

Utah Transit Authority
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 Salt Lake City, Utah 84101
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 Fax: (801) 741-8892



CHANGE ORDER

No. 3

TITLE: Second Year Contract Option Term and Budget Adjustment
 PROJECT/CODE: MUL2020 - HNTB PMCS Contract
 TO: HNTB Corporation
 ATTN: Thomas Schnetzer

DATE: 1/9/2025
 This is a change order to
 CONTRACT No: 20-03384VW

DESCRIPTION OF CHANGE: Brief scope, references to scope defining documents such as RFIs, submittals, specified drawings, exhibits, etc.

On April 17, 2021, UTA and HNTB entered into a professional services agreement to provide program management services for an initial term of three years with up to two additional one-year option periods. The original three-year contract amount was \$17,086,498. A contract budget amendment was executed on May 3, 2023, increasing the initial three-year contract by \$7,845,520, for a total not-to-exceed contract value of \$24,932,015. On 1/31/2024, UTA executed the first option year and budget adjustment of \$9,250,000, increasing the total not-to-exceed contract value to \$34,182,018.

Approval of the second option year and budget adjustment of \$9,200,000 will allow HNTB to fully budget program management services through April 16, 2026. The new total not-to-exceed contract value is \$43,382,018.

NOTE: When UTA entered the amended three-year contract amount into IPCS, it was entered as \$17,086,495 not \$17,086,498. This data entry error reduced the overall contract budget by three dollars. This change is reflected in the contract summary section of the Change Order 01 Contract Mod 1, Change Order 02 Option Year 1, and Change Order 3 Option Year 2 forms. This mistake was realized by UTA on Change Order 03 when the discrepancy was identified in the description section of the Change Order form and on the Board Memo. UTA and HNTB agree that this mistake does not need to be corrected by a contract modification. Both parties agree to execute Change Order 03 with a new not-to-exceed contract value of \$43,382,015.

Direction or Authorization to Proceed (DAP) previously executed: YES ___ NO X

It is mutually agreed upon, there is a schedule impact due to this Change order: YES X NO ___

The amount of any adjustment to time for Substantial Completion and/or Guaranteed Completion or Contract Price includes all known and stated impacts or amounts, direct, indirect and consequential, (as of the date of this Change Order) which may be incurred as a result of the event or matter giving rise to this Change Order. Should conditions arise subsequent to this Change Order that impact the Work under the Contract, including this Change Order, and justify a Change Order under the Contract, or should subsequent Change Orders impact the Work under this Change Order, UTA or the Contractor may initiate a Change Order per the General Provisions, to address such impacts as may arise.

Current Change Order		Contract		Schedule	
Lump Sum:	-	Original Contract Sum:	\$17,086,495	Final Completion Date Prior to This Change:	4/16/2025
Unit Cost:	-	Net Change by Previously Authorized Changes:	\$17,095,520	Contract Time Change This Change Order (Calendar Days):	365
Cost Plus:	-	Previous Project Total:	\$34,182,015	Final Completion Date as of This Change Order:	4/16/2026
T&M NTE:	\$9,200,000	Net Change This Change Order:	\$9,200,000		
Total:	\$9,200,000	Current Project Total:	\$43,382,015		

ACCEPTED: ^{DocuSigned by:}
 By: Thomas Schnetzer
 Date: 1/15/2025 10:25:2248A...

Thomas Schnetzer
 HNTB Corporation

^{DocuSigned by:}
 By: Daniel Hofer
 Date: 1/17/2025

Dan Hofer
 Project Manager <\$25,000

By: _____
 Date: _____

Jared Scarbrough
 Director of Capital Design & Construction

^{DocuSigned by:}
 By: Vicki Woodward
 Date: 1/21/2025

Vicki Woodward
 Procurement

^{DocuSigned by:}
 By: Mike Bell
 Date: 1/21/2025

Mike Bell
 Attorney General >\$10,000

By: _____
 Date: _____

David Hancock
 Chief Capital Service Officer <\$200,000

By: _____
 Date: _____

Jay Fox
 Executive Director >\$200,000



Change Order Summary Worksheet
Previously Authorized Changes

Contract **20-03384VW HNT**

Change Order No	Date	Amount of CO	Running Contract Total	Subject
Original Contract			\$17,086,495	
1	4/6/2023	\$7,845,520	\$24,932,015	HTNB Contract Budget Adjustment
2	11/28/2023	\$9,250,000	\$34,182,015	One Year Term & Budget Adjustment
Total to Date		\$ 17,095,520		

UTA PMSC – HNTB Option Year 2 Scoping Document

Overview

This document outlines the major projects, program initiatives, and associated HNTB team level of effort (budget) needed to support the program through the second option year of the contract. The accompanying option year 2 budget shown in 'Attachment 2 – UTA PMSC Budget Option Year 2 Estimate' provides the budget detail for each task. The estimate is based on the representative actual level of support provided by the HNTB team through the 2024 calendar year (projected). The budget for the option year assumes a similar level will be required to support UTA's capital program from April 17th, 2025, to April 16th, 2026. The sections below outline the major areas of support and the proposed budget for option year 2.

General Program Management Efforts:

The program management tasks include the following:

- General project management – day-to-day management of team and subconsultants, invoicing, labor review, etc.
- Program Budget – management of project budgets for team support throughout year. Coordination and development of annual budgets with UTA PMs for project support.
- Program Resources – identification and alignment of resources for all projects and tasks.
- Program and Project Delivery Systems – continued support with Procore integration, development of project management tools and processes, and other program initiatives focused on continual improvement.
- Success Management and Team Building – strategic and focused collaboration for team (team building events).
- Capital Program Development Support – provide support with grant applications, grants management, 10-year unconstrained plan, and other tasks as assigned.
- Community Engagement and Public Involvement – provide resources to support engagement and outreach on projects.
- Quality Management – development and training for the quality management plan.
- Project Controls – support with general project controls on miscellaneous projects (change orders, invoicing, schedules, etc.)

Option Year 2 Justification and Proposed Budget

- 1) The following task's level of effort will be consistent with the past three contract years. These include general project management, program budget, and program resources. These tasks are associated with managing the project team, billing/invoicing, and overall contract management.
- 2) The Program and Project Delivery Systems task generally has more variability, capturing various program initiative work focused on improving UTA's standards and program delivery capabilities. Several of these initiatives that are currently underway.
- 3) The Capital Program Development Support task will continue at a similar level of effort as 2024 with continued work on the 10-year capital plan.
- 4) Project controls level of effort has stabilized and will be consistent with 2024 levels.

Proposed Budget: \$2,197,000

Capital Services Projects:

HNTB will provide project management support, engineering, procurement, construction management oversight, and project controls on 48 capital services projects. These projects include the following:

- Prop 1 Passenger Imp. Davis County
- Ogden/Weber State University BRT
- Davis-SLC Community Connector
- 3300/3500 South MAX Exp/Optimization
- Sharp/Tintic Rail Corridor Connection
- Point of Mountain Transit
- UTA ADA Bus Stop Improvements UTCO
- Bus Stop Imp/signage - SL County
- Planning and Environmental Analysis
- FrontRunner Strategic Double Tracking Project
- Mid-Valley Connector
- TechLink
- Mt Ogden Admin Bldg Expansion
- S-Line Extension
- 5600 West Bus
- SLCentral HQ Office
- TOD Working Capital
- FrontRunner Extension to Payson
- New Maintenance Training Facility
- MOW Training Yard
- ROW & Facility Property Opportunity Buy
- Utah County Park & Ride Lots
- 900 East UVX Station
- Light Rail Vehicle Rehab
- Sustainability Project Pool
- New TRAX platform in South Jordan (Daybreak)
- Federal Bus Stops
- Point of Mountain FrontRunner Station
- TRAX Modernization Program
- Bus Overhaul
- Commuter Rail Vehicle Procurement
- VW Battery Buses
- SD100/SD160 Light Rail Vehicle Replacement
- Commuter Rail Engine Overhaul
- Bridge Rehabilitation & Maintenance
- Rail Replacement Program
- Jordan River #2 Remodel
- Commuter Rail Vehicle Rehab and Replacement
- Grade Crossing Replacement Program
- TPSS Component Replacement
- OCS Rehab/Replace
- Ballast and Tie Replacement
- Bus Stop Enhancements
- Route End of Line (EOL) Enhancements
- System Restrooms
- Farmington Ped Bridge Repairs
- Building Remodels/Reconfigurations
- Facility Program Development & Design

Option Year 2 Justification and Proposed Budget

- 5) There are several projects that will require an increased level of support from multiple disciplines including project management, engineering, construction management, and project controls. These include the following:
 - a) Davis-SLC Connector – program management team will provide project management support and technical oversight through the completion of the environmental phase of the project. In addition, the team will support the Small Starts application process and future procurement activities.
 - b) FrontRunner Strategic Double Tracking – continue to provide project management support, technical oversight, and project controls.
 - c) Mid-Valley Connector – provide construction oversight, project management support through construction, and community engagement/stakeholder coordination.
 - d) S-Line Extension – provide project management support, design review, construction oversight, train simulation modeling, and community engagement/stakeholder coordination.
 - e) 5600 West Bus – provide project management support, design oversight, and community engagement/stakeholder support.

- f) Bus Stop Projects – project management support, coordination with service planners, procurement, design/construction oversight, and community engagement.
 - g) TPSS Component Replacement – continued full-time support through project completion (design and construction oversight).
- 6) The program management team currently supports all the projects noted at various levels. Support includes project controls, procurement support, design reviews, ridership modeling, utility coordination, survey, cost estimating, planning, environmental, and geotechnical services.

Proposed Budget: \$5,956,000

Finance Projects:

HNTB will provide support to the following projects:

- Fares Systems Replacement Program - ICI222 – project controls support
- COVID19 Research Grant – oversight of the eVoucher project

Option Year 2 Justification and Proposed Budget

- 1) The HNTB PMSC support on these projects is ongoing. HNTB was asked to provide independent oversight of the eVoucher project as required by the COVID19 research grant.

Proposed Level of Effort: \$81,000

Operations Projects:

The project team will provide project controls support on the following facilities (SGR projects):

- | | |
|---|--|
| • Facilities, Equipment Managed Reserve | • Stations and Platforms Rehab/Replace |
| • Facilities Rehab and Replacement | • Wheel Truing Machine JRSC |
| • Park and Ride Rehab/Replacement | • LRV repairs for 1137 and 1122 |

Option Year 2 Justification and Proposed Budget

- 1) HNTB PMSC support on these projects is for project controls support (change order management, Procure support, invoicing, etc.)

Proposed Level of Effort: \$94,000

Planning and Engagement Projects:

HNTB will continue to work with the planning department providing both technical and project controls support.

- Wayfinding Plan – continue to support project with staff augmentation, graphics support, etc.
- Transit Signal Priority On Board Units (TOBU) Project – providing planning staff augmentation to support project.
- Bus Speed and Reliability Program (BSRP) – Fehr & Peers will continue to support program.
- Planning Studies Managed Reserve – numerous planning related tasks have been requested by UTA and will be supported throughout 2025 by the HNTB team.
- Van Pool Study – project controls support and the vanpool study work.

Option Year 2 Justification and Proposed Budget

- 1) It is anticipated that the support for planning projects through the option year will remain consistent with 2024. Additional resources and various planning related tasks were requested in 2024 and will continue through 2025 as noted under the scope of work.

Proposed Level of Effort: \$872,000

Total Proposed Level of Effort for Option Year 2: \$9,200,000