

## UTA PMSC – HNTB Option Year 1 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 first option year of the contract. The accompanying option year 1 budget shown in 'Attachment 2 – UTA PMSC HNTB Option Year 1 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 2023 calendar year (projected). The budget for the option year assumes a similar level will be required to support UTA's capital program from April 17<sup>th</sup>, 2024, to April 16<sup>th</sup>, 2025. The table below outlines the major areas of support, the representative actual level of effort for 2023 (projected), and the proposed level of effort for option year 1.

Project/Program Initiative	Scope of Work	HNTB Team 2023 Projected Level of Effort	Option Year 1 Justification and Proposed Level of Effort
Program Management Tasks	<p>The program management tasks include the following:</p> <ol style="list-style-type: none"> <li>1. General project management – day-to-day management of team and subconsultants, invoicing, labor review, etc.</li> <li>2. Program Schedule – development and updates to the Integrated Master Program Schedule.</li> <li>3. Program Budget – management of project budgets for team support.</li> <li>4. Program Resources – identification and alignment of resources for all projects and tasks.</li> <li>5. Program and Project Delivery Systems – development and updates to UTA documents (design criteria, standard specifications, standard drawings, Procure implementation, etc.)</li> <li>6. Success Management and Team Building – strategic and focused collaboration for team (team building events, success management workshops)</li> <li>7. Capital Program Development Support – provide support with grant applications, grants management, 10-year unconstrained plan, and other tasks as assigned.</li> <li>8. Community Engagement and Public Involvement – provide resources to support engagement and outreach on projects.</li> <li>9. Quality Management – development and training for the quality management plan.</li> <li>10. Project Controls – support with general project controls on miscellaneous projects (change orders, invoicing, schedules, etc.)</li> </ol>	<b>Existing 2023 Level of Effort: \$3,610,000</b>	<ol style="list-style-type: none"> <li>1. The following task's level of effort will be consistent with the past two contract years. These include general project management, program schedule, program budget, and program resources. These tasks are associated with managing the project team, billing/invoicing, and overall contract management.</li> <li>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 will be completed in the first quarter of 2024. It is anticipated that additional program tasks will see a reduction in 2024.</li> <li>3. The Capital Program Development Support task will see an uptick in level of effort due to the development of the 10-Year Unconstrained Transit Plan work.</li> <li>4. Project controls efforts continue to increase with an increase in projects requiring resources in this area.</li> </ol> <p style="text-align: center;"><b>Proposed Level of Effort: \$2,400,000</b></p>
Capital Construction Projects	<p>The HNTB team supports capital construction projects by providing construction management/oversight, project controls support, Procure integration, and change order support. The team will support the following projects:</p> <ol style="list-style-type: none"> <li>1. MOW Training Yard</li> <li>2. Ogden/Weber State University BRT – Closeout support</li> </ol>	<b>Existing 2023 Level of Effort: \$700,000</b>	<ol style="list-style-type: none"> <li>1. Construction management and oversight support will be primarily focused on the MOW training yard project, providing both design and construction oversight. In addition to the MOW Training Yard, the HNTB team will continue to support the OGX project with closeout activities.</li> </ol> <p style="text-align: center;"><b>Proposed Level of Effort: \$300,000</b></p>
Capital Development Projects	<p>HNTB will provide project management support, engineering, procurement, and project controls on 28 capital development projects. These projects include the following:</p> <ul style="list-style-type: none"> <li>• Box Elder County Corridor Preservation</li> <li>• Weber County Corridor Preservation</li> <li>• Davis-SLC Community Connector</li> <li>• TIGER Program of Projects</li> <li>• 3300/3500 South MAX Exp/Optimization</li> <li>• Sharp/Tintic</li> <li>• Point of Mountain Transit</li> <li>• Bus Stop Imp/signage - SL County</li> <li>• Planning and Environmental Analysis</li> <li>• FrontRunner Forward</li> <li>• Mid-Valley Connector</li> <li>• TechLink Corridor</li> <li>• Point of Mountain FrontRunner Station</li> <li>• Mt Ogden Admin Bldg expansion</li> <li>• S-Line Extension</li> <li>• Westside Express (5600 West)</li> <li>• South Valley Transit</li> <li>• New Maintenance Training Facility</li> <li>• Utah County Park &amp; Ride Lots</li> <li>• 900 East UVX Station</li> <li>• Sustainability Project Pool</li> <li>• Sheperd Lane Embankment</li> <li>• Daybreak TRAX Station</li> <li>• Bus Training Simulator</li> <li>• Bus Stop Enhancements</li> <li>• Route End of Line (EOL) Enhancements</li> <li>• System Restrooms</li> <li>• Battery Electric Bus (BEB) Charging Design</li> </ul>	<b>Existing 2023 Level of Effort: \$2,930,000</b>	<ol style="list-style-type: none"> <li>1. Several projects will require a higher level of effort to progress them through their current phase and into the next phase. These include the following: <ol style="list-style-type: none"> <li>a. Davis-SLC Connector – completing bus stop designs for the stops on the north end of the corridor and providing design/environmental oversight of the selected consultant.</li> <li>b. FrontRunner Forward – continue to provide oversight for UTA</li> <li>c. Mid-Valley Connector – provide procurement support, construction oversight, and grants management support as this project transitions into construction.</li> <li>d. S-Line Extension – provide procurement support, stakeholder coordination, and design/construction oversight.</li> <li>e. Westside Express – provide project management, procurement support, and design oversight.</li> <li>f. Daybreak TRAX Station – provide project management, stakeholder coordination, agreement support, procurement, and design.</li> <li>g. Bus Stop Enhancements – continue to manage the bus stop program, coordination with service planners, procurement, and design/construction oversight.</li> </ol> </li> </ol> <p style="text-align: center;"><b>Proposed Level of Effort: \$4,200,000</b></p>

Facilities – SGR Projects	<p>The project team will provide project controls support on the following facilities (SGR projects):</p> <ul style="list-style-type: none"> <li>• Facilities, Equipment Managed Reserve</li> <li>• Facilities Rehab and Replacement</li> <li>• Park and Ride Rehab/Replacement</li> <li>• Stations and Platforms Rehab/Replace</li> <li>• Meadowbrook Flooring/Lighting</li> <li>• Building Remodels/Reconfiguration</li> <li>• Meadowbrook Electrification</li> <li>• Jordan River Bldg 2 Remodel</li> </ul>	<b>Existing 2023 Level of Effort: \$60,000</b>	<p>1. Additional project controls support will be required for the facilities remodel projects. The addition of the Meadowbrook Electrification project will also require additional support from the HNTB project controls group.</p> <p style="text-align: center;"><b>Proposed Level of Effort: \$200,000</b></p>
Infrastructure – SGR Projects	<p>The infrastructure (SGR) projects that HNTB will be supporting include the following:</p> <ul style="list-style-type: none"> <li>• Bridge Rehabilitation and Maintenance – HNTB will be assisting UTA with its bridge management program, providing oversight of the bridge inspection program and updating the bridge load ratings.</li> <li>• Rail Rehab and Replacement – will provide as-needed support for projects including design oversight, construction oversight, and procurement support.</li> <li>• Grade Crossing Rehab/Replacement - will provide as-needed support for projects including design oversight, construction oversight, and procurement support.</li> <li>• Traction Power Rehab/Replacement – HNTB’s systems group will continue to support this project with design oversight, construction oversight, and inspections.</li> <li>• OCS Rehab/Replace – will provided as-needed support as directed (design oversight, procurement support, etc.)</li> <li>• Train Control Rehab/Replacement – as needed systems support, updates to in-use drawings, and other work as assigned.</li> <li>• Rail Switches/Trackwork Controls – as need technical support as directed (design oversight, design, etc.).</li> <li>• OCS Training Material for MOW – Dave Farley will continue to assist with the development of training modules for this program.</li> <li>• Light Rail Red Signal Enforcement - as need technical support as directed (design oversight, design, etc.).</li> </ul>	<b>Existing 2023 Level of Effort: \$985,000</b>	<p>1. HNTB will be providing a higher level of support on UTA’s bridge management program to ensure the required documentation is captured and organized for more efficient updates in the future.</p> <p>2. Continued support with procurements and contract management on all infrastructure projects including change order management and tracking, Procure support, and ICE development.</p> <p>3. The HNTB team will continue to provide two full-time resources to assist UTA’s systems group with design and construction oversight for the TPSS project and other systems/signal related projects.</p> <p style="text-align: center;"><b>Proposed Level of Effort: \$1,500,000</b></p>
Planning Projects	<p>HNTB will continue to work with the planning department providing both technical and project controls support.</p> <ul style="list-style-type: none"> <li>• Wayfinding Plan – development of standard drawings for wayfinding signage and assist with updates to existing wayfinding in the system.</li> <li>• Bus Network Optimization Program – support with workshops and technical items (toolkit revisions/development).</li> <li>• Planning Studies Managed Reserve – perform small area planning studies as requested.</li> <li>• Planning – general planning support as requested.</li> <li>• One-Time UTA On Demand Funds – project controls support.</li> </ul>	<b>Existing 2023 Level of Effort: \$300,000</b>	<p>1. It is anticipated that the support for planning projects through the option year will remain consistent with previous contract years. One additional project has been added for project controls support functions.</p> <p style="text-align: center;"><b>Proposed Level of Effort: \$325,000</b></p>
Property/TOD	<p>The HNTB team will provide technical and project controls support for the following property/TOD projects:</p> <ul style="list-style-type: none"> <li>• Facility Program Development and Design – project controls support</li> <li>• Station Area Planning – project controls support</li> <li>• SL Central HQ Office – the team will continue to provide program management, technical, and project controls support.</li> </ul>	<b>Existing 2023 Level of Effort: \$195,000</b>	<p>1. The property/TOD department will require an increase in project controls support due their adoption of the facility program in addition to the station area planning projects.</p> <p>2. It is anticipated that the support for the SL Central HQ Office project will be like previous contract years.</p> <p style="text-align: center;"><b>Proposed Level of Effort: \$225,000</b></p>
Revenue/Service Vehicles	<p>The HNTB team will be providing project controls support for ten revenue/service vehicles projects.</p>	<b>Existing 2023 Level of Effort: \$57,000</b>	<p>1. It is anticipated that the support for revenue/service vehicle projects will be like previous contract years.</p> <p style="text-align: center;"><b>Proposed Level of Effort: \$75,000</b></p>
Information Technology	<p>Support for the information technology is limited to one project currently – project controls support for the Fares Systems Replacement Program.</p>		<p>1. This is a new project added to HNTB’s project controls group.</p> <p style="text-align: center;"><b>Proposed Level of Effort: \$25,000</b></p>
		<b>Total Existing 2023 Level of Effort: \$8,837,000</b>	<b>Total Proposed Level of Effort (Option Year 1): \$9,250,000</b>