

**CITY OF JOPLIN  
COUNCIL AGENDA ITEM**

**ITEM**

Council Bill 2020-401

**MEETING DATE**

February 18, 2020

**ORIGINATING DEPT**

Planning, Development & Neighborhood Services

**ATTACHMENTS**

Contract for Services, Scope of Services, Project Budget.

**REVIEWED BY**

Dept. Head: Troy Bolander; Public Works Director: David Hertzberg; Finance Director: Leslie Haase; City Attorney: Peter Edwards; Interim City Manager: Dan Pekarek

**SUMMARY**

This Council Bill authorizes the execution of a contract for services between the City of Joplin and Olsson Associates to complete an update of the Metropolitan Transportation Plan (MTP) for the Joplin Area Transportation Study Organization. An update of the MTP is a federal requirement for Metropolitan Planning Organizations.

**BACKGROUND**

This Council Bill authorizes the City of Joplin to enter into an Agreement with Olsson Engineering for Transportation Planning Services to update the Metropolitan Transportation Plan. Federal regulations require the Joplin Area Transportation Study Organization (JATSO) update the Metropolitan Transportation Plan every five years. JATSO receives an annual federal allocation to conduct transportation planning services.

Olsson will work closely with City staff and leadership and members of the Joplin Area Transportation Study Organization to update the MTP, including such items as data collection and review, travel demand modeling, traffic and transit analyses, conceptual design, cost estimates, financial forecasting, and reports and documentation.

**FUNDING SOURCE**

80% of funding comes from the federal Consolidated Planning Grant. The remaining 20% comes from the City of Joplin Transportation Sales Tax. This council bill amends the budget for this item.

**RECOMMENDATION**

Staff recommends approval of this Council Bill.

February 18, 2020

Summary: JATSO received two bids for the Metropolitan Transportation Plan update. Seven people served on the selection committee for the project: two representatives from the City of Joplin, one JATSO staff member, and one representative from Webb City, MODOT, Carl Junction, and the Harry S. Truman Coordinating Council. Members awarded points based on the firms’ responses to the Request for Proposals and at an in-person interview. One of the City of Joplin staff members was unable to attend the interviews. Total points were based on the average for the response plus the average for the interview. See bid tabulation below and attached example scoring sheets.

Response to RFQ		
Reviewer	Olsson	Transystems
City of Joplin	138	140
City of Joplin	135	143
JATSO	135	145
Webb City	150	130
MODOT	119	125
Carl Junction	141	145
HSTCC	141	139
<b>Average</b>	<b>137</b>	<b>138</b>
Interview		
Reviewer	Olsson	Transystems
City of Joplin	20	19
JATSO	20	20
Webb City	20	12
MODOT	17	17
Carl Junction	20	20
HSTCC	20	20
<b>Average</b>	<b>20</b>	<b>18</b>
<b>Total Points</b>	<b>157</b>	<b>156</b>

CITY		ENGINEER	
<b>CITY OF JOPLIN</b>  <b>602 S. MAIN STREET</b>  <b>JOPLIN, MO 64801</b>		Name: Olsson, Inc.	
		Address: 702 S. Main Street Joplin, MO 64801	
Attention:		Attention: Clayton Cristy, PE, CFM	
Department: Planning, Development and Neighborhood Services		Phone: 417.627.5554	Fax:
Phone: 417-624-0820	Fax:		

### AGREEMENT FOR PROFESSIONAL ENGINEERING CONSULTING SERVICES

City and Engineer agree to amend their Agreement for Professional Engineering Consulting Services to include a scope of work and fees for engineering services, by adding the following terms to their Agreement.

1. **Services.** The City agrees to engage the services of the Engineer and the Engineer agrees to perform the services hereinafter set forth in connection with projects described in **Exhibit A**.

2. **Addition to Services.** The City may add to the Engineer services or delete therefrom activities of a similar nature to those set forth in **Exhibit A**, provided that the total cost of such work does not exceed the total cost allowance as specified in Paragraph 5 hereof. The Engineer shall undertake such changed activities only upon the direction of the City. All such directives and changes shall be in written form and prepared and approved by the City and shall be accepted and countersigned by the Engineer.

3. **Term.** The services of the Engineer shall commence as soon as practicable after the execution of this contract, unless otherwise directed in writing, and shall be undertaken and completed in such sequence as to assure their expeditious completion in the light of the purposes of the contract, but in any event, all of the services required hereunder shall be completed as set forth in the schedule for the project which is attached hereto as **Exhibit A**.

4. **Costs not to Exceed.** The City of Joplin is limited by law with respect to the amount of money it can pay. Therefore, the City has established a fixed sum for this contract, which cannot be exceeded unless this contract is amended. The Engineer providing services hereunder shall be required to keep track of the amount of hours billable under this contract at all times; and any work in excess of the fixed sum shall not be eligible for payment. The Engineer shall notify the City if Engineer anticipates that the contract amount may be exceeded, in order to determine whether or not the City is prepared to increase the total compensation. The Engineer shall establish a billing system showing the amount of money remaining on the contract, which shall be shown in each monthly billing.

5. **Payment.**

a. **Conditioned upon acceptable performance.** The City agrees to pay the Engineer in accordance with the terms set forth in **Exhibit A**, which shall constitute complete compensation for all services to be rendered under this contract; provided, that where payments are to be made periodically to Engineer for services rendered under this contract, the City expressly reserves the right to disapprove in whole or in part a request for payment where the services rendered during the period for which payment is claimed are not performed in a timely and satisfactory manner in accordance with the schedule and description of services set forth in **Exhibit A**.

b. **Total compensation not to exceed.** It is expressly understood that in no event will the total compensation and reimbursement to be paid to the Engineer under the terms of this work exceed the sum of One Hundred Ninety-One Thousand Five Hundred Sixty-Two Dollars (\$191,562.00).

6. **Insurance.** Without limiting any of the other obligations or liabilities of the Engineer, the Engineer shall secure and maintain at its own cost and expense, throughout the duration of this Contract and until the work is completed and accepted by the City of Joplin, insurance of such types and in such amounts as may be necessary to protect it and the interests of the City of Joplin against all hazards or risks of loss as hereunder specified or which may arise out of the performance of the Contract Documents. The form and limits of such insurance, together with the underwriter thereof in each case, are subject to approval by the City of Joplin. Regardless of such approval, it shall be the responsibility of the Engineer to maintain adequate insurance coverage at all times during the term of the Contract. Failure of the Engineer to maintain coverage shall not relieve it of any contractual responsibility or obligation or liability under the Contract Documents.

The certificates of insurance, including evidence of the required endorsements hereunder or the policies, shall be filed with the City at the time that this contract is signed by the Engineer. All insurance policies shall provide thirty (30) days written notice to be given by the insurance company in question prior to modification or cancellation of such insurance. Such notices shall be mailed, certified mail, return receipt requested, to:

City of Joplin - Public Works, 602 S. Main, Joplin, MO 64801; and

Such policies shall name the City as an additional insured with limits of liability not less than the sovereign immunity limits for Missouri public entities calculated by the Missouri Department of Insurance as of January 1 each calendar year and published annually in the Missouri Register pursuant to Section 537.610, RSMo.

(See, <http://insurance.mo.gov/industry/sovimmunity.php> ).

As of January 1, 2020, the minimum coverage for the insurance referred to herein shall be as set out below:

- a. Workers' Compensation....Statutory coverage per RSMo 287.010 et seq.  
Employer's Liability..... \$1,000,000.00

- b. Commercial General Liability Insurance, including coverage for Contractual Liability and Independent Contractors Liability. Such coverage shall apply to bodily injury and property damage on an "Occurrence Form Basis" with limits of Two Million Nine Hundred Five Thousand Six Hundred Sixty-four and no/100 Dollars (\$2,905,664.00 for all claims arising out of a single accident or occurrence and at least Four Hundred Thirty-five Thousand Eight Hundred Forty-Nine and no/100 Dollars (\$435,849.00) with respect to injuries and/or death of any one person in a single occurrence and an amount not less than at least \$1,000,000 for all claims to property arising out of a single occurrence and at least \$100,000 to any one owner with respect to damages to property. Engineer agrees that the proceeds of such insurance policy shall first be used to pay any award, damages, costs, and/or attorneys' fees incurred by or assessed against City, its employees, officers and agents, before payment of any award, damages, costs or attorneys fees of Engineer, its employees, officers or agents. Engineer agrees to cause its insurer to name City as an additional insured on such insurance policy, including the City as an additional insured for coverage under its products-completed operations hazard, and said policy shall be primary and noncontributory.

- c. Automobile Liability Insurance covering bodily injury and property damage for owned, non-owned and hired vehicles, with limits of at least Two Million Nine Hundred Five Thousand Six Hundred Sixty-four and no/100 Dollars (\$2,905,664.00 for all claims arising out of a single accident or occurrence and at least Four Hundred Thirty-five Thousand Eight Hundred Forty-Nine and no/100 Dollars (\$435,849.00) with respect to injuries and/or death of any one person in a single accident or occurrence.

- d. Errors and Omissions Insurance. The Engineer shall maintain a professional liability insurance policy in the amount of \$1,000,000.00. This policy shall remain in full force and effect for a period of one year after completion and acceptance by the City of the construction of the project.

- e. Subcontracts. In case any or all of this work is sublet, the Engineer shall require the subcontractor to procure and maintain all insurance required in subparagraphs (A), (B) and (C) hereof and in like amounts. Engineer shall require any and all subcontractors with whom it enters into a contract to perform work on this project to protect the City of Joplin through insurance against applicable hazards or risks and shall, upon request of the City, provide evidence of such insurance.

- f. Notice. The Engineer and/or subcontractor shall furnish the City prior to beginning the work satisfactory proof of carriage of all the insurance required by this contract, with the provision that policies shall not be canceled, modified or non-renewed without thirty (30) days written notice to the City of Joplin.

- g. Legislative or Judicial Changes. In the event the scope or extent of the City's tort liability as a governmental entity as described in Section 537.600 through 537.650 RSMo is broadened or increased during the term of this agreement by legislative or judicial action, the City may require Engineer, upon 10 days written notice, to execute a contract addendum whereby the Engineer agrees to provide, at a price not exceeding Engineer's actual increased premium cost, additional liability insurance coverage as the City may require to protect the City from increased tort liability exposure as the result of such legislative or judicial action. Any such additional insurance coverage shall be evidenced by an appropriate certificate of insurance and shall take effect within the time set forth in the addendum.

7. All other terms and conditions of the original Agreement shall remain in effect.

**IN WITNESS WHEREOF**, the parties hereto have set their hands and seals on the day and year herein stated.

**REVIEWED FOR APPROVAL**

\_\_\_\_\_  
Printed Name: Taylor Cunningham  
Title: Transportation Planner

**CERTIFICATE OF DIRECTOR OF FINANCE**

I certify that the expenditure contemplated by this document is within the purpose of the appropriation to which it is to be charged and that there is an unencumbered balance of appropriated and available funds to pay therefore.

\_\_\_\_\_  
Printed Name: Leslie Haase  
Title: Director of Finance

**APPROVED AS TO FORM**

\_\_\_\_\_  
Printed Name: Peter Edwards  
Title: City Attorney

**ENGINEER: OLSSON, INC.**

By: \_\_\_\_\_

Printed Name: Clayton Cristy, PE, CFM  
Title: Vice President

Date: \_\_\_\_\_

**CITY OF JOPLIN, MISSOURI**

By: \_\_\_\_\_

Printed Name: David Hertzberg, P.E.  
Title: Director of Public Works

Date: \_\_\_\_\_

By: \_\_\_\_\_

Printed Name: Troy Bolander  
Title: Director of Planning, Development and Neighborhood Services

Date: \_\_\_\_\_

**EXHIBIT A**  
**Scope of Services**

**Metropolitan Transportation Plan Update**  
**Joplin Area Transportation Study Organization (JATSO)**

*February 5, 2020*

**PROJECT UNDERSTANDING**

The Joplin Area Transportation Study Organization (JATSO) is seeking to develop an updated Metropolitan Transportation Plan to fulfill federal requirements of a metropolitan planning organization and to identify and plan for future transportation enhancements.

**PHASE 0 – PROJECT MANAGEMENT**

- a. **Project Management** – Olsson’s Project Manager will serve as point of contact, maintain project schedule and budget, and be responsible for coordinating work of subconsultants. Provide regular progress reports with invoices.

*Deliverables* – Project management plan, monthly invoices, progress reports

- b. **Client Core Team Meetings** – The Olsson team will meet with JATSO staff through the duration of the project. Meetings are anticipated to be held in person. A total of four (4) meetings are included. Meeting agendas will be distributed in advance of the meeting (minimum 24 hours). Meeting summaries will be prepared following the meeting and distributed to attendees within two days of completion.

*Deliverables* – Meeting agendas, meeting summaries

- c. **Community Staff Meetings** – The Olsson team will meet individually with key staff from Joplin, Webb City, Carl Junction, and Harry S. Truman Coordinating Council to understand each community’s individual transportation issues. One (1) meeting with each community are assumed for a total of four (4) meetings.

- d. **FHWA Meeting** – Two meetings with FHWA to discuss process, deliverables, and preferences on MTP Update. The meetings are anticipated to be held at FHWA’s office in Jefferson City, Missouri.

**PHASE 1 - COMMUNITY ENGAGEMENT**

**Task A** - Kick off meeting to develop a Public Engagement Plan. Discuss any previous public ideas that became realities in the metropolitan area and how that process was performed. This kick-off meeting will be in conjunction with the first Core Team Meeting.

**Task B** - Establish communication techniques. This could include postings to the following sites: municipal Facebook pages, municipal websites, Chamber of Commerce website, etc. Non-digital sources will also be explored, including: print,

radio, and TV advertisements. A key element will be providing information and/or graphics to various local government departments to determine the most effective type of communication, which could include: written descriptions, graphics, photos, videos, maps, and/or data visualization. Olsson will provide the content for these advertisements. JATSO will coordinate with local sources to disseminate provided advertisements.

**Task C -** Hold public open houses in the metropolitan area. Two (2) meetings are anticipated – one (1) focused on existing conditions, constraints, and opportunities; and one (1) when the draft Metropolitan Transportation Plan has been developed. The public open houses inform the public about the project's overall goals and objectives, assess how project values align with community values, present current conditions, and invite discussion of transportation opportunities and needs. The visuals for these meetings will be simple, easy to understand, and create a positive dialogue. This type of engagement is critical to fostering future engagement beyond this project. Participants of the open houses would be asked to participate in stakeholder meetings (if interested and available). It is assumed JATSO staff will secure and pay for (if required) the meeting space.

**Task D -** Form two committees to guide the project: a Technical Advisory Group (TAG) and a Citizen Advisory Group (CAG). The TAG would provide oversight regarding goals, standards, and concerns, and its membership would consist of technical and subject matter experts. It is anticipated that the TAG will also aid in the determination of the project goals, objectives, and primary decision-making process. The CAG will provide citizen perspectives, concerns, ideas, and preferences, and consist of general members of the public. The Olsson team will work with JATSO staff to form these committees. A total of three (3) meetings with each group are anticipated through this process, held on concurrent days, for six (6) meetings total.

**Task E -** Conduct up to six (6) stakeholder meetings with key representatives from agencies including MoDOT, FHWA, chambers of commerce / economic development councils, school districts, etc.

**Deliverables** – Public Engagement Plan; Content for advertising; Public open house meeting materials (including JPEGs or PNGs of logos)

## **PHASE 2 - GOALS, OBJECTIVES, AND PERFORMANCE MEASURES**

**Task A -** Develop draft Vision Statement, Goals, and Objectives. While previous plans are anticipated to serve as a starting point, it is anticipated that new goals and objectives will be developed for this update.

**Task B -** Develop Performance Measures. Performance measures will provide a means for measuring success over the established period determined within the goals and objectives. Performance-driven decision-making is a key theme identified in federal legislation, and it will also be valuable at the local level. We will develop a framework for performance, based on input provided through the two committees and the public's involvement. This framework is expected to include the following:

- Improving safety in all modes of transportation.
- Addressing existing and projected deficiencies.
- Inclusion of public transportation (i.e., fixed and flex bus routes).

- Inclusion of freight and system performance that supports commercial and economic activity.
- Integration, expansion, and interconnectivity of non-motorized transportation alternatives, including bicycle and pedestrian infrastructure in development of the plan.
- Transportation equity, with special attempts to include and engage the traditionally underserved and underrepresented in the planning process.
- Assessment and consideration of sustainability and impacts on the environment.
- Improvements to mobility and accessibility within the region.
- Potential impact of future, disruptive technologies.

**Task C - System Performance Report** – Pursuant to 23 CFR 450.324, Olsson will develop/update the progress achieved toward meeting performance goals based upon the most recent data available for evaluating the condition and performance of the transportation system.

### Phase 3 - Existing Conditions Inventory and Analysis

**Task A - Review of Existing Plans.** Olsson will review and summarize existing available data and studies to serve as a starting point for this plan, including but not limited to:

- City of Joplin Comprehensive Development Plan
- City of Webb City Comprehensive Development Plan
- City of Carl Junction Comprehensive Development Plan
- Joplin Metropolitan Area Origin-Destination Study
- Joplin Airport Master Plan
- Joplin Area Transportation Study Organization Transportation Improvement Program
- Joplin Transit Study
- Joplin Chamber of Commerce Vision 2020 Plan
- City of Joplin Capital Improvement Program
- Harry S. Truman Coordinating Council Transportation Plan
- Bicycle and Pedestrian Transportation Plan Update
- MoDOT Long-Range Transportation Plan
- MoDOT Statewide Freight Plan
- MoDOT Blueprint for Safety

**Task B - Review Existing Data.** Olsson will review available data to be incorporated into the Metropolitan Transportation Plan, including but not limited to:

- Traffic volumes
- Crash data
- Existing street network, truck routes, sidewalk connectivity, trail and bicycle lane inventories
- Planned future roadways
- Zoning
- Socio-economic data
- All available geographic information system (GIS) files

This inventory will be used to identify the existing conditions, including traffic congestion, freight mobility, high crash locations, and gaps in sidewalks, bicycle



lanes, and trails. This information will be described in narrative form and in using visuals, including mapping and photographic imagery.

**Task C - Establish an Integrated Transportation Network** –Olsson will establish the existing integrated transportation network identifying the existing auto, truck/freight, transit, pedestrian and bicycle networks in separate GIS layers.

**Task D - Multimodal Level of Service (LOS) (Optional Service)** –Olsson will develop a multimodal Level of Service (LOS) to analyze and document the impacts of changes to street right-of-way by reducing lane width, improving sidewalks, adding transit, or adding bicycle treatments. In addition to using a multimodal LOS, Olsson will perform an evaluation based on the Institute of Transportation Engineer’s (ITE’s) “Planning Urban Roadway Systems: An ITE Proposed Recommended Practice.”

**Task E - Land Use Context** – Roadway types will be defined using the transect approach or similar land-use categorization. Such categories could include land uses (residential, commercial, industrial/ warehouse) and context zones (rural transition, suburban, urban, downtown). This land use context will help to identify many elements of the ultimate street typologies, as later defined.

**Task F - Street Typologies** – Define the street typologies that will be used moving forward. These typologies will be developed based on the land-use context defined in the existing conditions segment and overlaid with the of the local municipalities, which will define the future context. Olsson will work with the TAG to refine the functional classification, to develop system-based networks for each model, and to define street typologies. Principal characteristics will define streets typologies throughout the documents, although different plans emphasize different characteristics. These characteristics may include:

- Roadway size (number and width of lanes)
- Land use context (existing and future)
- Transportation modes (from the integrated multimodal network)
- Roadway form (parking, sidewalks, bike lanes, trails, streetscape, utilities, etc.)
- Traffic volumes
- Connectivity (arterials, collectors, locals, etc.)
- Access management
- Motorized design speed

**Deliverables** – Existing Conditions summary

#### **Phase 4 – TransCAD Update**

Olsson and JATSO will update the base year model to reflect the most recent data available. This will include an update to the socio-economic / land use, traffic counts, and model network.

**Task A - Network Update** – JATSO will provide to Olsson updates to the baseline transportation network utilized in the model, reflecting any changes from the previous model. Files will be provided in GIS format. Olsson will modify the baseline model files to reflect these changes.

**Task B - Traffic Count Update** – JATSO will provide Olsson updated traffic counts to serve as the new baseline for the model.

**Task C - Socio-Economic / Land Use Update** – JATSO will provide Olsson with updated land use by TAZ for the base condition. Data will be summarized based on the following categories:

- Population
- Group Quarters Population
- Households
- Average Household Size
- Median Household Income
- Average Auto Ownership
- Retail Employees
- Office / Service Employees
- Education Employees
- Medical Employees
- Warehouse Employees
- Other Employees
- Students

In locations where employment numbers are unavailable, Olsson will assist JATSO in estimating typical employees per square feet by land use.

**Task D - Model Validation** – The base year model will be rerun and validated based on the new traffic counts provided. These results will be compared to national standards.

**Task E - Existing Plus Committed (E+C)** – JATSO will provide to Olsson assumptions for the future roadway networks, specifically to Existing Plus Committed (E+C) network.

**Task F - Socio-Economic / Land Use Update** – JATSO will provide Olsson with updated land use by TAZ for the future conditions, summarized in the categories identified previously.

*Deliverables* – Model Validation Technical Memo, TransCAD model files.

## **Phase 5 – Development of Future Vision of Transportation**

Olsson will evaluate the future integrated transportation system and identify potential deficiencies, needs, and opportunities. Similar to the existing conditions analysis, Olsson will evaluate the individual transportation modes and interconnectivity between modes for the future-year conditions. We will utilize the goals, objectives, and performance measures to evaluate the transportation system and identify potential improvements.

**Task A - Street Typology Definition** - The street cross-sections and basic right-of-way needs will be developed for each street typology. Each of the elements of the layered network will be updated to include the analysis of future conditions. We will document how travel demands on the transportation system will change between today and a set future horizon (year 2050) and provide recommendations for the entire integrated transportation system (bicycles, pedestrians, transit, trucks, and autos).

**Task B - Scenario Planning** – Facilitate a work session on Scenario Planning with the TAG and CAG (two [2] meetings anticipated) to understand what type of growth the community desires and understand the implication on land use, transportation, revenues, and costs of various types of growth. Potential scenarios include:

- Trend Scenario – Continue recent trends in growth and transportation investments
  - High Density Scenario – Aggressive high-density development and redevelopment within key corridors
  - Technology Scenario – Aggressive pursuit of emerging transportation technology integration
  - Community Vision Scenario – Integrate individual community and agency visions
- The scenarios will be evaluated based on the performance measures previously identified.

**Task C - Assessment of future transportation network.** Olsson will evaluate the future integrated transportation system and identify potential deficiencies, needs, and opportunities. Similar to the existing conditions analysis, Olsson will evaluate the individual transportation modes and interconnectivity between modes for the future-year conditions. We will utilize the goals, objectives, and performance measures to evaluate the transportation system and identify potential improvements. These improvements will be programmed based upon conformity to the goals, objectives and performance measures under a financial plan that demonstrates how the plan can be implemented.

- Financial plan will include:
  - i. Cooperatively developed funding estimates
  - ii. Recommendations for additional financing strategies (as necessary)
  - iii. All projects and strategies proposed using federal-aid, state assistance, local sources and private participation in year of expenditure dollars based upon reasonable financial principals

**Task D - TransCAD Model Update** - Olsson will determine what scenarios or network changes may be needed to analyze the future network changes. Consistent with the existing conditions analysis, Olsson will utilize a general planning LOS analysis to identify roadway segments approaching, at, and over capacity. Corridors and locations found to be operating over or near capacity will be further analyzed to identify potential mitigation measures. These measures could include Transportation System Management (TSM) improvements, Intelligent Transportation System (ITS) applications, additional roadway capacity, new roadway capacity, or support for alternative transportation improvements. Olsson will use the model outputs to evaluate performance measures and develop a recommended future network. We will use the multimodal LOS approach to balance the analysis across all of the modes and look to refine and modify the layered multimodal networks developed as part of the existing conditions analysis.

***Deliverables – Model files and documentation***

**Phase 6 - RECOMMENDATIONS AND DELIVERABLES**

**Task A - Draft Report** – The draft report will be prepared on standard letter-sized paper and will be distributed electronically in PDF format.

**Task B - JATSO Board Presentation** – Attend a JATSO Board Presentation to present the draft of transportation plan.

**Task C - Final Report-** The final report will be prepared on standard letter-sized paper and delivered both electronically (PDF format) and with hard copies (20 copies in total). Any technical appendices will be provided in electronic version only.

**Project Schedule**

It is anticipated this work will be completed within nine months of notice to proceed.



**Joplin Area Transportation Study Organization**  
**MTP 2040 RFQ Evaluation Sheet**

Criteria	Olsson Associates	Transystems
<b>Local Knowledge:</b> An understanding of the development trends and transportation infrastructure within the Joplin Metropolitan Area. <i>(20 POINTS)</i>	/20	/20
<b>Transportation Knowledge:</b> Familiarity with the federal regulations for MPOs (Title 23 U.S. Code § 134) and transportation planning trends, among more general transportation planning knowledge. <i>(20 POINTS)</i>	/20	/20
<b>Approach:</b> The firm's approach to the project and basic scope of services. <i>(30 POINTS)</i>	/30	/30
<b>Experience:</b> The education, experience, and expertise of the company, project manager, and key employees. <i>(30 POINTS)</i>	/30	/30
<b>Commencement:</b> Availability of adequate personnel and facilities to do the needed work expeditiously. <i>(20 POINTS)</i>	/20	/20
<b>Cost:</b> Reasonable price and amount of time given to complete the project. <i>(20 POINTS)</i>	/20	/20
<b>Completeness:</b> The preparation of a Statement of Qualifications consistent with this request. <i>(10 POINTS)</i>	/10	/10
<b>TOTAL</b>	<b>/150</b>	<b>/150</b>

Reviewer: \_\_\_\_\_

Date: \_\_\_\_\_

Notes:

**Joplin Area Transportation Study Organization**  
**Metropolitan Transportation Plan Update**

Consultant: \_\_\_\_\_

**The consultant's presentation was clear and professional.**

1	2	3	4	5
Disagree		Somewhat		Agree

**The consultant's presentation demonstrated how it would work with JATSO using specific timelines, milestones, and work products.**

1	2	3	4	5
Disagree		Somewhat		Agree

**The consultant responded to questions clearly and professionally.**

1	2	3	4	5
Disagree		Somewhat		Agree

**The consultant's presentation demonstrated the firm's ability to complete the Metropolitan Transportation Plan update as outlined in the RFQ.**

1	2	3	4	5
Disagree		Somewhat		Agree

**Additional comments:**

Reviewer \_\_\_\_\_

Total Score \_\_\_\_\_/20

COUNCIL BILL NO. 2020-401

ORDINANCE NO.

AN ORDINANCE authorizing the City of Joplin to enter into an Agreement with Olsson Associates for Transportation Planning Services relating to the update of the Joplin Area Transportation Study Organization's (JATSO) Metropolitan Transportation Plan; authorizing the City Manager to execute said Agreement for the City; and, amending the Annual Budget of the City of Joplin for the Fiscal Year 2019-2020 as adopted by Ordinance 2019-166 on October 21, 2019.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF JOPLIN, MISSOURI, AS FOLLOWS:

Section 1. That the City enter into an Agreement by and between the City of Joplin and Olsson Associates generally with the update of the Joplin Area Transportation Organization's Metropolitan Transportation Plan amount not to exceed of One Hundred Ninety-One Thousand Five Hundred Sixty-Two Dollars (\$191,562.00) attached hereto as Exhibit A.

Section 2. That the City Manager, or their designee, is hereby authorized to execute said Agreement, or in substantially similar form, by and on behalf of the City of Joplin with Olson Associates.

Section 3. That fiscal year 2019-2020 budgeted appropriations as adopted by Ordinance 2019-166 be amended by increasing revenue by the total amount of One Hundred Fifty-Three Thousand Two Hundred Fifty Dollars and No Cents (\$153,250.00) and by increasing appropriations by the total amount of One Hundred Ninety-One Thousand Five Hundred Sixty-Two Dollars and No Cents (\$191,562.00).

Section 4. That the Director of Finance is hereby directed to make all necessary entries on the City records to show the increase in revenue and appropriations.

PASSED BY THE COUNCIL OF THE CITY OF JOPLIN, MISSOURI, this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Gary L. Shaw, Mayor

ATTEST:

\_\_\_\_\_  
Barbara L. Gollhofer, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Peter C. Edwards, City Attorney