

## Payson 800 South Study

Consultant questions and corresponding answers from interviews September 29 to 30<sup>th</sup>, 2020. Similar questions from multiple groups were sometimes combined or reformatted to reduce redundancy.

I hope these are helpful. Best of luck in your submittal and thank you for your interest in this project.

1. The RFQ mentions including UTA and considering Transit. To what extent will UTA be involved?

Answer: UTA and MAG are jointly starting the South Utah County Transit Study to consider not only additional service options but how UTA will address south county Commuter Rail expansion. This site includes the southern terminus of UTA's commuter rail line and Payson City has a desire to have a commuter rail station included at 800 South. That study will determine where a southern terminus will be so we will need to coordinate between these studies. UTA operations will be included as well as planning.

2. The study budget shows \$125,000, but mentions additional work and budget may be added at the discretion of the TAC committee what does that mean?

Answer: The project only has a committed budget of \$125,000 but depending on needs there is a possibility that more money could be added to the budget if further clarity, design, or public involvement were deemed to be needful by the study TAC.

3. The workscope talks about public involvement efforts and we all understand that this takes a lot of money to adequately perform this task. What are the expectations of the project sponsors?

Answer: We recognize that public involvement does require a lot of budget. Initial involvement will be informing surrounding property owners of the study and presenting the study in a public forum like a Payson City Council meeting. We expect that due to current COVID circumstances that most PI work will be digital or on-line. If we feel that further public involvement work is needed as we move through the study then we could add budget for that work.

4. Are 11x17 pages allowed in the submittal and will they count as one page?

Answer: I will allow 11x17 pages to be used and counted as one page if the page is primarily used for graphic or chart material. If the page is mostly text that will not be received well.

5. Is the project going to consider active transportation in this new corridor?

Answer: Yes, active transportation will be considered and will be included in any eventual design work. Addressing that in the submittal would be a plus.

6. Who is going to be on the selection committee?

Answer: Primarily Payson City staff with MAG, UDOT, and likely UTA and Utah County.

7. Why is this study happening now?

Answer: Payson has felt increasing development pressures for this part of the city and defining the corridor and how this connection would function would be very important to understand before allowing significant development.

8. On page 3, under study components, it states the consultant will be responsible to set, preside, and keep minutes of these meetings. Minutes are usually word for word and meeting notes are summaries of the meeting. Are meeting minutes required or will meeting notes suffice?

Answer: Meeting notes and summaries are all that will be required.

9. On Page 4, 3<sup>rd</sup> paragraph, it states the steering committee may desire to ask that additional work be added to the scope, which may necessitate time and a corresponding increase in budget. If this were to happen, when would this request likely to occur?

Answer: It would likely occur after the study was underway and when the TAC would have a good understanding of where they might require further information. Then an addendum would be added to the project with a negotiated budget to accomplish the work.

10. On page 11, Task 2, it discusses socioeconomic data and review areas for potential current and future travel demand. Do you anticipate major changes in the socioeconomic data by traffic analysis zone for the project area?

Answer: No, not really. The current MAG TAZ zones were populated with input from Payson City and we feel they are mostly accurate. Small accommodations could be made based on specific zoning changes.

11. On page 12, Task 5, it states design of potential crossings. Is this actual engineering design of grade and grade separated crossings or more planning level associated with cross-sections of the crossings?

Answer: It is a planning and conceptual study that would identify alternative options for creating this connection. If further detail toward design is needed or desired that would be an option for an increase in budget and scope to complete that work.

12. On page 12, Task 5 it states the road and potential structure should be sized to accommodate current and near future estimated travel demand. What year is near future?

Answer: There is not a hard and fast year. The model will have a ten-year increment growth scenario, so we are likely looking at 2030, 2040 and potentially 2050 demand with a look to meet somewhere between those years as determined by the TAC.

13. On page 12, Task 5 it states the study should provide estimates of cost including any structural cost. Is this planning level cost estimates or engineering design level cost estimates?

Answer: This would be a conceptual cost perhaps with a range of costs unless further work were authorized to perform more detailed design.

14. How is working with the railroad and are they aware of this project?

Answer: The railroad is always difficult and currently we have not made contact with them about this study.

15. The RFQ mentions a 9-month completion time. Is there something special about this timetable?

Answer: There is nothing particularly locked in about this time table. If a team feels the work could be completed earlier and meets the standards that the TAC expects then that would be welcomed. Payson is under some pressure from developers and the sooner we understand how to proceed here the better for everyone.

16. Is UDOT involved in the study and is this extension a candidate to be added to the state system?

Answer: Yes, UDOT is aware and will be participating in the study. No determination has been made if this would be added to the state system but I am sure the issue will present itself. Funding the construction will also be important.

17. Is the public involvement aspect of this study primarily for the stakeholders?

Answer: No, we want to inform the local land owners and have a general knowledge created in the city and community while developing an online forum for receiving any comments.

18. Will the MTECH campus be a consideration in the study?

Answer: Yes, they are a key stakeholder in this area and will be included.

19. Is urban connectivity a key element of this project?

Answer: Yes, MAG is working hard to add more connectivity or urban grid to growth areas of the county. This connectivity to 5600 West or SR141 will be very important.

20. What do you see as the biggest risk in this project?

Answer: The risk lies in making it through the obstacles posed by creating a way to cross Spring Creek and two railroad lines, and then funding the construction. Dealing with the railroad is also always a risk.

21. Is resistance to high density an issue here?

Answer: It often is in these communities but Payson had signaled a willingness to consider very high density at this location. Likely because they see I-15 as a buffer and they have a desire to make the MTECH campus happen here.

22. How is this project funded?

Answer: This is being funded through MAG using small urban STP money with a match being paid by Payson City.

23. The MPO past performance ranking, how is that going to be applied in this project selection?

Answer: Most firms will get a full credit for this ranking and firms will not be ranked lower for not having worked for MAG. We use it to include consideration for negative outcomes. If, for instance, in the past MAG had hired a firm that we found to be less qualified or less committed to the quality of their work we might give a lower ranking here to reflect that experience.

24. What agencies will be involved in this study?

Answer: Payson City, MAG, UDOT, UTA, and likely Utah County.