TOWN OF HIDEOUT, UTAH REQUEST FOR PROPOSALS Comprehensive Multi-Modal Transportation Study
RFP No. HUT-2026-02
Issuing Agency: Town of Hideout, Wasatch County, Utah RFP
Issue Date: September 14, 2026
Proposal Deadline: October 5, 2026 4:00 PM MDT
Pre-proposal Conference (for Questions) September 24, 2026 at 11am MT

Interested parties may join via Zoom:
Meeting URL: https://zoom.us/j/4356594739 | Meeting ID: 435 659 4739 | 408 638 0986

Project Budget: Not to exceed $150,000 total
Contact: Mayor Ralph Severini
Phone: (435) 776-6040 Email: mayor@hideoututah.gov
Mailing Address: 10860 N. Hideout Trail, Hideout, UT 84036
Administrative Questions: Maria Devereux/Town Recorder (435) 640-2188

Funding Notice This study is funded through a $125,000 UDOT Transportation Planning Grant and a $25,000 Town of Hideout local match, for a total project budget of $150,000. All work performed under this contract must comply with applicable UDOT grant requirements, reporting obligations, and procurement standards. The project title as submitted to UDOT is: 'Multi-Modal Transportation Plan for Hideout.

' Section 1: Introduction and Background The Town of Hideout, Utah (the 'Town') invites qualified transportation planning consultants and firms to submit proposals to conduct a Comprehensive Multi-Modal Transportation Study. Hideout is one of the fastest-growing municipalities in Utah, with a current population of approximately 1,489 residents growing at more than 5.9 percent annually. Located across Wasatch and Summit Counties above the Jordanelle Reservoir approximately six miles east-southeast of Park City, Hideout encompasses approximately 2,850 acres and faces significant multi-modal transportation challenges that will intensify as development expands into the Richardson Flat (350-acre annexation in Summit County) and Silver Meadows areas. The Town functions as a gateway between Park City to the west and the Kamas Valley to the east, and is adjacent to the Military Installation Development Authority (MIDA) Deer Valley East development on the southeast shore of Jordanelle Reservoir. The Town's primary vehicular

access is State Route 248 (SR-248), a corridor managed by UDOT that carries commuter, recreational, and commercial traffic between Kimball Junction (I-80) and U.S. Highway 189. There is no public transit currently serving within the original boundaries but High Valley Transit does service the Richardson Flat Park-and-Ride just adjacent to Hideout's boundary at Silver Meadows Annexation. The Community Preservation Association (CPA) maintains a trail and pathway network for non-motorized use within Hideout Canyon and it is available to master HOA residents only. The town and other HOAs have public-accessible trails for residents. Despite these assets, significant gaps remain in safety, connectivity, and multi-modal access. The Town has prepared a draft 2026 General Plan, which updates the 2019 General Plan and includes high-level transportation goals and recommendations. The General Plan, along with transportation-related findings from recent community surveys, should serve as a foundation for this more detailed transportation planning effort. In addition, UDOT, in partnership with the Town, recently engaged a transportation engineering firm to evaluate the feasibility of creating a four-way intersection at SR-248, Shoreline Drive, and Deer Mountain Boulevard. Currently, Shoreline Drive and Deer Mountain Boulevard intersect SR-248 at offset locations approximately 300 feet apart. This area, generally referred to as Ross Creek, is the subject of a related planning effort that should be closely coordinated with the Transportation Master Plan. The Town has identified three overarching transportation priorities: (1) improving safety; (2) maintaining and improving operations and level of service at key highway access points; and (3) developing a robust, connected active transportation network. The Transportation Master Plan should evaluate existing and future conditions through the lens of these priorities and develop actionable strategies, projects, and investments to advance them. The Town views the Transportation Master Plan, the Ross Creek/SR-248 planning effort, and the 2026 General Plan as separate but interdependent planning initiatives. While each will result in a stand-alone plan or set of recommendations, the consultant will be expected to coordinate with the other efforts, reconcile recommendations as necessary, and ensure that the three plans are mutually supportive and provide a consistent framework for future Town decision-making and investment. The selected consultant will produce a Transportation Master Plan that serves as the Town's foundational transportation policy and project document for a 20-year planning horizon. The plan must reflect Hideout's character as an active, outdoor-oriented mountain community while addressing real-world growth pressures in a fiscally responsible manner. Section 3: Project

Objectives The following objectives, drawn from the Town's UDOT grant application and community survey findings, shall guide the consultant's technical work and recommendations. All deliverables shall demonstrate how they advance these objectives. - Work with the town leadership, craft a community vision statement (our North Star) that encompasses the objectives of this multi-modal transportation study - Improve safety for all users by upgrading signage, lighting, and intersection design - with priority on providing safer pedestrian crossings along SR-248. - Reduce reliance on long vehicle trips by improving local access and connectivity and creating comfortable, attractive public spaces and trail networks. - Identify missing links in the multimodal network and, where feasible, eliminate them through the development process and capital improvement program. - Connect neighborhoods to the town center, Jordanelle State Park, and recreational areas through safe multimodal corridors. - Align transportation improvements with targeted economic-development areas, including the Silver Meadows commercial and mixed-use zone and the MIDA Deer Valley East Village area. - Include our developers in how they impact in the creation of roads and trails. This should reflect the town's goal of having a fluid and interconnected set of trail networks and roads. - Support improved regional travel by strengthening bicycle, pedestrian, public transit, and private vehicular traffic access between Hideout and surrounding communities - including Park City to the west, the Kamas Valley to the east, and Deer Valley East to the south. - Ensure all recommendations are consistent with existing regional and local plans, including the UDOT SR-248 Corridor Management Plan, Wasatch and Summit County transportation plans, and MAG long-range plans. - Provide direct bicycle and pedestrian connections within and between developments, and to community facilities and services such as shopping, employment, transit stops, parks, and recreation. - Create a low-stress bicycle network using paved shoulders, separated bike lanes, and shared-use paths connecting neighborhoods, commercial areas, and recreational destinations. - Produce multi-media presentation materials suitable for Public Meetings, the Town website, and viewing on all types of devices such as smartphones, computers and tablets. - Produce a user-friendly final report with clear findings and recommendations presented in an accessible format, including charts, maps, and tables, suitable for adoption by the Town Council and use by the general public. Section 2: Scope of Services The Scope of Services is organized into four primary Task Areas, each corresponding to a critical element of Hideout's transportation system. Proposals must address all four Task Areas. The Town will also consider

optional tasks proposed at the respondent's discretion that add value within the not-to-exceed budget. All tasks shall be performed in accordance with applicable UDOT guidelines, the Manual on Uniform Traffic Control Devices (MUTCD), the American Association of State Highway and Transportation Officials (AASHTO) standards, APWA standards, Town of Hideout Engineering standards, and ADA accessibility requirements. The consultant shall coordinate with UDOT Region 2, High Valley Transit, Park City Transit, Wasatch County, Summit County, and other relevant agencies as needed. All deliverables shall ensure consistency with existing regional and local plans including the Town's General Plan, the UDOT SR-248 Corridor Management Plan, Wasatch County and Summit County transportation plans, and relevant MAG long-range plans. Task 1: Project Initiation, Stakeholder Engagement, and Existing Conditions 1.0 Stakeholder Identification and Engagement Plan Prior to data collection, the consultant shall develop a Stakeholder Engagement Plan and compile a comprehensive stakeholder list. Per the grant application, stakeholders must include at minimum: - Wasatch County and Summit County (both counties in which Hideout is located) - Jordanelle State Park / Utah State Parks (Ross Creek Recreation Area partnership) - Town Council, Planning Commission and Mayor of Hideout - UDOT Region 2 representative and UDOT grant manager - High Valley Transit and Park City Transit - MIDA (Military Installation Development Authority) - Deer Valley East - Park City / Summit County - Kamas Valley communities and South Summit area - Community Preservation Association (CPA) and Cooper Management - Hideout residents (including year-round, seasonal, and Spanish-speaking residents) - The developer community doing work in the Town of Hideout The Stakeholder Engagement Plan shall describe outreach methods, meeting frequency, and communication protocols for each group. The Plan shall include a public engagement component with a transportation survey, at least one online input tool, and at least two in-person public open houses.

1.1 Project Kickoff and Coordination - Conduct kickoff meeting with Town staff, UDOT grant manager, and key stakeholders to confirm scope, schedule, data needs, and public engagement strategy. - Establish a project management plan including schedule, milestone tracking, communication protocols, and quality assurance procedures. - Review all relevant existing documents, including the Town's 2019 General Plan (under update), CPA Trail Master Plan, Hideout's POST Plan, UDOT SR-248 corridor data, High Valley Transit service plans, and prior traffic studies.

1.2 Existing Conditions Data Collection - Conduct turning movement counts (TMCs) at a minimum of eight (8) key intersections on SR-248 and internal Town roads. - Collect automatic traffic recorder (ATR) counts on SR-248 and key internal roads. - Document existing pedestrian, bicycle, and trail facilities and identify gaps, ADA deficiencies, and connectivity barriers. - Document existing transit routes, stops, frequencies, and ridership data in coordination with HVT and Park City Transit. - Inventory existing parking supply, including the Richardson Flat Park and Ride capacity and utilization. - Conduct a field review and photographic documentation of the SR-248 Ross Creek entrance and other identified safety concern locations.

1.3 Crash Analysis - Obtain five years of crash data from UDOT's Crash Analysis Reporting System (CARS) for SR-248 within and adjacent to Hideout. - Identify high-crash locations (HCLs), crash patterns, and contributing factors. - Incorporate the Ross Creek Study as a priority safety concern and document findings. Deliverable 1: Existing Conditions Technical Memorandum, including all data collection results, crash analysis, transit inventory, trail inventory, and photographic documentation. The memorandum shall go beyond compiling existing data to analyze and interpret the information, identify key trends, deficiencies, opportunities, and transportation needs, and develop findings that will directly inform subsequent phases of the planning process and development of recommendations. Due within 90 days of Notice to Proceed. Task 2: SR-248 Traffic and Safety Analysis

2.1 Traffic Demand Modeling - Develop a travel demand model or traffic operational analysis for SR-248 through the Hideout study area, calibrated to existing counts. - Develop future traffic forecasts for at least two planning horizons: Year 2031 (5-year) and Year 2046 (20-year), incorporating growth projections for Silver Meadows (aka Richardson Flat), and regional background growth. - Analyze level-of-service (LOS) at all study intersections under existing, Year 2031, and Year 2046 conditions.

2.2 SR-248 Safety, Access Management, and Corridor Plan Coordination - Review and incorporate the upcoming and to-be-completed UDOT SR-248 Intersection Realignment Feasibility Study as well as the original Corridor Management Plan. All SR-248 recommendations must be consistent with and advance the goals of the upcoming Intersection Realignment Feasibility Study - Evaluate SR-248 access management conditions including driveway spacing,

intersection spacing, sight distance, and speed consistency. - Evaluate the feasibility of a bus-on-shoulder or transit priority lane on SR-248 for High Valley Transit and Park City Transit service reliability. - Identify and evaluate SR-248 pedestrian and bicycle crossing improvements, including: HAWK signal warrants, high-visibility crosswalk enhancements, raised crossings, median refuge islands, rumble strips on narrow shoulders, and underground and/or above-ground pedestrian and bike crossings including grade-separated crossing feasibility at key desire lines. - Review the Town's current evacuation routes including SR248, Longview, Shoreline, and Ascent/Belaview as egress points to understand capacity and alternatives in the event of an emergency. Evaluate these same egress points from normal routine use by residents that wish to avoid using SR248 from Ross Creek. Identify constraints and limitations in key sections/HOAs of the town.

2.3 Internal Road Network Analysis - Evaluate existing internal road network capacity and safety, and connectivity between Hideout Canyon, and Silver Meadows. - Identify recommended internal connector road alignments and standards to support development areas. - Develop roadway cross-section standards for new internal Town roads, including complete streets elements (travel lanes, shoulders, pathways, landscaping, drainage). Deliverable 2: SR-248 Traffic and Safety Analysis Technical Memorandum, including traffic model, LOS analysis, crash analysis, safety alternatives, and internal road network recommendations. Due within 150 days of Notice to Proceed.

Task 3: Multi-Modal and Non-Motorized Transportation Plan
3.1 Non-Motorized Network Assessment and Gap Analysis - Map all existing non-motorized facilities: CPA trails, paved and soft-surface Town trails, and informal connections. - Identify gaps in the non-motorized network, prioritized by connectivity value, safety need, and development proximity. - Evaluate feasibility of a continuous off-road multi-use pathway along or parallel to SR-248, connecting Hideout Canyon to the Richardson Flat Park and Ride. - Evaluate feasibility of a regional trail corridor connecting Hideout to the Park City trail network via the Jordanelle Reservoir rim or alternative alignment, and eastward connections toward the Kamas Valley. - Evaluate opportunities to expand and connect to the existing Ross Creek Recreation Area trail at Jordanelle State Park (a Town-Utah State Parks partnership funded in 2025 through a $35,000 Utah Outdoor Recreation Grant).

3.2 Non-Motorized Network Plan and Design Guidelines - Develop a prioritized non-motorized network plan including recommended alignments, cross-sections, surface types, and estimated costs for a minimum of seven (7) projects. - Develop design guidelines for all multimodal facility types, including: paved shared-use paths, bike lanes, separated bike lanes, paved shoulders, crosswalks, raised crossings, median refuge islands, rumble strips, transit shelters, and wayfinding signage. Guidelines shall specify materials, dimensions, striping, and lighting standards. - Identify funding sources for each recommended project, including UDOT Active Transportation Program (ATP), UDOT Trail Network (UTN), federal RAISE grants, CMAQ, and recreational trail grants. - Develop trail and pathway design standards for the Town, including accessibility requirements, surface standards, signage, and maintenance guidelines. - Coordinate with the CPA and Cooper Management identify opportunities for public access integration with the private CPA trail network.

3.3 Trailhead and Support Facilities - Identify locations and develop concept-level plans for at least two (2) trailhead facilities, including parking, restrooms, wayfinding kiosks, and transit connections. - Evaluate winter non-motorized access needs (snowshoe, cross-country ski) and recommend infrastructure or grooming agreements. Deliverable 3: Multi-Modal and Non-Motorized Transportation Plan Technical Memorandum, including gap analysis, recommended network plan, design standards, trailhead concepts, and funding strategy. Due within 150 days of Notice to Proceed.

Task 4: Public Transit and Development Impact Analysis
4.1 Public Transit Assessment and Recommendations - Coordinate with High Valley Transit and Park City Transit to document current service, planned service changes, ridership data, and potential route extensions serving Hideout. - Identify optimal fixed-route transit stop locations within Hideout, including pedestrian access, shelter, and real-time information requirements. - Evaluate micro-transit or on-demand service feasibility for internal Hideout circulation, including service area, technology platform, cost, and ridership projections. This could also address micro and local transit to Deer Valley East Village for winter and summer activities. - Evaluate Richardson Flat Park and Ride expansion needs and capacity requirements through Year 2046, including pedestrian access from Silver Meadow development. Continue to monitor changes to all current and future parking locations. - Consider a hi-level feasibility of a water-based transportation service (ferry or water

shuttle) on Jordanelle Reservoir. - Develop a Public Transit Plan with prioritized recommendations, coordination agreements, service standards, and a 20-year implementation roadmap.

4.2 Development Traffic Impact Standards - Develop a Transportation Impact Analysis (TIA) guideline document for the Town, establishing thresholds, methodology requirements, study area standards, and LOS criteria. - Conduct a transportation impact fee nexus study for the Town, documenting the relationship between new development, transportation demand, and infrastructure costs. - Recommend impact fee schedules by land use type and zone, calibrated to project costs identified in Tasks 2 and 3. - Develop Transportation Demand Management (TDM) plan requirements for development projects above defined thresholds. - Develop multi-modal pathway and right-of-way dedication standards for new development, suitable for adoption into Town code.

4.3 Silver Meadows (aka Richardson Flat) Development Analysis - Model traffic impacts of full buildout of Silver Meadows annexation areas on SR-248 and internal roads. - Identify required transportation improvements (roads, pathways, transit stops) as conditions of development and estimate cost allocation between Town and developer funding. - This analysis should be coordinated with any improvements and information that UDOT and/or Larry H Miller Real Estate have or will be conducting. Deliverable 4: Public Transit and Development Impact Technical Memorandum, including transit recommendations, Transportation Impact Analysis (TIA) guidelines, nexus study, impact fee schedule, and development standards. Due within 180 days of Notice to Proceed.

Task 5: Transportation Master Plan Document Following completion and Town acceptance of all four Technical Memoranda, the consultant shall compile and synthesize findings into a final Transportation Master Plan document. 5.1 Draft Transportation Master Plan - Compile all technical memoranda findings into a single, publicly accessible Transportation Master Plan document. - Develop a prioritized Capital Improvement Program (CIP) with project list, cost estimates, funding sources, and phasing across Short-Term (1-3 years), Mid-Term (5 years), and Long-Term (10-20 years) horizons. - Develop a performance monitoring framework with key indicators, data sources, and a recommended 5-year plan update cycle. This includes annual updates and reviews and analysis of what's worked and not worked. -

Prepare an Executive Summary suitable for public distribution and Town Council adoption.

5.2 Public Engagement - Conduct a minimum of two (2) public open house meetings in Hideout, one during the existing conditions phase and one to present draft recommendations. - Develop and administer an online public survey to gather community input on transportation priorities. - Present findings to the Hideout Transportation Committee and Planning Commission at key milestones. - Present the final Transportation Master Plan to the Town Council for consideration of adoption. - All public engagement materials shall be provided in English and Spanish, and include appropriate documents, maps, PowerPoint, and video as necessary.

5.3 Final Deliverables - Draft Transportation Master Plan (for Town and public review, minimum 30-day comment period) - Final Transportation Master Plan (incorporating all comments) - Executive Summary (standalone, public-facing, maximum 4 pages) - All GIS shapefiles, traffic model files, and supporting data in formats specified by the Town - Presentation materials, including probable Powerpoint and video, for Town Council adoption Deliverable 5: Complete Transportation Master Plan (Draft and Final), Executive Summary, all GIS and model files, and presentation materials, including appropriate documents, maps, PowerPoint presentations, and video. The Plan shall include a prioritized list of recommended transportation projects, a clear methodology for evaluating and prioritizing those projects, and additional development of the highest-priority near-term projects to position them for implementation and targeted funding opportunities. This may include preliminary project concepts, cost estimates, funding strategies, and other supporting information as appropriate. Due within 270 days of Notice to Proceed.

Section 4: Deliverables and Schedule Summary Deliverable Description Due (Days from NTP) Deliverable 1 Existing Conditions Technical Memorandum 60 days Deliverable 2 SR-248 Traffic & Safety Technical Memorandum 60 days Deliverable 3 Multi-Modal & Trails Technical Memorandum 60 days Deliverable 4 Transit & Development Impact Technical Memorandum 60 days Public Meeting #1 Existing Conditions Public Open House ~60 days Public Meeting #2 Draft Recommendations Public Open House ~120 days Deliverable 5A Draft Transportation Master Plan 140 days Comment Period Minimum 20-day public comment period 160 days Deliverable 5B Final

Transportation Master Plan 180 days Deliverable 5C Executive Summary + GIS/Model Files 180 days Town Council Presentation Final Plan Adoption Presentation ~190 days The Town desires a project schedule of no more than 9 months and ideally 6 months, from Notice to Proceed to final deliverable acceptance. The consultant shall submit a detailed project schedule with their proposal and shall provide monthly progress reports throughout the project.

Section 5: Proposal Requirements Proposals must be submitted electronically in PDF format to hideoututah@hideoututah.gov with the subject line 'RFP HIDEOUT-2026-02 - [ Firm Name ]' by the deadline stated on the cover page. Late proposals will not be accepted. All proposals shall include the following sections in the order listed. Pages shall be formatted for printing on standard 8.5 x 11 paper with 0.75 inch margins and Arial or Calibri 11-point font.

5.1 Cover Letter (Maximum 1 Page) - Firm name, address, and primary contact information. - Statement of interest and brief summary of qualifications. - Confirmation that the firm has read and understands the full RFP. - Authorized signature of a firm representative.

5.2 Firm Qualifications and Experience (Maximum 2 Pages) - Firm overview: size, office locations, relevant disciplines. - Demonstrated experience with transportation master plans for small mountain or resort communities in Utah or comparable western states. - Demonstrated experience with UDOT grant-funded projects and UDOT coordination processes. - Demonstrated experience with multi-modal transportation planning, including non-motorized trail planning, public transit coordination, and traffic impact analysis. - Summary of any sub-consultants proposed, their qualifications, and the scope they will perform.

5.3 Relevant Project Experience (Maximum 2 Pages) - Provide a minimum of three (3) and maximum of five (5) relevant completed projects within the past seven (7) years. - For each project, include: project name, client, contact reference, project size/budget, completion date, and a brief description of the consultant's role and how it relates to this scope. - At least one project must demonstrate experience with UDOT-coordinated roadway safety analysis or SR-248-class state highway work. - At least one project must

demonstrate experience with non-motorized trail planning or active transportation master plans.

5.4 Project Team and Key Personnel (Maximum 2 Pages) - Identify the Project Manager, lead transportation planner, traffic engineer, transit planner, and active transportation specialist who will be assigned to this project. - Complete resumes (maximum 1 page each) for all key personnel to be included in an Appendix. - Identify the percentage of time each key person will devote to this project. - Confirm that key personnel will not be substituted without prior written approval of the Town. - Full resumes/bios can be included in an Appendix section that does not count against the page limitation.

5.5 Technical Approach and Work Plan (Maximum 6 Pages) - Describe the consultant's technical approach to each of the five Tasks described in Section 2. - Identify any innovative methodologies, tools, or approaches the consultant proposes. - Describe the proposed public engagement approach, including strategies for reaching year-round residents, seasonal residents, and Spanish-speaking community members. - Describe the consultant's approach to coordinating with UDOT, High Valley Transit, Park City Transit, and Wasatch County. - Provide a detailed project schedule in Gantt chart format showing all tasks, subtasks, milestones, and deliverables. - Identify any assumptions, exclusions, or items considered outside scope. - This portion of the proposal should include graphics and tables, as appropriate.

5.6 Fee Proposal (Separate Sealed Document) The fee proposal must be submitted as a separate document within the same email submission, clearly labeled 'Fee Proposal - HIDEOUT-2026-02 - [ Firm Name ] - CONFIDENTIAL.' The fee proposal shall include: - A not-to-exceed lump sum fee for the complete scope of services, broken down by Task. - A detailed cost breakdown showing hours by task and staff classification, direct costs, and overhead/profit. - Hourly rate schedule for all staff classifications (for use in scope change evaluation). - The total fee must not exceed $150,000 inclusive of all direct costs, subconsultant costs, travel, and expenses. - Any proposed optional tasks and their associated costs, identified separately from the base scope.

5.7 References - Provide three (3) professional references for relevant projects completed within the past five (5) years. - References must include

name, title, organization, phone number, and email address. - The Town reserves the right to contact references without prior notice.

Section 6: Evaluation Criteria and Selection Process Proposals will be evaluated by a selection committee comprising Town staff, a Town Council representative, and at least one technical advisor. The Town may elect to interview shortlisted firms before making a final selection. Evaluation criteria are as follows: Criterion Description Weight Firm Qualifications Relevant experience with comparable projects, UDOT grant work, and multi-modal planning 20% Project Team Qualifications and availability of key personnel assigned to this project 30% Technical Approach Quality, creativity, and completeness of the proposed work plan and methodology 25% Project Schedule Realistic and detailed schedule demonstrating ability to meet Town's timeline 15% Fee Proposal Reasonableness of cost relative to scope; value for investment 10% The Town intends to select the firm offering the best overall value, not necessarily the lowest fee. Following evaluation, the Town will negotiate a final scope and contract with the top-ranked firm. If negotiations are unsuccessful, the Town reserves the right to negotiate with the next-ranked firm.

Section 7: Terms, Conditions, and General Information
6.1 Questions and Addenda All questions regarding this RFP must be submitted in writing to Hideoututah@hideoututah.gov with the subject line 'Question - RFP HIDEOUT-2026-02' by the written questions deadline listed in Section 1. Verbal inquiries will not be accepted. Responses to all written questions will be issued as a written addendum to all registered respondents. The Town is not responsible for any information received through other channels.

6.2 Pre-Proposal Conference An optional virtual pre-proposal conference will be held on September 24 at 11:00 AM MDT. Connection details will be provided to all registered respondents. Attendance is strongly encouraged but not required. Questions raised during the conference will be documented and issued as a written addendum.

6.3 Reservation of Rights - The Town reserves the right to reject any or all proposals, to waive technical irregularities, and to accept the proposal deemed most advantageous to the public interest. - The Town reserves the right to request additional information or clarification from any respondent. -

The Town is not liable for any costs incurred by respondents in preparing or submitting proposals. - Issuance of this RFP does not commit the Town to award a contract.

6.4 UDOT Grant Requirements The selected consultant must comply with all applicable requirements associated with the UDOT transportation planning grant funding this project. These may include, but are not limited to: - Records retention requirements - Audit and inspection rights Respondents are encouraged to have prior experience working on UDOT grant-funded projects. The Town will provide the selected consultant with the full grant agreement and applicable requirements upon award.

6.5 Insurance Requirements The selected consultant shall carry and maintain the following minimum insurance throughout the project: - Commercial General Liability: $1,000,000 per occurrence / $2,000,000 aggregate - Professional Liability (Errors and Omissions): $1,000,000 per claim - Workers' Compensation: As required by Utah law - Automobile Liability: $1,000,000 combined single limit The Town of Hideout shall be named as an additional insured on all commercial general liability and automobile liability policies. Certificates of insurance shall be provided prior to contract execution. 6.6 Utah Preference Laws In accordance with Utah Code, the Town will apply applicable in-state preference provisions where required. Respondents should identify whether they qualify as a Utah-based firm.

6.7 Public Records All proposals submitted become public records upon contract award and are subject to disclosure under the Utah Government Records Access and Management Act (GRAMA).

Section 8: Required Attachments and Certifications Respondents must complete and include the following certifications with their proposal. Proposals missing required certifications may be deemed non-responsive. Attachment A: Respondent Information Form Firm Name: DBA (if applicable): Primary Address: City / State / Zip: Phone: Website: Primary Contact Name: Primary Contact Title: Primary Contact Email: Utah Business License No.: Federal Tax ID (EIN): Firm Type: (Check one: Corporation / LLC / Partnership / Sole Proprietor / Joint Venture) Utah-Based Firm? (Yes / No) Sub-Consultants Proposed? (Yes / No - if Yes, list in Section 4.2) Attachment B: Non-Collusion Certification By signing below, the respondent certifies that this proposal is made without prior understanding, agreement, or connection with any other

firm submitting a proposal for this work, and is in all respects fair and without collusion or fraud. Authorized Signature: Printed Name: Title: Date: Attachment C: Conflict of Interest Disclosure Respondents must disclose any actual or potential conflicts of interest related to this project, including any current or recent work for parties with interests in development within or adjacent to the Town of Hideout. If no conflicts exist, state 'None.' Conflict of Interest Disclosure Statement:

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Authorized Signature: Printed Name: Title: Date: - END OF REQUEST FOR PROPOSALS - Town of Hideout, Utah - RFP No. HUT-2026-02 - hideoututah.gov

## Notice of Special Accommodations (ADA)

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify the Mayor or Town Clerk at 435-640-2188.

## Notice of Electronic or Telephone Participation

There may be telephone participation by one or more members.