

1. Letter of Transmittal

Dear Ms. Friedman,

On behalf of Metro Analytics and our partners at WCG, I am pleased to offer this proposal for the SR 9 Scenic Byway Corridor Management Plan Update and Extension. We view this effort as an opportunity to make a unique contribution to the Zion National Park region at a critical time in its development. We understand that many communities are currently developing plans for the corridor, and having a cohesive plan for the entirety of the corridor will help preserve the unique character of the corridor as a whole. An updated CMP will also serve as a founding document to ensure the updated designation of this corridor as a National Scenic Byway or All-American Road. We believe our recent collaborations with the WCG team put us in a unique position in that we have recently completed planning efforts on this corridor in the past couple of years in Virgin, LaVerkin, and the east end of SR 9. Our team can leverage that knowledge and data already collected to begin the work ahead on this project. Again, we are grateful for the opportunity to propose and look forward to working with you.

Sincerely,



Vincent Matheney, Managing Resource Office

Consultant Contact Info

- Metro Analytics, 14030 Harvington Dr. Huntersville, NC
- Chandler Duncan, Project Principal, cduncan@metroanalytics.com, 704-280-7858
- Vincent Matheney, Project Manager, vincent@metroanalytics.com, 330-983-3030

Summary of Key Qualifications



Metro Analytics has approximately 10 full-time employees and 20 hourly members. Metro has over 15 years of consulting experience and sales approaching \$2 million per year providing economic, transportation, and freight consulting. Metro also provides research and advisory services for public and private entities seeking innovative solutions to transformational questions relating to the future. Metro Analytics membership also includes a combination of national research leadership directly affecting the corridor management strategies across the country. The firm's relevant experience includes the development of national best practices for resiliency, MPO planning, corridor management, rightsizing, and visualization, Regional and sub-area strategies, economic impact analysis, and successful grant assistance and procurement (RAISE, SS4A, etc.).

Metro Analytics has led several national and local studies on corridor development, transportation, and resiliency including:

- SR 9 Solutions Development and Transportation Master Plan in Virgin, UT
- SR 9/SR 17 LaVerkin Planning Study
- NCHRP Strategies for Incorporating Resiliency into Supply Chain/Trade Networks
- Albany, Georgia Resiliency Plan
- (NCHRP Guide on Integrating Resiliency into Transportation System Operations



2. Statement of Qualifications

Relevant Experience

SR 9 Solutions Development and Transportation Master Plan in Virgin, UT

In 2022 the Town of Virgin and Utah Department of Transportation (UDOT) Region 4 engaged Metro Analytics to address future growth and increased traffic volumes along SR-9 in Virgin as part of the SR-9 Virgin Solution Development Study and Transportation Master Plan. These plans aimed to identify and review the existing transportation system in Virgin, address current transportation issues such as speed management, access management, connectivity, and mobility, while maintaining its rural look and feel. The study recommends several solutions to these key issues, including the development of two roundabouts, and changing the context of the roadway to entice drivers to slow down on SR-9 through Virgin. In addition, amenities such as a mobility to service future transit lines, tourist connections for Zion National Park, and active transit activities were also recommended. Finally, potential connector roads and backage roads were identified to provide local connectivity off SR-9 in the Transportation Master Plan to address connectivity and mobility. The SR-9 Solutions Development Study and the Virgin Transportation Master Plan will serve this small community for many years as it grows, providing both UDOT and Virgin guidance to create the best transportation system for Virgin and its residents.

SR 9/SR 17 La Verkin Planning Study

In 2022 Metro Analytics in association with Wall Consulting Group (WCG) was contracted by UDOT and the City of LaVerkin to evaluate the SR 9/SR 17 corridor to address the future direction of this corridor which leads to Zion National Park. The study evaluated the existing facilities and provided recommendations and strategies to assist the community and UDOT to achieve their goals. The key goals identified as part of this study include improved mobility, safe access management for all roadway users including pedestrians, and a walkable tourist friendly environment that promotes economic development. The Metro Analytics team provided key solutions and strategies for the SR 9/SR 17 corridor including a vision for walkability that includes street trees, a vibrant downtown area, and recreational activities, promotion of mixed-use tourist economic development districts, enhanced roadway network connectivity and alternative intersection concepts, and the development of a one-way couplet to create a functional downtown area. These strategies and solutions will provide the LaVerkin community with a safer, more connected community, and address the needs to maintain a small town feel while growing to a comfortable size and increase economic attractiveness to small to medium local businesses. In addition, the improvements would enhance the “entrance” to Zion National Park making it an enjoyable destination for tourists to stay and play.

US-89 & SR-9; Panguitch to Kanab Corridor Study

WCG worked with UDOT Region 4 on a Solutions Development Study for the US-89 corridor in Kane County and Garfield County. The study included US-89 from Kanab to Panguitch and SR-9 from the east entrance of Zion’s National Park to the US-89 junction. This study involved close coordination with numerous key stakeholders including the 6 cities located along the corridor, Zion National Park, the Forest Service, BLM, UDOT and the Counties. This corridor study evaluated alternatives for accommodating future growth, functioning as many of the City’s main street, and maintaining the delicate balance between providing access and mobility.

This regional corridor connects some of the most unique tourist destinations in the world, including the Grand Canyon, Zion National Park, the Coral Pink Sand Dunes, Duck Creek Recreational area, and Bryce Canyon. Our



visioning process included working with a steering committee made up of local city leaders from seven different communities, County Commissioners, UDOT, business owners, national park and other agency members. Through this coordination, we developed multiple corridor solutions that minimized environmental and ROW impacts and accommodated future growth and development. Final recommendations covered a wide range of visions for the corridor ranging from roadway capacity to transit, active transportation, and wildlife. An ArcGIS online story map was created as a final deliverable.

NCHRP 20-124: Quantifying the Impacts of Corridor Management

Metro Analytics led this groundbreaking research for NCHRP and the National Academy of Sciences that developed a playbook to help planners better manage corridor impacts. The playbook provides a practical way for planners to approach and implement corridor management strategies for their communities. The playbook includes key plays such as defining the management effort, constructing a corridor balance sheet, providing a checklist framework, visualizing the data, developing “flexible” solution sets, evaluating progress, and scenario planning. The playbook defines these strategies and provides a holistic understanding, adaptability, and forward-thinking strategies to address both current and future challenges of today’s transportation corridors.

Key Personnel

A list of key personnel is provided in the table below. Other than support administrative and analysis personnel, the Metro Analytics team consists of these primary staff:

Name	Firm	Role
Vincent Matheney	Metro Analytics	Project Manager
Jeremy Searle, PE, PTOE, RSP	WCG	Deputy Project Manager
Chandler Duncan	Metro Analytics	Project Principal
Tony Furst	Metro Analytics	Project Advisor/Quality Control
Prasanna Humagain, PhD	Metro Analytics	Senior Planning Analyst
Shawn Seager, AICP	WCG	Stakeholder Engagement and Public Outreach
Austin Fuela, PE, PTOE, RSP	WCG	Safety Analysis/Design Standards

Metro Analytics

The following bios summarize the experience of the proposed team. Full resumes are available upon request.

Vincent Matheney – Project Manager



Vincent Matheney has over thirty years of experience in planning and development analysis and project leadership. He is currently managing the delivery of a project for the National Academy of Sciences on incorporating resiliency into transportation operations, the DARTS 2050 MTP Update in Albany, Georgia, and the ARTS Freight Plan Update in Augusta, Georgia. In 2022, he also successfully led the development of two corridor plans on SR-9 for UDOT in LaVerkin and Virgin, Utah. He is highly skilled in Geographic Information Systems and project management. Since joining Metro Analytics, Vincent has served as a Project Manager and Deputy Project Manager for several business and freight cluster studies, long range planning efforts, and other local initiatives. In the last five years, he has supported three regional freight/economic metropolitan and regional area plans in Ohio and served as the production manager for Ohio DOT’s new Economic Development Information Tool (EDIT) completed in the spring of 2024.



Jeremy Searl, PE, PTOE, RSP – Deputy Project Manager



Jeremy is the Transportation and Planning Division manager at WCG and is currently the project manager (PM) for the South Jordan TMP and the Payson Downtown Gateway Study. Jeremy has completed dozens of corridor plans throughout the state including the 9000 South study in West Jordan, the Main Street Corridor Study in La Verkin, SR-9 Corridor Study in Virgin, 7000 South Corridor Study in West Jordan, US-89 from Kanab to Panguitch Corridor Study, and many others. Jeremy also has extensive experience with innovative ideas for corridors, such as the road diet on Cougar Boulevard in Provo that removed a lane of travel in each direction and replaced it with protected bike lanes leading to the University campus, or the Payson Main Street study that is designated as a scenic byway. Jeremy has extensive experience along the SR-9 corridor and is committed to meeting the needs of the communities there while preserving the natural environment.

Chandler Duncan – Project Principal



Chandler Duncan is a national leader in resiliency, risk, and economics. Over the past decade, he has developed more than 80 economic strategic studies and impact assessments. Currently, he is involved in repurposing infrastructure for Monroe County, New York, following the loss of Eastman Kodak. Additionally, he leads a resiliency plan in Albany, Georgia, and has contributed significantly to NCHRP projects related to transportation network resilience. His expertise extends to identifying risks, prioritizing improvements, and ensuring operational readiness. Overall, Chandler has led over 70 transportation planning and economic studies.

Tony Furst – Policy Advisory Consultant



Tony Furst has held significant roles in both transportation and safety. Before joining Metro Analytics, he served as FHWA's Chief Innovation Officer, Associate Administrator for Safety, and Director of Freight Management and Operations. During his tenure, Tony successfully implemented innovative changes in transportation policy. Prior to his FHWA career, he specialized in the Marine Safety Program during his service in the U.S. Coast Guard.

Prasanna Humagain – Senior Planning Analyst



Prasanna Humagain is a seasoned senior researcher with over 6 years of experience in transportation data analysis, qualitative analysis, and statistical modeling. His expertise lies in researching novel data sources for estimating pedestrian activity, particularly through the innovative use of Automated Traffic Signal Performance Measures (ATSPM). Notably, Dr. Humagain's groundbreaking research demonstrated how ATSPM measures can classify signalized intersections in Utah and develop expansion factors based on hourly, daily, and seasonal variations. His work contributes valuable pedestrian exposure data for safety analysis.

Sub Consultants Experience and Qualifications

WCG



Wall Consulting Group (WCG) is a full-service engineering firm with 19 years of consulting experience. Our 100+ employees include experienced planners, engineers, project managers, designers, surveyors, environmental specialists, technicians, statisticians, and inspectors. WCG is an employee-owned and managed company; each employee is fully focused on meeting our client's needs. Our focus on quality work has allowed us to maintain consistent relationships with all our clients, many of whom have been working with us since we were founded in 2005.



Areas of expertise include program management, transportation, transit, traffic engineering, environmental, planning, project management, data analysis and reporting, water resources, site civil, survey, right-of-way (ROW), public involvement, and structural design.

Shawn Seagar, AICP - Senior Planner



Shawn has partnered with UDOT region planners and local government to design regional and local street systems that are also safe for pedestrians and bicyclists. He recently retired as the regional planning director at MAG in Orem, Utah after a 34-year career in local government regional planning. Shawn's unique experience at a metropolitan planning organization provides him with unique insights into regional planning, funding opportunities, and coordinating with multiple entities like UDOT, UTA and the MPOs. Shawn also has extensive experience working with scenic byways, obtaining designations, and working with the committees.

Austin Fuela, PE, PTOE, RSP – Context Sensitive Solutions



Austin works in many aspects of transportation engineering and planning and thus understands the needs of all users. He has recently completed two policy updates for UDOT: how speed limits are set and how to determine crosswalk locations. In both of these cases, the policy updates provided more flexibility for downtown, UDOT-owned, roadways for creating a more people-oriented facility. Additionally, Austin created speed management info sheets for UDOT to support lowering speeds along state roadways. Austin currently provides transportation planning and operations support for Daybreak. Austin performs PSAs (Project Safety Analysis) for UDOT Traffic & Safety, where roadway context issues are frequently addressed via crash history and countermeasure recommendations.

3. References

Please find below three professional references for services previously completed.

Client: Utah Department of Transportation (UDOT)
Contact: Chris Hall, Region Four Planning Manager
Phone, Email: (435) 592-4243, cdhall@utah.gov

Client: City of Albany, Georgia
Contact: Tanner Anderson, MPO Administrator
Phone, Email: (229) 302-1843, TaAnderson@albanyga.gov

Client: Augusta Regional Transportation Study (ARTS)
Contact: Mariah Harris, Strategic Planning Manager
Phone, Email: (706) 821-1810, MHarris2@augustaga.gov

4. Proposed Project Plan

Goals: The Metro Analytics team will provide an updated Zion Scenic Byway Corridor Management Plan (CMP) for the full length of SR-9 between I-15 in Hurricane and US 89 in Kane County and any adjacent assets, opportunities, or issues that have a significant connection to the Zion Scenic Byway. This study will evaluate previous plans including the 2011 Corridor Management Plan as well as any other relevant documents applicable to the SR 9 corridor. In addition, the study team will collect and evaluate available existing data to



understand the current condition of the corridor and provide a complete assessment including all elements required to meet All-American Road Designation per FHWA requirements. Also, the Metro Analytics team will conduct a thorough public and thorough public outreach campaign to gather input, validate the findings of the existing conditions analysis, and validate the recommendations identified through the course of the study. The culmination of this study will include a Final Report and Executive Summary that provides a comprehensive overview of the analysis and findings of the study and will serve as the Corridor Management Plan to assist in the designation of SR 9 as a National Scenic Byway or All-American Road.

Issues: The SR 9 Corridor as defined by this study encompasses approximately 57 miles including a variety of geographical features, several municipal jurisdictions, Zion National Park, and both urban and rural areas. Because this corridor is so diverse there are a few key issues that are key to making this study a success. The following are some of those key issues to be addressed as part of this plan:

1. Stakeholder collaboration and public input will be a key success factor during the development of this plan. Understanding the community's needs and bringing them together in a cohesive manner and ultimately building a coalition of champions for the corridor will make this CMP essential to provide an implementable plan.
2. It is also imperative that this plan meets the FHWA regulations so that the byway can be classified as a National Scenic Byway or All-American Road. This plan will provide the necessary documentation to ensure that this designation for SR 9 is met. As a National Scenic Byway, the corridor's prestige and heritage as the Gateway to Zion National Park will provide visitors and residents both economic and recreational opportunities.
3. This plan will serve as a baseline for future activity along the corridor. Because it is the Gateway to Zion National Park, the corridor must serve a balanced role serving both and tourist, providing both local travel needs and recreational opportunities. Key to this balance is ensure that traffic flows safely and freely while maintaining the history and scenic vistas that come with a corridor of this nature.

Project Approach

Task 1 – Project Management Plan

Project Management Plan: The Metro Analytics team proposes to address each of the areas requested in the RFP in an orderly sequence to ensure efficient use of time and resources. The Metro Analytics Team will use a rigorous methodology based on the Project Management Institute's (PMI's) standards and "A Guide to the Project Management Body of Knowledge" (PMBOK Guide). These techniques ensure that the technical approach, project costs, administration, and schedule objectives provide a successful project outcome. Following a Notice to Proceed, Vincent Matheney and the Metro Analytics team will facilitate a project kickoff meeting with Town of Virgin (Virgin) and Zion Regional Collaborative (ZRC) staff to brainstorm, refine, and reach the collaborative understanding needed to produce a final proposed work plan.

Establishing an agreed-upon platform for clearly identifying project expectations is critical for success. At the onset of the project, Metro Analytics will develop a Project Management Plan (PMP) that details the following:

- Project Team Organization
- Scope of Services and Key Deliverables
- Project Schedule

- Communication Protocols
- Cost Control Plan
- Invoicing and Progress Reporting Procedures
- Quality Control Plan
- Client Coordination

Kickoff and Stakeholder Meetings: Within 2-weeks of notice to proceed the Metro Analytics project manager will schedule a kickoff meeting with the Virgin and ZRC staff to review (1) the project management plan as described above, (2) the project schedule, key roles, and intended deliverables, (3) the expectations and composition of the stakeholder group (described in the communications section), including frequency of meetings, standing agenda and key areas for stakeholder input and (4) key technical points of contact throughout the project. Also at the kickoff, the team will agree with Virgin and ZRC staff on tentative dates for the stakeholder workshops described in the work plan and how the study can best be introduced to the community.

Progress Reports and Invoices: Invoices for Metro Analytics will be generated monthly and transmitted to the Virgin and ZRC staff as appropriate. In addition, all invoices will:

- Be accompanied by a monthly progress report that calls out specific activities associated with each of the eight tasks in the Scope of Services.
- Reflect charges by individual tasks within the Scope of Services to ensure compliance with budget allocations in the overall master agreement.

Sub-consultant Management and Meetings: Within each task and deliverable, the team will prepare all meetings required for the project. Each of the tasks will include a PowerPoint presentation and a 1-page executive summary.

Coordination meetings and/or calls with city staff will be targeted for 2-week intervals depending on the level of need and client availability. It is understood that some calls will need to be rescheduled given other commitments. Unless otherwise noted, coordination will take place via Microsoft Teams to save on project costs. Of course, the Metro Analytics team is willing to travel to Virgin or ZRC offices upon request from their staff.

Quality Assurance/Quality Control: Production of quality products and deliverables is our number one goal. All documents produced by the project team, whether for transmittal to Virgin and ZRC staff, stakeholders, another consulting firm, or for public distribution, will be reviewed by independent senior-level team staff. This serves to ensure deliverables meet the following characteristics:

- Well-edited and of the utmost professional quality.
- Have considered innovative and/or best practices in their development; and
- Fully meets the scope of services associated with each deliverable.

The QA/QC process has three review points including an initial review upon document completion, a review for quality of analysis, and a review for overall presentation. Each QA/QC step is performed by senior project leadership to ensure scope, quality and presentation goals are met.

Deliverable #1: Project Management Plan (PMP), Finalized Schedule, Initial Kickoff Meeting

Task 2 – Stakeholder Engagement

Within 2-weeks of notice to proceed, the team will provide a Stakeholder Engagement and Public Outreach Plan (SPEOP) to govern stakeholder and public outreach activities during the study. The SPEOP will provide a detailed plan to ensure the appropriate level of coordination with stakeholders and engaging the public.

Stakeholder Group: The team will maintain a working list of stakeholders provided by Virgin and ZRC, and add to this list as appropriate. This group will serve as the basis for invitational workshops, be invited to formal briefings/presentations, and receive updates via e-mail/newsletter throughout the planning process.

Stakeholder Meetings: In addition to invitational workshops, the Metro Analytics team will host virtually three (3) stakeholder meetings throughout the project. The first as the existing conditions evaluation is being wrapped up, the second midway through the project after the gaps and needs are identified, and finally near the end of the project to validate the recommendations of the study.

Scenic Byway Committee Meetings: The consultant team will work closely with the Scenic Byway Committee to facilitate regular meetings as established by the committee, develop agendas, and document key takeaways and decisions. To reduce cost these meetings should also held virtually to reduce travel.

Deliverable #2: Stakeholder Engagement and Public Outreach Plan

Task 3 – Public Outreach

The team will provide a Stakeholder Engagement and Public Outreach Plan (SPEOP) to govern public outreach activities during the study. Key elements of the SPEOP include:

Website and Social Media: The team will maintain a project website, where the public and stakeholders can find a summary of the economic recovery and resiliency plan process, presentations given to the city and at stakeholder meetings, reports approved by Virginia and ZRC, and other resources. The website can be hosted by Virgin and ZRC or the consulting team (at the client's option) and will be kept up to date throughout the process. In addition, social media pieces will be develop by the consultant team for distribution by Virgin and ZRC through their social media platforms at key intervals of the study.

Public Workshops: The team will host a total of four (4) in-person CMP Public Workshops a various locations throughout the study area. Due to the size of the study area, it is recommended that at least three (3) of the workshops be held on the west end of the corridor, and one (1) workshop be held on the east end of the corridor to provide ample opportunity for all five byway communities to be involved. In addition to preparing for and facilitating these workshops the consultant team will support these workshops by providing post-meeting analysis of content and feedback received from the public.

Deliverable #2: Stakeholder Engagement and Public Outreach Plan, Four (4) CMP Workshops

Task 4 – Background Research and Review

The Metro Analytics team will complete a thorough review of all relevant policy and planning documents completed surrounding the SR 9 corridor. This review will include at a minimum the existing CMP (2011) and the Interpretive Plan (2015). The Metro Analytics and WCG team are uniquely positioned in this task as they have recently completed contracts for UDOT and the Town of Virgin, and City of LaVerkin which developed planning

documents for segments of the SR 9 Scenic Byway study in both La Verkin and Virgin. In addition, the WCG team also completed a similar study on the east end of the SR 9 Scenic Byway study area that included SR 9 from the east entrance of Zion National Park to its junction with US-89.

Deliverable #3: Summary of Past and Present Planning Efforts

Task 5 – Corridor Research and Data Aggregation

The Metro Analytics team will also conduct additional research for the SR 9 corridor, gathering available data from public and private resources as they are available. Because the SR 9 Scenic Byway study corridor is 57 miles long it is understood that available information datasets will vary from community to community, and likewise from agency to agency. The consultant team is well versed in the latest research and data aggregation methods and is accustomed to working across local municipal, county, and even state boundaries. An initial data needs list will be developed, and Metro Analytics team members will search for available data online, and approach agencies and municipalities for available data. The Metro Analytics staff will create a project GIS that houses all the data retrieved and compile the datasets into a geodatabase for further analysis.

Deliverable #4: Summary of Corridor Research and Data Aggregation, GIS Geodatabase

Task 6 – Development of Draft Document

Based on the findings from the stakeholder engagement and public outreach, the review of relevant planning and policy documents, and the corridor research and data aggregation tasks, the Metro Analytics team will develop a draft Corridor Management Plan for the SR 9 corridor with the intentions of ensuring the CMP meets FHWA requirements for the National Scenic Byway or All-American Road program. It is anticipated that the draft document would encompass the following topics:

- **Corridor Land Use and Zoning Review** – WCG will assist Metro Analytics with a land use & zoning evaluation and make recommendations for future land use types, form, and massing to ensure that it fits within the scenic nature of the corridor.
- **Corridor Intrinsic Qualities** – The Metro Analytics team will identify and assess the intrinsic qualities of the SR 9 corridor and provide a detailed evaluation of each.
- **Corridor Maintenance Strategies for Intrinsic Qualities** - The Metro Analytics team will provide proven strategies and maintenance operations to ensure the intrinsic qualities of the SR 9 corridor are maintained.
- **Collaborating Agencies and Responsibilities** – As was stated in the key success factors, with 5 diverse byway communities along SR 9, this chapter will identify discuss the local, county, state and federal agencies that are a part of the corridor and summarize their responsibilities.
- **Preservation Strategies for Intrinsic Qualities** – Another key aspect of this plan is to learn how to grow without compromising the intrinsic values that make this corridor unique. The Metro Analytics team will provide preservation strategies to help the corridor to keep its value based on best practices used throughout the country.
- **Corridor Communication, Marketing, and Advertising Strategies** – The Metro Analytics team will evaluate current communications regarding the corridor and provide strategies to help future communications, marketing, and advertising ventures regarding the SR 9 corridor.



- **Highway Safety, Maintenance, Operations and Design Standards Review** – The Metro Analytics team will evaluate crash data for the last 5 years to identify potential intersections for safety improvements. WCG will also perform design review for the project. The Metro Analytics and WCG team can provide recommendations on layouts, improvements, cost estimates, safety mitigation measures, etc.
- **Pedestrian and Active Transportation** – Metro Analytics will conduct a review of pedestrian and Active Transportation assets along the corridor. As part of the previous studies the team has conducted, the Metro Analytics team worked closely with officials from Washington County to assess the trail proposed to run parallel to SR 9 through Virgin. The team will work closely with Washington County to ensure documentation of all pedestrian and active transportation assets.
- **Corridor Marking and Visitor Experience Strategies** – Metro Analytics will identify existing signage and monument locations along SR 9 and provide recommendations and strategies for future markers, signage or other visitor experience activities.
- **Corridor Resources Evaluation** – The Metro Analytics team will identify and evaluate other resources not already identified through the rest of the plan and identify any potential gaps or issues.
- **CMP Recommendations, Champions, and Implementation Strategies** – Finally, the Metro Analytics team will provide a summary of all recommendations identified as part of the assessment and analysis and provide a matrix of implementation strategies. The Matrix will include the agencies or organizations that should champion the effort, as well as agencies or organizations that would benefit.

Deliverable #5: Draft Corridor Management Plan in accordance with FHWA Regulations

Task 7 – Preparation of Final Document

Following the submittal of the draft document it is expected that Virgin and ZRC would have a 30-day review period in which to evaluate and provide comments and feedback on the draft document. The Metro Analytics team would then revise the draft document, prepare a comments and response document, and resubmit for final approval. In addition to the Final Document, the Metro Analytics team would provide an attractive public friendly executive summary of the final report for use in later planning activities.

Deliverable #6: Final Corridor Management Plan and Executive Summary

Task 8 – Legislative Session Support

The Metro Analytics team will support Virgin and the ZRC to accomplish the Joint Resolution of the Utah House and Senate designation of SR 9 CMP by providing mapping and/or documentation as necessary within the project budget. Additional assistance beyond the original contract budget would be negotiated on an as needed basis at current staff rates.

Deliverable #7: Joint Resolution of the Utah House and Senate and approval for the updated CMP

5. Statement of Proposed Fees

Metro Analytics believes it can complete the prescribed work for a total fee of **\$68,070** broken down as follows:

- **Consultants Fees - \$60,070** – Includes all consulting fees minus travel costs.
- **Direct Costs - \$8,000** – This covers travel for two (2) staff members for four (4) in-person workshops. All other meetings assumed to be virtual.