

## Program Management Support HNTB Contract Extension Scope

### Justification

On April 17, 2021, UTA and HNTB Corporation 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 not-to-exceed \$17,086,495.

A contract budget amendment was executed on May 3, 2023, increasing the initial three-year contract amount by \$7,845,520, for a total not-to-exceed contract value of \$24,932,015.

The first option year and corresponding budget adjustment were executed on January 31, 2024, in the amount of \$9,250,000, bringing the total not-to-exceed contract value to \$34,182,015.

The second option year and corresponding budget adjustment were executed on March 12, 2025, in the amount of \$9,200,000, bringing the total not-to-exceed contract value to \$43,382,015.

Through this Change Order, UTA is requesting the extension of the professional services agreement, which is currently set to expire on April 16, 2026, through December 31, 2026. A budget adjustment in the amount of \$4,200,000 is needed for HNTB to continue providing program management services, resulting in a final total not-to-exceed amount of \$47,582,015.

UTA had anticipated advertising for a new program management services contract rather than doing an extension. Discussions around the contract structure are still on-going. UTA anticipates finishing these discussions soon and advertising in Q2 assuming no significant delays occur.

### Overview

This document outlines the major projects, program initiatives, and associated HNTB team level of effort (budget) needed to support the program through the end of the calendar year 2026. The accompanying contract extension budget shown in 'Attachment 2 – UTA PMSC Budget Contract Extension 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 2025 calendar year. The budget for the extension assumes a similar level will be required to support UTA's capital program from April 17, 2026, to December 31, 2026. The sections below outline the major areas of support and the proposed contract extension.

### General Program Management Efforts:

The program management tasks include the following:

- General project management – coordination with UTA Capital Services Chief, Directors, and Project Managers on project and staffing needs. Day-to-day management of team and subconsultants, contracting, invoicing, labor review, etc.
- Program Budget – management of project budgets for team support throughout year. Coordination and development of annual budgets and task 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, standard drawing development, 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 – management support for quality oversight activities, quality training, and revisions to the quality management plan as needed.
- Project Controls – support with general project controls on miscellaneous projects (change orders, invoicing, schedules, etc.)

### **Contract Extension Justification**

- 1) The following task's level of effort will be consistent with the past five 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.
- 3) The Capital Program Development Support task will continue at a similar level of effort as 2025 with continued work on the 10-year capital plan and grants support as needed.
- 4) Project controls level of effort will be consistent with 2025 levels.
- 5) The Quality Management task will be increased to provide more support for contract quality audits and process implementations for UTA's Quality Team including technology implementation, additional office support, and documentation production.



### **Capital Services Projects:**

HNTB will provide project management support, engineering, procurement, construction management oversight, and project controls on 43 capital services projects. These projects include the following:

- Prop 1 Davis County Bus Stop Improvements
- OGX BRT
- Davis-SLC Community Connector
- Clearfield FrontRunner Station Trail
- Sharp/Tintic Rail Corridor Connection
- Point of the Mountain Transit
- Salt Lake County Bus Stop Improvements/Construction
- Planning and Environmental Analysis
- FrontRunner 2X
- MVX BRT
- TRAX Orange Line Implementation and Red Line Realignment
- Mt Ogden Administration Building
- S-Line Extension
- 5600 West Bus Route
- Salt Lake Central Headquarters & Station Redevelopment
- Transit Oriented Development Working Capital
- FrontRunner South Extension
- New Maintenance Training Facility
- Maintenance Of Way Department Training Yard
- Utah County Park & Ride Lots (x2)
- UVX BRT 900 East Station
- Light Rail Vehicle Overhaul Program
- Sustainability Project Pool
- Federal 5339 Grant Program- Bus Stop Construction
- FrontRunner 2X – The Point Improvements
- TRAX Forward
- Bus Overhaul
- SD100/SD160 Light Rail Vehicle Replacement
- Locomotive Engine Overhaul
- Bridge Rehabilitation & Maintenance
- Rail Replacement Program
- Jordan River #2 Remodel
- Commuter Rail Vehicle Rehab
- Grade Crossing Replacement Program
- Traction Power Substation Component Replacement
- Overhead Catenary System Rehab and Replace
- Ballast and Tie Replacement
- Bus Stop Enhancements for ADA Compliance
- UTA End of Line (EOL) Enhancements
- UTA Operator Restrooms
- Weber County Corridor Preservation
- Box Elder County Corridor Preservation
- Lab Building FLHQ Demolition/Parking Lot

### **Contract Extension Justification**

- 6) There are several projects that will require an extended 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 design phase of the project. In addition, the team will continue to support the CIG process and future procurement activities.
  - b) FrontRunner 2X – continue to provide project management support, technical oversight, and project controls.
  - c) Mid-Valley Connector – provide construction oversight, project management support, and project close-out support.
  - d) S-Line Extension – provide project management support, design review, construction oversight, and community engagement/stakeholder coordination.





- e) Bus Stop Projects – project management support, coordination with service planners, procurement, design/construction oversight, and community engagement.
- f) OCS Rehab/Replace – project management and technical oversight for systems related projects.
- 7) 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.

**Finance Projects:**

HNTB will provide support to the following projects:

- Fares Systems Replacement Program - ICI222 – project controls support

**Contract Extension Justification**

- 1) The HNTB PMSC support on this project is ongoing.

**Operations Projects:**

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

- |  |                             |
|--|-----------------------------|
| • Facilities Equipment Replacement             | • Wheel Ruing Machine       |
| • Facilities Rehab and Replacement             | • LRV 1137 and 1122 Repairs |
| • Park and Ride Rehab and Replacement          | • LRV 1168 Repairs          |
| • Stations and Platforms Rehab and Replacement |                             |

**Contract Extension Justification**

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

**Planning and Engagement Projects:**

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

- Customer Experience 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– numerous planning related tasks have been requested by UTA and will be supported throughout 2026 by the HNTB team.

**Contract Extension Justification**

- 1) It is anticipated that the support for planning projects will remain consistent with 2025.





Please let me know if you have any questions or concerns.

Sincerely,

DocuSigned by:

*Dan Hofer*

(Signature)

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Dan Hofer  
Director of Programming and Support  
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