAL	
Bus Wash	Floor slab identified for replaceme
	Floor repair to be a part of a target
	Priority 2: Potentially Critical
HVAC	
Mechanical/HVAC	Rooftop units, heaters, and AC spl identified for replacement at build
	HVAC systems to be replaced as p
PLUMBING	Priority 2: Potentially Critical
Domestic Water Distribution	Domestic water heaters, drinking f repair or replacement in buildings
Domestic Water Distribution	

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.



, panelboards, Lighting, security, and lighting control identified for

to be replaced as part of a multi-facility campaign or targeted individual

\$160,556

for replacement at Building 4 Fuel Island.

eplaced as part of a multi-facility campaign or targeted individual projects.

\$41,652

ent due to large cracks.

ted repair program or an individual project.

\$484,160

lit system, rooftop exhaust fans, evaporative coolers, and centrifugal fans dings 2, 4, & 5.

part of a multi-facility campaign or targeted individual projects.

\$226,950

fountains, bathrooms, trench drains and emergency eyewash identified for s 4 & 5.

as part of a multi-facility campaign or targeted individual projects. tical \$77,964

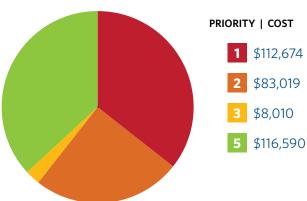
Riverside | Operations

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%



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

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.

SYSTEM DEFICIENCIES





PRIORITY PROJE	CTS	
ELECTRICAL		
Electrical Distribution	Panelboards, interior distribution transformers, uninterruptible p for replacement.	ower supply, public address system identified
	Electrical equipment and systems to be replaced as part of a mu projects.	lti-facility campaign or targeted individual
	Priority 1: Currently Critical	\$128,338
HVAC		
Mechanical/HVAC	Rooftop exhaust fans, and AC units were identified for replacem	ent.
	HVAC equipment and systems to be replaced as part of a multi- projects.	
	Priority 2: Potentially Critical	\$31,755
ROOF		
Roof / Walls / Ceiling	Roof, gutters, siding, and exterior doors identified for replaceme	
	Roofing and exterior repairs to be a part of a multi-facility campa	
	Priority 3: Necessary - Not Yet Critical	\$68,700
BUILDING REPLACEME	Building is identified as undersized.	
Replacement	Building replacement is currently under review. New building est	impled size is 15 200 soft
	Priority 1: Currently Critical	•
		Estimated Cost: \$13.1M

12 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

1 Operations

3 Maintenance

Canopies

2 Security

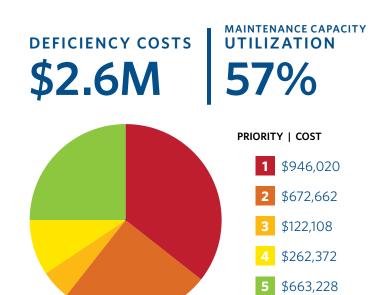
4 Fueling

Riverside | Maintenance

3610 S 900 W, South Salt Lake, UT 84119



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.



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

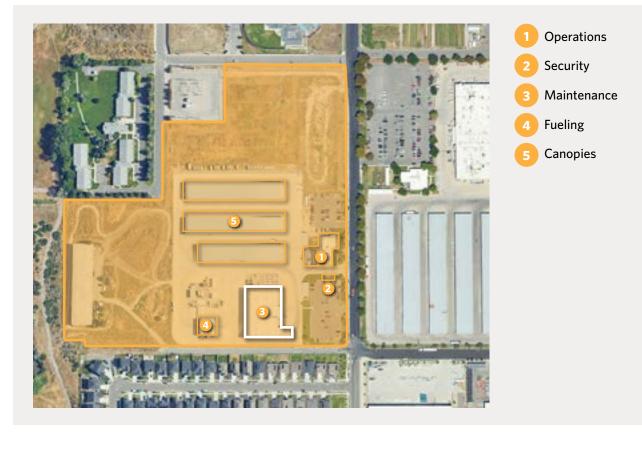
Scheduled 1st quarter 2027

SUMMARY

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

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

FIRE PROTECTION		
Fire Protection/Suppression	Sprinkler system and fire alarm system identified for repla	acement.
	Fire Protection equipment and systems to be replaced as individual projects.	part of a multi-facility campaign or targeted
	Priority 1: Currently Critical	\$820,5
ELECTRICAL		
Electrical Distribution	Panelboards, interior distribution transformers, uninterru identified for repair and replacement.	otible power supply, lighting, and switchgear were
	Electrical equipment and systems to be replaced as part of projects.	of a multi-facility campaign or targeted individual
	Priority 1: Currently Critical	\$361,8
HVAC		
Mechanical/HVAC	Rooftop exhaust fans, evaporative coolers, expansion tan rooftop units, garage exhaust units, heaters and boilers w	· · · ·
	HVAC equipment and systems to be replaced as part of a projects.	multi-facility campaign or targeted individual
VEHICULAR EQUIPMENT	Priority 2: Potentially Critical	\$340,
Lifts and Compressed Air	Bus lifts, air compressor, air dryer, and compressed air sto	orage tanks identified for replacement.
	Lifts and Air Compressor system to be replaced as part of projects.	f a multi-facility campaign or targeted individual
	Priority 2: Potentially Critical	\$281,2
BUILDING REPLACEMENT		
Replacement	Building is identified as overcrowded and has limitations i	n facility equipment.
	Building replacement is currently under review. New build	ling estimated size is 5,400 sqft.
	Priority 1: Currently Critical	Estimated Cost: \$10.
	36 TOTAL NUMBER OF PROJECTS IDEN ⁻	TIFIED ON UTA FACILITY DASHBOA

Estimated Cost: \$10.7M

PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

\$340,158

\$281,240

stem identified for replacement.

\$820,580

\$361,874

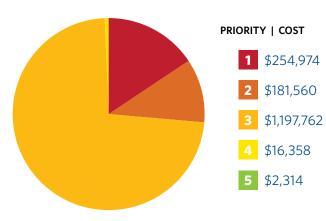
Riverside | Support Buildings

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





PRIORITY PROJECTS

Fueling System	Replacement of unused diesel AST with additional 12k gal unleaded AST, including replacemer underground piping was identified at the Riverside Fuel Island.	ıt of
	Fuel system to be replaced as part of a multi-facility campaign or targeted individual projects.	
ELECTRICAL	Priority 1: Currently Critical	\$
Electrical Distribution	Panelboards, automatic transfer switches, interior distribution transformers, emergency general and public address system were identified for repair and replacement at both the Fares & Guar Service Building.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targete projects.	d indi
	Priority 1: Currently Critical	
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 ta individual projects.	rgete
	Priority 1: Currently Critical	
HVAC		
Mechanical/HVAC	Garage exhaust units, heaters and evaporative coolers were identified for replacement at the S	ervice
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted in projects.	ndivid
	Priority 2: Potentially Critical	

witches, interior distribution transformers, emergency generator, lighting, lentified for repair and replacement at both the Fares & Guard Structure and

to be replaced as part of a multi-facility campaign or targeted individual

28 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

\$34,710

evaporative coolers were identified for replacement at the Service Building. be replaced as part of a multi-facility campaign or targeted individual

\$113,030

\$237,513

\$320,000

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

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

SUMMARY

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

4 \$21,093

5 \$256,854

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.

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

Electrical Distribution	Panelboard interior distribution transformers, security system, clock	, public address system and
Lieuncal 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-fa	acility campaign or targeted individual
	projects.	
	Priority 1: Currently Critical	\$152,368
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 m	ulti-facility campaign or targeted
	individual projects. Priority 1: Currently Critical	\$24,920
HVAC	Phonty I. Currently Childan	\$24,920
Mechanical/HVAC	Condenser, rooftop exhaust fans, AC split systems, and rooftop units	•
HVAC systems to be replaced as part of a multi-fac		targeted individual projects.
	Priority 2: Potentially Critical	\$64,970
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. Current	tly under investigation.
	Priority 1: Currently Critical	\$TBD
BUILDING REPLACEMENT		
Replacement	Building is over capacity.	
	Building replacement is currently under review and needs to double 13,200 sq ft.	in size from 6,935sqft to potentially
	Priority 1: Currently Critical	Estimated Cost: \$11.4M
	33 TOTAL NUMBER OF PROJECTS IDENTIFIED O	ON UTA FACILITY DASHBOARD

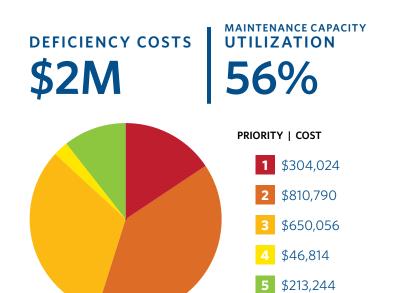
	1 Operations
	2 Service
10	3 Maintenance
	4 Security
i i and	5 Canopies
-	6 Bus Canopies
	7 Tires
	8 Fueling
3	🥑 Wash
	10 Fares

Mt. Timpanogos | Maintenance

1110 Geneva Rd, Orem, UT 84058



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

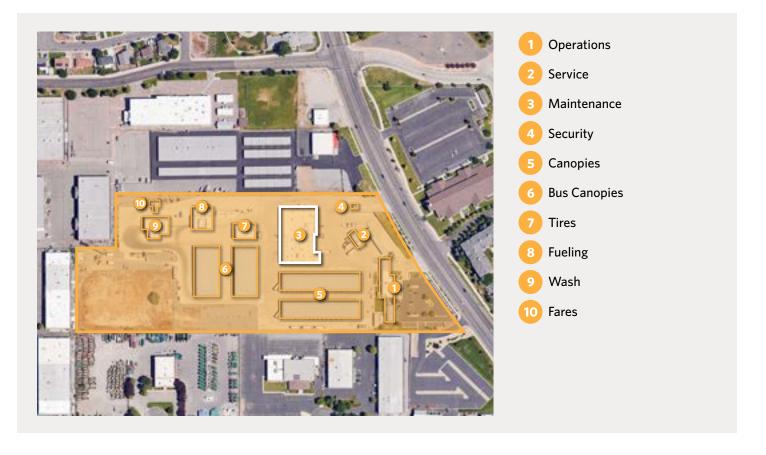
Scheduled 1st quarter 2027

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.

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

ELECTRICAL		
Electrical Distribution	Panelboard, internal distribution transformers, security, power supply identified for replacement.	public address, switchboards, and uninterruptible
	Electrical equipment and systems to be replaced as par projects.	t of a multi-facility campaign or targeted individual
	Priority 1: Currently Critical	\$317,018
FIRE PROTECTION		
Fire Protection/Suppression	Fire alarm control, fire riser, and back flow system ident	ified for replacement.
Fire protection systems to be replaced as part of a multi-facility campaign or targeted in		i-facility campaign or targeted individual projects.
	Priority 1: Currently Critical	\$28,124
HVAC		
Mechanical/HVAC	Hot water circulating pumps, wall mounted exhaust fan exhaust fans, heaters, rooftop units, and make-up air ur	
	HVAC equipment and systems to be replaced as part of projects.	f a multi-facility campaign or targeted individual
EXTERIOR ENCLOSURE	Priority 2: Potentially Critical	\$757,390
Exterior Doors	Exterior roll-up doors identified for replacement.	
	Doors to be replaced as part of a multi-facility campaign	n or targeted individual projects.
	Priority 5: Monitor	\$202,208

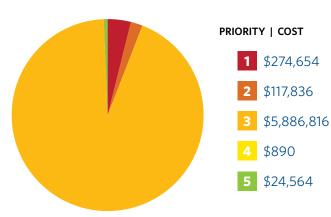
Mt. Timpanogos | Support Buildings

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



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 **Construction Type:** Masonry

In-Kind Replacement Cost: \$.05M **FUEL ISLAND**

Constructed: 2017

Constructed: 2017

Facility Area: 1,637 ft² **Construction Type:** Masonry

Constructed: 1988 In-Kind Replacement Cost: \$0.6M

TIRE BUILDING

Facility Area: 2,739 ft² Construction Type: Steel

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 Construction Type: Steel

Constructed: 2017 In-Kind Replacement Cost: \$4.1M

In-Kind Replacement Cost: \$1.3M

GUARD & FARE PROCESSING

Facility Area: 595 ft²

Constructed: 2017

Construction Type: Masonry In-Kind Replacement Cost: \$.25M

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

Electrical Distribution	Generator and ATS (Automatic Tra
	Electrical equipment and systems projects.
	Priority 1: Currently Critical
Electrical Distribution	Panelboards, switchgear, interior d building.
	Electrical equipment and systems
	projects.
	Priority 1: Currently Critical
FIRE PROTECTION	
Fire Protection/Suppression	Fire riser identified for replacemen
	Fire protection systems to be repla
	Priority 1: Currently Critical
HVAC	
Mechanical/HVAC	Fail coils, heaters, make-up air unit the Fuel Island.
	HVAC and systems to be replaced
	Priority 2: Potentially Critical
SITE IMPROVEMENTS	
Exterior	Repairs to Concrete Bus Parking Lo
	Site Repairs to be a part of targetee
	Priority 3: Necessary - Not Yet Crit

ransfer Switch) were identified for replacement at the Fuel Island building. to be replaced as part of a multi-facility campaign or targeted individual

\$210,930

distribution transformer were identified for replacement at the Fuel Island

to be replaced as part of a multi-facility campaign or targeted individual

\$55,714

aced as part of a multi-facility campaign or targeted individual projects.

\$8,010

its, evaporative coolers, and utility exhaust fans identified for replacement at

l as part of a multi-facility campaign or targeted individual projects.

\$117,836

ot and Expanding Bus Canopies has been identified to improve the site. ed replacement program.

tical

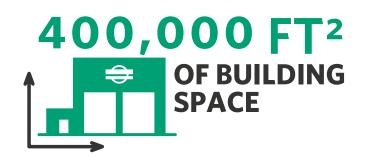
\$5.86M

06 **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

ăă ۵ă





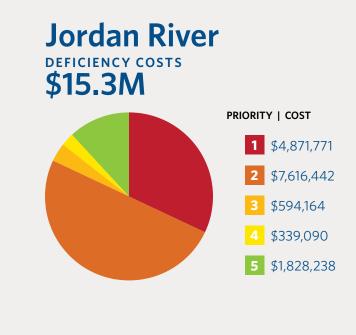
7,144,089

58%

UTLIZATION

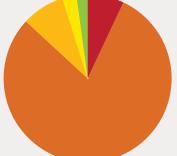


TOTAL FACILITY CAMPUS SUMMARY SCORECARD

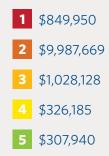




Midvale DEFICIENCY COSTS



PRIORITY | COST



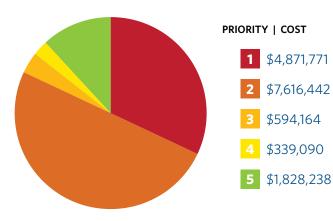
Jordan River Rail Service Center | JRRSC

2264 S 900 W, South Salt Lake, UT 8411



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



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 PURPOSE

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

SEISMIC EVALUATION

Completed: 11-2024

SYSTEM DEFICIENCIES

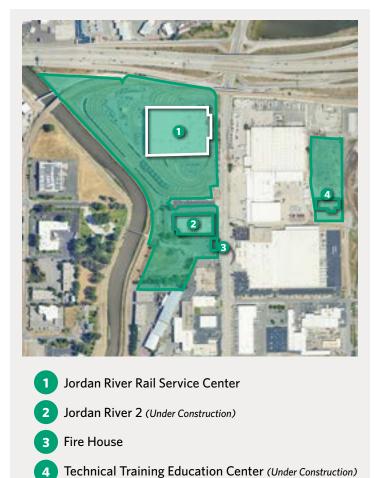


SEISMIC STUDY

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	

PRIORITY PROJECTS

SITE	
Water Main	Underground water main that supp May 2024 and continues to be an Water main repair will be a part of
ELECTRICAL	Priority 1: Currently Critical
Electrical Distribution	Panelboards, main distribution pan panel, exterior and interior lighting Electrical equipment and systems projects.
	Priority 1: Currently Critical
FIRE PROTECTION	
Fire Protection/Suppression	Fire alarm devices identified for rep
	Fire protection systems to be repla
PLUMBING	Priority 1: Currently Critical
Domestic Water Distribution	Domestic water distribution piping
	Water distribution to be a part of a
	Priority 2: Potentially Critical
HVAC	
Mechanical/HVAC	Rooftop units, air handling units, or units, and AC split systems identifi HVAC and systems to be replaced
	Priority 2: Potentially Critical
	39 TOTAL NUMBER OF



pplies fire suppression at site's east elevation has major leaks since April/ n issue.

of individual project. Cost is estimated.

\$3,560,000

nel, interior distribution transformer, emergency lighting, lighting control g were identified for replacement.

s to be replaced as part of a multi-facility campaign or targeted individual

\$1,161,361

eplacement.

laced as part of a multi-facility campaign or targeted individual projects.

\$667,500

ng identified for replacement due to brown water in lavatories.

a targeted replacement program during the next modernization project.

\$3,310,800

overhead destratification fans, heaters, rooftop exhaust fans, AC window ified for replacement.

d as part of a multi-facility campaign or targeted individual projects.

\$2,903,892

PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

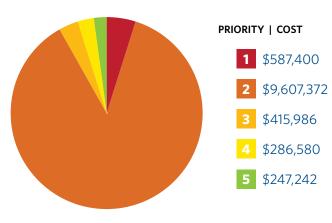
LIGHT RAIL Midvale | Service Center

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 ft ²
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



SEISMIC STUDY

Low Seismic Priority (Fails per analysis, lower concern)
Enlarged existing footings
Mid Seismic Priority (Somewhat concerning)
Strengthen concrete & masonry walls, misc building/nonstructural improvement
Highest Seismic Priority (Very concerning)
Replace roof deck/beams and connect to masonry shear walls

TOTAL SEISMIC COSTS \$22M

PRIORITY PROJECTS

ELECTRICAL			
Electrical Distribution	Panelboards, automatic transfer s control center identified for replac Electrical equipment and systems projects.		
HVAC	Priority 1: Currently Critical		
Mechanical/HVAC	Air Handling, Condenser, exhaust		
	HVAC equipment and systems to projects.		
	Priority 2: Potentially Critical		
CRANES & HOISTS			
Cranes & Hoists	Hoists and cranes identified for re		
	Hoists and cranes to be replaced a		
	Priority 2: Potentially Critical		
CONVEYING			
Elevators, Lifts, Escalators	Passenger Elevator identified for r		
	Elevator to be replaced as part of a		
	Priority 2: Potentially Critical		
BUILDING EXPANSION			
Expansion	Machine shop identified in need e		
	Estimated cost under developmen		
	Priority 1: Currently Critical		
	5 TOTAL NUMBER OF		

3 Paint Booth Building
witch, switchgear, lighting, interior distribution transformer, and motor cement.
to be replaced as part of a multi-facility campaign or targeted individual
\$854,400
fans, rooftop units, make-up air units identified for replacement.
be replaced as part of a multi-facility campaign or targeted individual
\$1,045,572
\$1,0+3,372
placement.
as part of a multi-facility campaign or targeted individual projects.
\$987,900
eplacement.
a multi-facility campaign or targeted individual projects.
\$445,000
xpansion.
nt.
\$TBD
PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD
FACILITY STRATEGIC PLAN



1 Midvale Rail Service Center

2 MOW Facilities Building

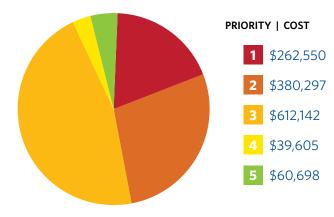
LIGHT RAIL Midvale | Support Buildings

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



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

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.

SYSTEM DEFICIENCIES





PRIORITY PROJECTS

ELECTRICAL		
Electrical Distribution	Make-up air system controller for	
	Electrical equipment and systems	
	projects.	
	Priority 1: Currently Critical	
FIRE PROTECTION		
Fire Protection/Suppression	Fire alarm devices and fire alarm of	
	Fire protection systems to be repla	
	Priority 1: Currently Critical	
HVAC		
Mechanical/HVAC	Condenser, exhaust fans, heaters, replacement.	
	HVAC equipment and systems to	
	projects.	
	Priority 2: Potentially Critical	
CRANES & HOISTS		
Cranes & Hoists	Hoists identified for replacement.	
	Hoists to be replaced as part of a r	
	Priority 2: Potentially Critical	
ROOF		
Roof/Wall	Roof membrane and black walkwa	
	Roofing repairs to be a part of a m	
	Priority 3: Necessary - Not Yet Cri	
	35 TOTAL NUMBER OF	

PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

ay pads identified for replacement. nulti-facility campaign or targeted individual projects. ritical \$202,564

multi-facility campaign or targeted individual projects.

\$179,335

be replaced as part of a multi-facility campaign or targeted individual

, AC window units, evaporative coolers, and make-up air units identified for

\$116,234

\$13,350

control panel (FACP) identified for replacement. laced as part of a multi-facility campaign or targeted individual projects.

\$305,893

r paint booth, public address system, and lighting identified for replacement. s to be replaced as part of a multi-facility campaign or targeted individual

07

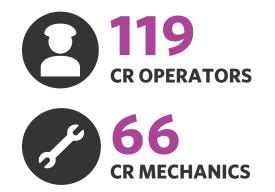
COMMUTER RAIL

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



>10.5%
→ RIDERSHIP **INCREASE** over 2023







COMMUTER RAIL

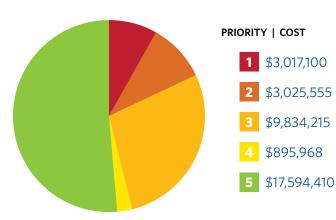
Warm Springs | FrontRunner Maintenance Facility

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.

\$34.3M



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: 144,00)0 ft²
Campus: Warm Sprin	igs
Constructed: 1952	
Renovated: 2008	
Previous Use: Union	Pacific Freight Facilit
Construction Type: Ri	veted Steel Frame
In-Kind Replacemen	t 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



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

PRIORITY PROJECTS

FIRE PROTECTION	
Fire Protection/Suppression	Main building lacked a fire suppres sprinkler network, detection, alarm
	Fire protection equipment and syst
	individual projects.
ELECTRICAL	Priority 1: Currently Critical
Electrical Distribution	Full electrical system replacement interior and exterior emergency lig switchboard identified for replacen Electrical equipment and systems t projects.
	Priority 1: Currently Critical
HVAC	
Mechanical/HVAC	HVAC mechanical systems identifi
	rooftop evaporative coolers, and co
	HVAC equipment and systems to b
	projects.
PLUMBING	Priority 2: Potentially Critical
Domestic Water Distribution	Replacement of entire steam distri modern, energy-efficient system th of entire water and sanitary distrib ensuring modern, efficient, and cor Plumbing equipment and systems projects.
	Priority 3: Necessary - Not Yet Crit
	32 TOTAL NUMBER OF

		A NICE	
	s FrontRunne		

Warm Springs FrontRunner Pump House

2

ession system. Comprehensive dry-pipe fire suppression system including ms and centralized controls identified for installation. stems to be replaced as part of a multi-facility campaign or targeted

\$2,136,000

t including critical electrical components, wiring, distribution panels, ghting, electrical safety systems, emergency generator, and main service ement.

s to be replaced as part of a multi-facility campaign or targeted individual

1,483,368

fied for replacement and modernization including rooftop exhaust vans, control systems.

be replaced as part of a multi-facility campaign or targeted individual

\$3,025,555

ribution system including piping, insulation, valves, and controls, with a that minimizes heat loss and improves safety and performance. Replacement bution system including all piping, fittings, valves, and control systems, ompliant infrastructure.

s to be replaced as part of a multi-facility campaign or targeted individual

ritical

\$7,683,370

PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

08

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 JRRC Building 2	er 2264 S 900 W, Under construction Maintenance o facility.		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.



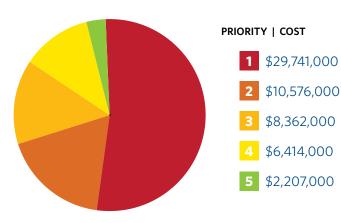
Depot District | Frontline Headquarters

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.

\$57.3M



ATTRIBUTES

Facility Area: 84,475 ft ²
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

SEISMIC STUDY

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

TOTAL SEISMIC COSTS **\$18.4M**

PRIORITY PROJECTS

STRUCTURAL UPGRADES			
Renovation	Extensive upgrades are required. S considerable demolition to the exis		
	Costs associated to not include ter		
	Priority 1: Currently Critical		
SYSTEM RENOVATION			
Renovation	MEP and architectural upgrades re		
	Extensive renovations would be a p		
	Priority 2: Potentially Critical		
BUILDING REPLACEMENT			
Replacement	Building is in need of extensive re		
	Building replacement is currently u		
	Priority 1: Currently Critical		

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.

SYSTEM DEFICIENCIES





Sheer wall construction and wrapping of existing columns will require isting structure.

emporary re-housing of the workforce.

\$29,741,000

required for FLHQ renovation identified. part of modernization program for facility.

\$27,559,000

novation and may not be cost effective to renovate.

under review.

\$TBD

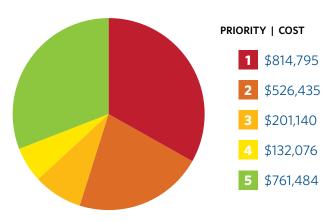
Meadowbrook | Administrative

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



ATTRIBUTES

Facility Area: 48,965 ft ²
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

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.

SYSTEM DEFICIENCIES



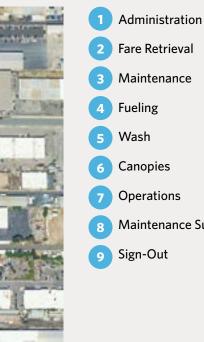


PRIORITY PROJECTS

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, interior distribution transformer and lighting identified for rep			
	Electrical equipment and systems to be replaced as part of a projects.	multi-facility campaign or targeted individual		
	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 system replacement.	s, heat pumps, and fan coils identified for		
	HVAC equipment and systems to be replaced as part of a mu projects.	lti-facility campaign or targeted individual		
	Priority 2: Potentially Critical	\$246,975		

\$246,975

	8 Maintenance Support
An adapt.	9 Sign-Out
	(See pages 26-33 for Meadowbrook Campus)



ADMINISTRATIVE

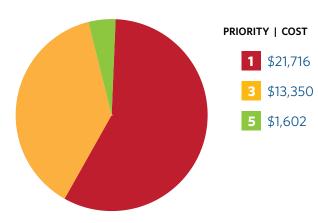
Police HQ | UTA Police Headquarters

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



ATTRIBUTES

Facility Area: 9,800 ft ²
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



PRIORITY PROJECTS

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	
	Priority 1: Currently Critical	
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	
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	

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.

SYSTEM DEFICIENCIES



3 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

\$1,602

placed as part of a multi-facility campaign or targeted individual projects. \$21,716

Police HQ

\$13,350



09 **SEISMIC EVALUATION SUMMARY**

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)

		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				
SI	\$39,774,600	\$39,988,143	\$22,703,783	\$18,461,293	

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

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 lifesafety 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.



10

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.

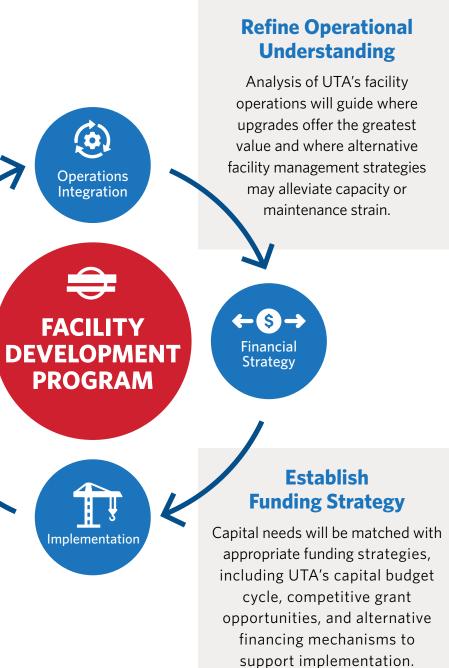
Model New Service Plans

Planned service expansions will be modeled to assess facility requirements and identify fully loaded costsensuring alignment between operational goals and infrastructure capacity.

> $\langle ! \rangle$ Deficiency Assessment

Establish Investment Schedule

Prioritized facility improvements will be phased to align with asset condition and operational impact. Projects will be assessed to determine whether they are best delivered as bundled campaigns or discrete initiatives.





11

FACILITY DEVELOPMENT

The Facility Development team is a newly established group 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



responsible for Programming, Design, Construction and Modernization

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

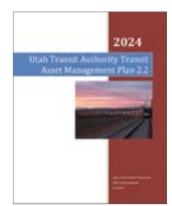
For a comprehensive understanding of UTA's strategic initiatives and infrastructure planning, consider exploring the following reports:



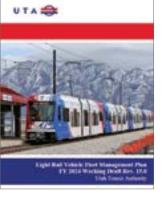
Facilities 10-Year Rehab/Replacement Plan, 2025-2034



SGR Facilities Recommendations, 2025



UTA Transit Asset Management Plan 2.2, 2024



Light Rail Vehicle Fleet Management Plan, FY 2024

-11 T.A 100

10-Year Capital Plan, 2024-2033

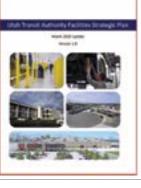


UTA Moves 2050: Long-Range Transit Plan, 2023-2050

10-YEAR CAPITAL PLAN 2024-2033



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.

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

For inquiries related to UTA's Facility Strategic Plan, please reach out to the following team members:

Paul Drake

Director of Real Estate & Transit-Oriented Communities pdrake@rideuta.com

Sean Murphy

Facility Development Supervisor <u>smurphy@rideuta.com</u>

Matthew Duncan

Facility Development Strategist matthew.duncan@rideuta.com

Clint Campbell

Facility Development Project Manager clcampbell@rideuta.com



72 | UTA 🚔 FACILITY DEVELOPMENT



rideuta.com



