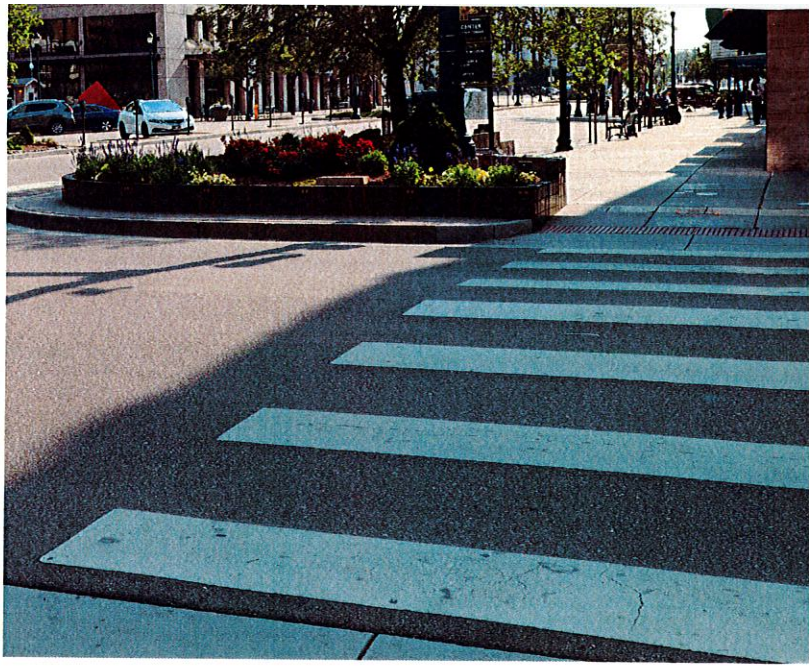
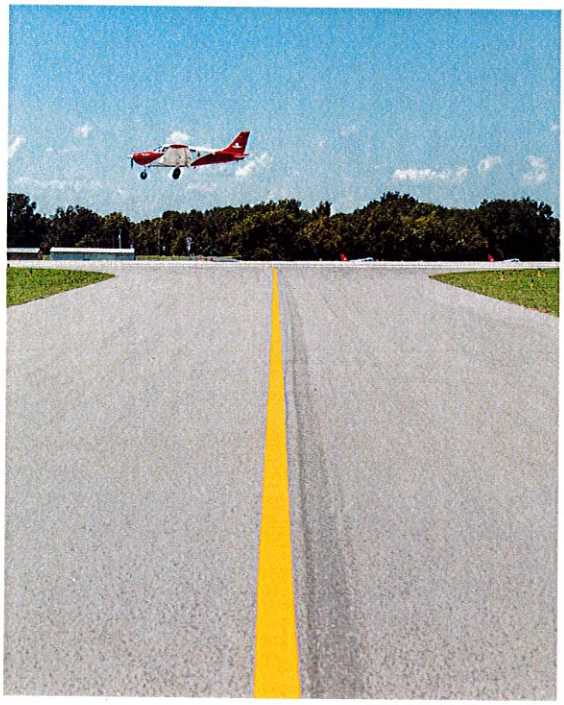




Professional Planning Services to Prepare

JATSO'S METROPOLITAN TRANSPORTATION PLAN UPDATE







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January 10, 2025

City of Joplin, Missouri
ATTN: Mr. Troy Bolander
602 South Main Street

RE: Professional Planning Services to Prepare JATSOs Metropolitan Transportation Plan Update

Dear Mr. Bolander and Selection Committee Members:

There is an important link between multimodal transportation infrastructure and community connectivity. As the Joplin region continues to grow, it is crucial that community members feel ease in their connectivity. Planning for the future of the city's transportation infrastructure is one of the first steps to accomplishing this. Olsson has been helping with the revitalization of your city for the past several years—here's why we are the best fit to continue to do so:

WE ARE LOCAL.
Our Joplin office is conveniently located just one block from City Hall, giving us a deep understanding of local challenges and needs. This proximity allows us to respond quickly, saving both time and money. As the principal-in-charge, I, Clayton Cristy, will act as the project's local liaison. Our team will also be supported by our offices in Fayetteville, Arkansas, Springfield, Missouri, and Kansas City, assuring we can provide any specialized services the city requires. Each of our offices has extensive experience serving municipalities like Joplin, offering municipal planning and engineering services for over 60 years. My career has been devoted to serving the people of Joplin, with a deep commitment to the community that is firmly rooted in my family's history here.

WE ARE EXPERIENCED.
We have carefully selected an outstanding group of professionals who bring the skills, knowledge, and experience necessary to assure the success of your project. Olsson's team will be led by Denny Blind. As the project manager, Denny will lead a team of seasoned professionals who are knowledgeable about performance measurement, freight mobility, bike and pedestrian, transit, technology communication, airport aviation, public involvement, and report preparation.

From our work on the city's Metropolitan Transportation and the Active Transportation Plans, and the Capital Improvements Projects (CIP) Master Plan to the Joplin Disaster Recovery Projects, Ewert Splash Park, and many other infrastructure projects, we are proud of our contributions to making Joplin a place where community members work, raise families, and play. The City of Joplin has experienced firsthand our commitment to excellence and service.

Our team understands the importance of committing to frequent and efficient communication. Everyone on our team is readily available to provide their time and attention to this project. Our goal is to be the city's trusted partner in addressing your transportation planning needs. We are confident that our team can bring great value to this project.

Sincerely,

Clayton Cristy, PE
Principal-in-Charge / Local Liaison
417.781.0643 | ccristy@olsson.com

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FIRM DESCRIPTION

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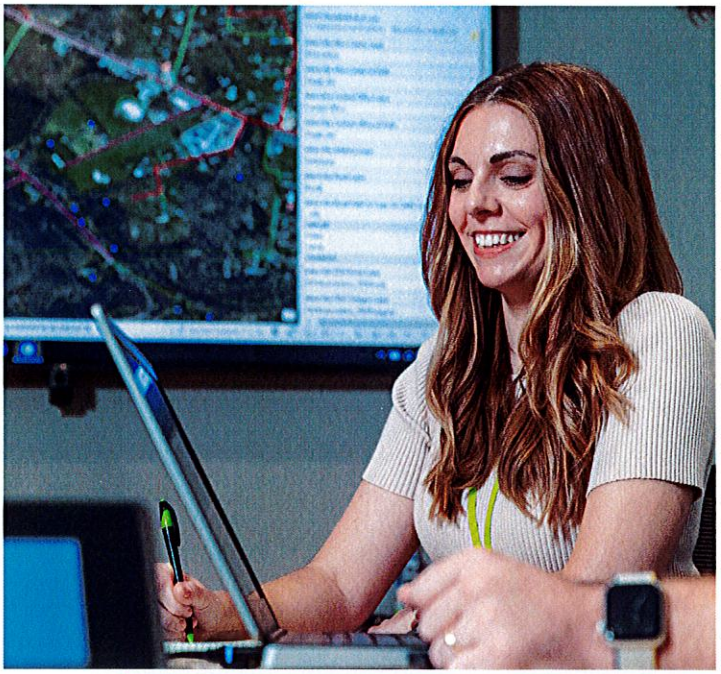
OLSSON,

a nationally recognized, employee-owned engineering, planning, and design firm with a rich history of engineering possibilities.



Founded in 1956 on the very mindset that drives us today, we're here to improve communities by making them more sustainable, better connected, and more efficient. Simply put, we work to leave the world better than we found it.

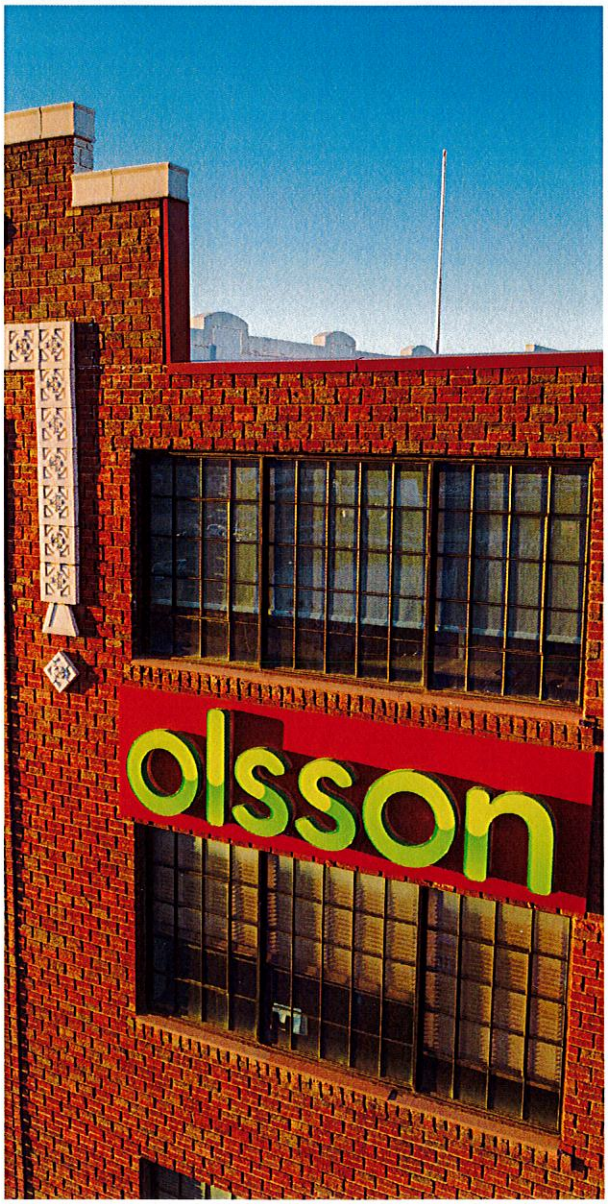
Olsson can perform professional services nationwide. Though our philosophy hasn't changed since John E. Olsson opened our doors, we have certainly evolved, adding dozens of offices and employees across nine states and remote locations. We have more than 2,000 professionals firmwide offering a comprehensive list of services involving planning and design, engineering, field services, environmental, and technology.

YEARS ESTABLISHED AND FORMER NAMES

Established in 1956, Olsson became an employee-owned corporation on October 1, 1970. Previous firm names include John E. Olsson (March 9, 1956); Olsson & Burroughs (1958); Clark, Enersen, Olsson, Burroughs, & Thomsen (1962); John E. Olsson & Associates (October 2, 1970); and Olsson Associates, Inc. (November 1, 1973).

TYPE OF SERVICES QUALIFIED TO PERFORM AND ASSISTANCE EXPECTED

From transportation planning and design to public engagement, Olsson can handle all of the project requirements. Having all in-house staff offers many benefits including enhanced communication; stronger team cohesion; better control and oversight; faster response times; and confidentiality and security.



PROJECT UNDERSTANDING

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PROJECT UNDERSTANDING



At Olsson, we view transportation systems as an integrated network of autos, trucks, transit, pedestrians, and bicycles that often interact while sharing the same space. We have helped to lead a movement to consider the context of transportation within the community and the need to serve all users of the transportation system. Our approach addresses all aspects of your transportation needs and provides meaningful engagement with the community as a key driver of plan recommendations and materials. In particular, we are committed to engagement with traditionally underserved populations and vulnerable users to develop a plan that enhances access and safety for everyone.

An integrated metropolitan transportation plan (MTP) is developed by carefully considering the needs of each type of user, how these users interact, and opportunities for multimodal solutions. We understand the existing street network in the JATSO region; this is the system we have, and we must now decide how best to use the current right-of-way and build upon it as necessary. To do this, we must make decisions based on a set of interrelated transportation modal systems that serve different functions and yet often occupy the same space.

We must also recognize recent trends and innovations that will have a lasting impact on the multimodal transportation network, and how past practices and infrastructure must change to better facilitate safe and efficient travel. This includes:

- The rise of transportation network companies (TNCs) like Uber, Lyft, and various spinoffs
- The rise of electric and hybrid vehicles that cut emission but increase the demand for charging stations
- A shift in manufactures' philosophy from producing automobiles as a commodity to viewing transportation as a service
- The rapid increase in e-bikes that feature pedal assist, greatly increasing the market for bike riders
- The recent introduction and rapid penetration of shared transportation vehicles, which include shared cars, bicycles, and scooters
- The increased adoption of on-demand "micro transit" transit services to provide increased transit coverage and flexibility for riders.

These changes provide new and improved options for transportation, today and in the future, that can radically impact our integrated transportation system. Our approach is to deliver a cohesive, implementable plan that is adaptable for the future through the development of a multimodal transportation plan, created through scenario planning. Rather than following the classic method of transportation planning, which entails defining one future scenario, we envision developing a plan that can accommodate a variety of future conditions and technologies that may develop, considering how each would impact the future transportation system.

PROJECT APPROACH

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PROJECT APPROACH

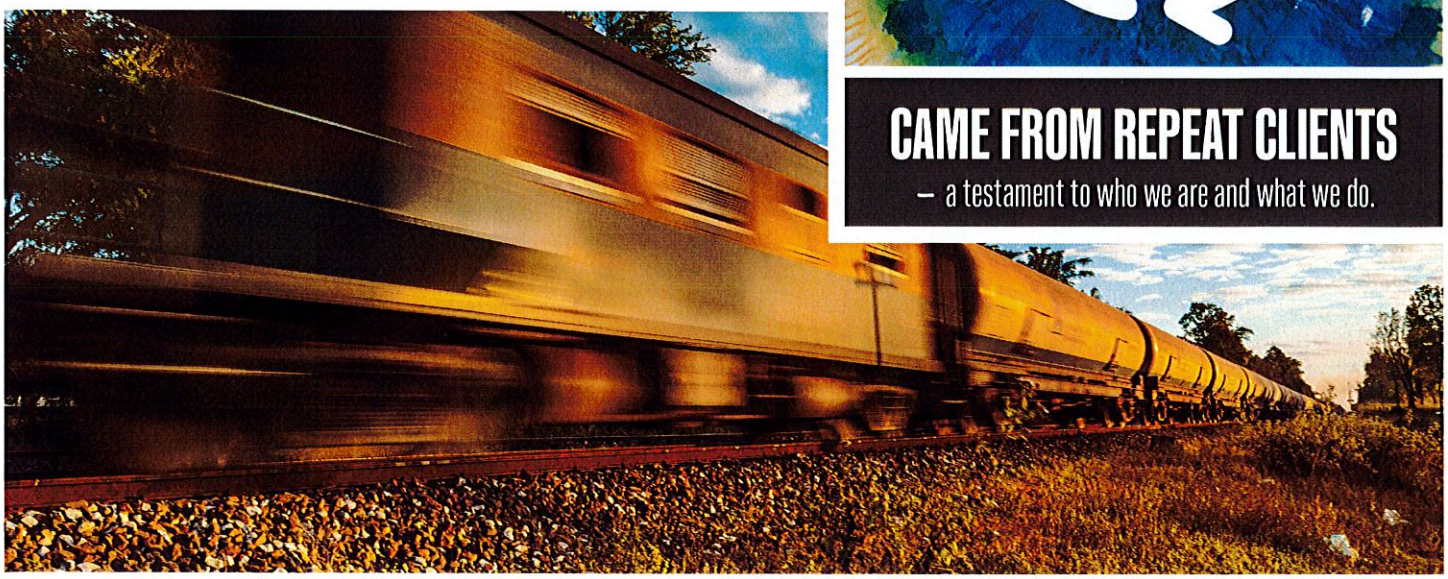
The request for proposal prepared by the Joplin Area Transportation Study Organization (JATSO) staff included a brief project description with a variety of services to be included with the development and implementation of the MTP. In the following segments, we will highlight our technical approach to each element, anticipated deliverables, and how these elements will bring about the successful completion, adoption, and implementation of the MTP.

95.8% OF OUR WORK IN 2024



CAME FROM REPEAT CLIENTS

– a testament to who we are and what we do.



PHASE 1





COMMUNITY ENGAGEMENT

We propose the engagement of the community begin as soon as the project begins. The strategy for engaging the public will be developed with JATSO staff and if possible, citizens who are currently interested in transportation, mobility, and livability. Olsson believes this public engagement effort includes working within the surrounding cities and engaging each of the departments that will be affected or interested in the MTP.

Proactive and effective listening will be the foundation of the Community Engagement Plan. Our plan involves working in very small groups at the outset and then increasing the audience size as the project progresses. This will allow us to listen to each of the interested parties in a setting that is comfortable and conducive to genuine sharing of concerns and ideas. The basic framework that we propose includes the following elements:

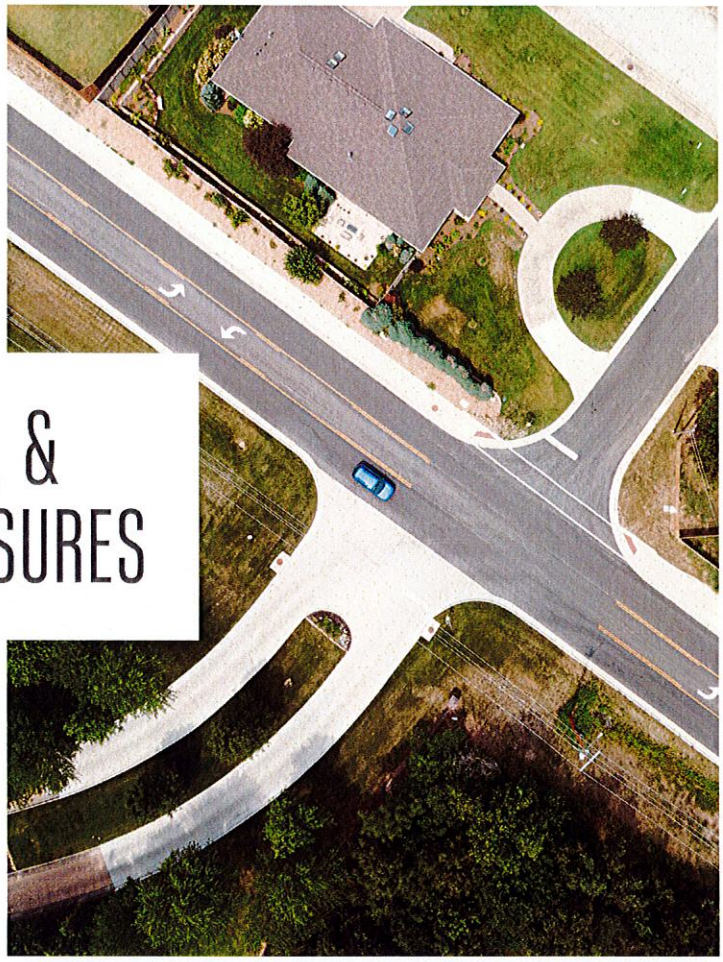
- **Hold a kickoff meeting with staff / citizen / interested parties to develop an initial Engagement Plan.** Discuss any previous public ideas that became realities in the metropolitan area and how that process was performed.
- **Establish communication techniques.** This could include postings to municipal Facebook pages, the city's public information page, the Joplin Area Chamber of Commerce page, etc. A key element will be providing information / graphics to various local government departments and determining what is the most effective type of communication—written descriptions, graphics, photos, videos, maps, or data visualization.
- **Hold public open houses in the metropolitan area.** This type of engagement is critical to fostering future engagement beyond this project. Olsson proposes that we recruit from these meetings for a Citizen Focus Group (CFG).
- **Form two groups to guide the project—a Technical Advisory Group (TAG) and a CFG.** The TAG would provide oversight regarding goals, standards, and concerns. It is anticipated that the TAG will also determine the project goals, objectives, and the primary decision-making process. The CFG will provide citizen perspectives, concerns, ideas, and preferences.
- **Conduct stakeholder meetings with key representatives** from agencies including the Missouri Department of Transportation (MoDOT), chambers of commerce / economic development councils, school districts, etc.
- **Hold a community-wide mobility event after the existing conditions, constraints, and opportunities have been identified.** This event will inform the public about the project's overall goals and objectives, assess how these goals and objectives complement the values within the community, describe where we think the region is today, and invite discussion of transportation opportunities / needs. The visuals for this meeting will be simple, easy to understand, and will create a good dialogue. The roles of the city, citizens, and the consultant team will be described and the project schedule will be discussed. This event could be conducted as an open house or town meeting.

Additionally, we recognize the need to include the entire JATSO region in this process. We will take care to make sure the full region is represented on these groups that will help guide the project. This not only includes broad geographic representation, but representation from diverse community groups and interests, including the business community, social services, and local institutions.

At the conclusion of the project, follow-up with the TAG and CFG regarding outcomes. Identify a framework for the Community Engagement to continue as an asset to the community members, staff, and decision-makers of the region.

PHASE 2

GOALS, OBJECTIVES, & PERFORMANCE MEASURES



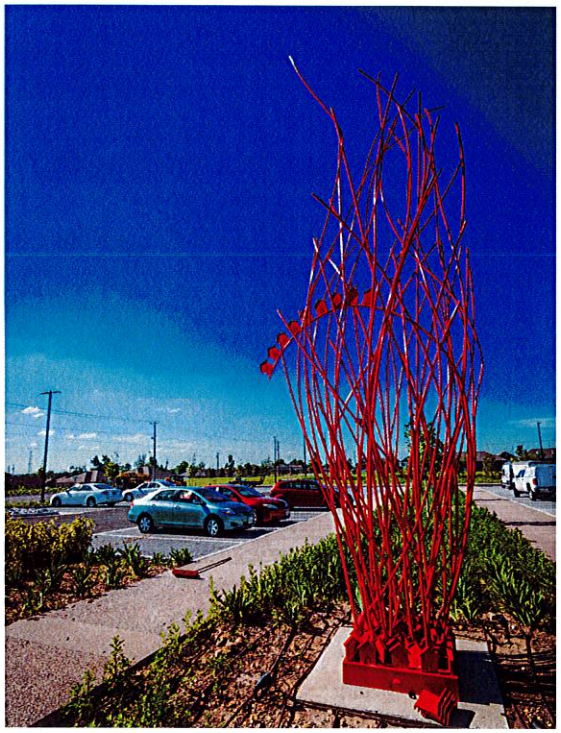
An important phase of the MTP is the development of a vision statement about the future of transportation, building upon the work done in local comprehensive plans and other modal or area plans, and with essential input from city staff, key stakeholders, and the public. Transportation goals and objectives will be identified to coordinate with other recent planning efforts, recognizing the uniqueness of Joplin and the greater JATSO region.

Olsson will review the goals and strategies from current and recent planning processes to establish a background and context for developing goals and objectives for the development of the MTP. Olsson will work closely with JATSO and the TAG and CFG to develop the MTP goals, objectives, and performance measures. The goals and objectives will establish the overall vision for how the city wants to strengthen and expand multimodal connections and enhance regional mobility. The performance measures will be specific, time-oriented, and measurable, and they will contain an intermediate end that is achievable and marks progress toward a goal.

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 city and region level. We will develop a framework for performance based on input provided through the committee's and the public's involvement process discussions. This framework is expected to include the following:

- Improved safety in all modes of transportation
- Addressing existing and projected deficiencies
- Public transportation, including fixed and flex bus routes, on-demand, and demand-response services
- Freight and system performance that supports commercial and economic activity
- Aviation, identifying future needs and ways to integrate with surface transportation in the region
- Integration, expansion, and interconnectivity of nonmotorized transportation alternatives including bicycle and pedestrians 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

PHASE 3





EXISTING CONDITIONS INVENTORY & ANALYSIS

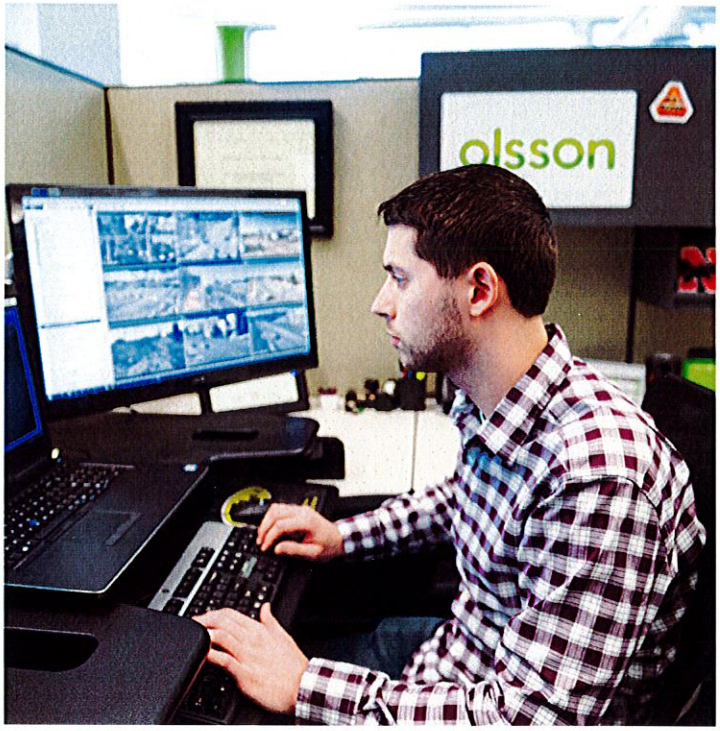
Olsson will review existing available data and studies to serve as a starting point for this plan. The comprehensive plan and subarea plans will provide context for developing the vision and principles of the MTP. Bicycle, pedestrian, and transit documents will also provide good information about each system.

A wide variety of data must be incorporated into the MTP—including traffic volumes, crash data, the existing street network, truck routes, sidewalk connectivity, trail and bike lane inventories, planned future roadways, zoning, socioeconomic data, and 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 and trails.

Existing Plans

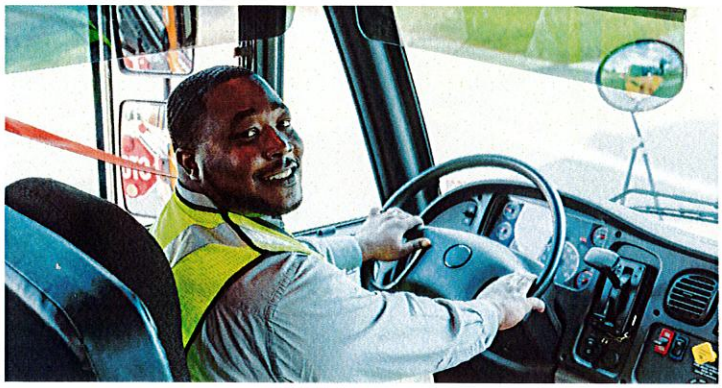
- City of Joplin Comprehensive Development Plan
- City of Webb City Comprehensive Development Plan
- City of Carl Junction Comprehensive Development Plan
- JATSO Origin and Destination Study
- Joplin Airport Master Plan
- Joplin Metropolitan Area Bicycle/Pedestrian Study
- JATSO Transportation Improvement Program (TIP)
- MoDOT's STIP
- Joplin Transit Study
- Joplin Chamber of Commerce Vision 2020 Plan
- City of Joplin Capital Improvement Program
- Harry S. Truman Coordinating Council Transportation Plan
- JATSO Active Transportation Plan
- Safe Roads and Bridges for All Safety Plan
- MoDOT Long-range Transportation Plan
- MoDOT Statewide Freight Plan
- MoDOT Blueprint for Safety

- **Establish an Integrated Transportation Network.** Our transportation networks are composed of distinct modes that at times work in parallel, and at other times in conflict, with each other. We will establish the existing integrated transportation network by identifying the existing auto, truck and freight, air, transit, pedestrian, and bicycle networks in separate GIS layers. Though some of these networks are not as critical in rural areas, as the county infrastructure approaches the developed communities, these varying networks should be taken into consideration.
- **Multimodal Level of Service (LOS).** The evolution of transportation planning has come with new tools to measure the performance of nonauto modes, called multimodal LOS. Olsson has used this approach 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, **we propose using an approach recently developed by the Institute of Transportation Engineers (ITE), which is described in the report Planning Urban Roadway Systems: An ITE Proposed Recommended Practice.** Olsson has used this approach in two recent projects where a balanced, layered, multimodal network was analyzed.
- **Land Use Context.** Roadway types will be defined using the transect approach or similar land use categorization. We have used land use categorization in the past and have defined land uses that are similar to the transect approach but fit the community. Such categories can 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 defined in the following section Phase 4 Transportation Modeling Software Evaluation & Selection.



- **Street Typologies.** At this point, we propose to 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 of the research and overlaid with the comprehensive plan, which will define the future context. We will work with the advisory committee to refine the functional classification, to develop system-based networks for each model, and to define street typologies. Principal characteristics will define street typologies throughout the documents, although different plans emphasize different characteristics. These characteristics may include the following:

  - 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



PHASE 4



TRANSPORTATION MODELING SOFTWARE EVALUATION / SELECTION

A well-thought-out MTP, based on close evaluation of existing demographic data and developed data projections, will adequately respond to future growth and meet the roadway and transportation infrastructure needs of current and future residents, visitors, businesses, and commuters. This evaluation is often achieved by using transportation modeling software, and a number of options currently exist that work with ArcGIS Pro files. Two of the more commonly used software packages are TransCAD (used for the prior MTP developments) and VISUM (used by the Ozark Transportation Organization in Springfield). We are experienced in working with both platforms; our staff have worked with TransCAD for more than 20 years.

Olsson is currently updating the Joplin Area Origin and Destination (O-D) Study. The findings of this report will assist the City of Joplin and JATSO partners in understanding travel characteristics and trends across the metro, enabling informed decision-making for the future. The study involves aggregating, reviewing, and summarizing data from the Replica big data platform, covering trip purposes, travel patterns, route usage, capacity evaluations, and demographic and economic indicators. The final report will summarize these findings and provide recommendations for further studies, such as interchange and corridor studies, incident management, and travel demand model updates.

We can assist in comparing these software alternatives and discussing the pros and cons of each.

The development (or update) of transportation models can be one of the largest investments made by metropolitan planning organizations (MPOs), not only because of the cost for the development of the models, but often because of the expense of purchasing and maintaining software and training staff. New modeling alternatives are evolving, and we will also discuss those options with you. Olsson uses Replica (www.replicahq.com) as a planning tool that can help answer key transportation questions. This big data-driven solution is a subscription, cloud-based service that has the potential to significantly reduce the cost of transportation modeling and analysis. It is also new technology and whether it will be accepted as capable of forecasting transportation demands in MPOs must be tested. Through our relationships with the Replica staff, which include former Olsson employees, we will evaluate this new technology and applicability within the Joplin area.







DEMOGRAPHIC PROJECTIONS

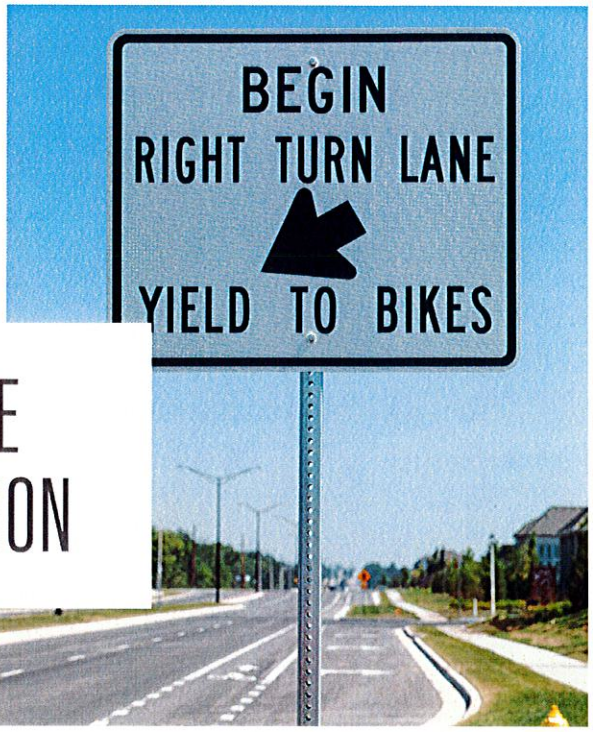
Successful transportation planning efforts incorporate the influences of a variety of important demographic and economic components, including population growth, housing development, employment opportunities, commuting patterns, and a myriad of other factors. Working with the JATSO staff, the cities and counties in the MPO boundaries, and statewide projections, Olsson will develop projected demographics for the area forecasting out to a minimum horizon year of 2050. Interim planning periods could also be identified.

A well-thought-out MTP, based on close evaluation of existing demographic data and developed data projections, will adequately respond to future growth and meet the roadway and transportation infrastructure needs of current and future residents, visitors and commuters. This data-driven approach requires gathering detailed information from several sources. For example, we will work closely with staff to gather specific local demographic and economic information, including the location and scale of future residential developments and employment centers. Meaningful application of demographic or economic data in the MTP may include the following:

- **Population Growth.** Evaluation of local and regional growth projections and data on population growth by age (school age, working age, retirees) will help identify where (school, work, medical facilities) and when (weekdays / times of day on the road) travel demands will occur.
- **Equity.** Understanding the location and needs of minority and low-income populations in the community, and assuring that recommended transportation projects cause disparate impacts or disproportionate burdens to these populations.
- **Housing.** Knowledge of where housing development is anticipated to occur, how many units may be developed, and what type of housing (single-family, multifamily) is anticipated are important inputs into identifying various transportation needs.
- **Employment.** Details on the location, type (local retail or larger regional attraction), and number of projected future jobs will also play into sound transportation planning.
- **Commuting Data.** The U.S. Census Bureau and others have detailed information about the scale of people moving into and out of the JATSO region and directions of travel for commuters and others. That information provides a good sense of the mobility of the regional population.

PHASE 6





DEVELOPMENT OF FUTURE VISION OF TRANSPORTATION

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

The street cross-sections and basic right-of-way requirements 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 or later) and provide recommendations for the entire integrated transportation system (bicycles, pedestrians, transit, trucks, and autos).

To assist in preparing for the future, we propose engaging residents and stakeholders to develop a vision for how they want the region to grow through Scenario Planning, which seeks to determine what type of growth the community wants and helps communities within the region understand the implications for land use, transportation, revenues, and costs of various types of growth.

Facilitating scenario planning will include assuring that the stakeholders understand the process and achieving their buy-in for the resulting scenarios. The outcome of the scenario planning process will include a list of recommended improvements and new projects for the transportation network to prepare for the future vision. This will allow the region to know where and when to make necessary investments.

When successfully conducted, scenario planning establishes a performance-based planning process that provides a better link to the overall improvement program, gives credibility to the proposed solutions, and allows the community to be better prepared for possible challenges and opportunities. Well-thought-out future scenarios inspire thinking about issues that could affect a region's vitality, quality of life, or environment. Some example scenarios could 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

Developing a plan with specific data-driven outcomes, specific strategies, and identified funding revenues will provide future guidance to city staff and elected officials. The Olsson team's strength is knowing the appropriate planning and preliminary engineering steps necessary for project advancement. Our team is also prepared to incorporate performance measures and targets for this MTP.

Olsson will work with a transportation model (either updating the old model or with a new platform) to determine what scenarios or network changes may be necessary to analyze the future network changes. The model provides us the ability to see what volume levels and capacity needs might occur in the future and to identify locations where additional capacity could be considered and the impact that capacity will have on multimodal strategies.

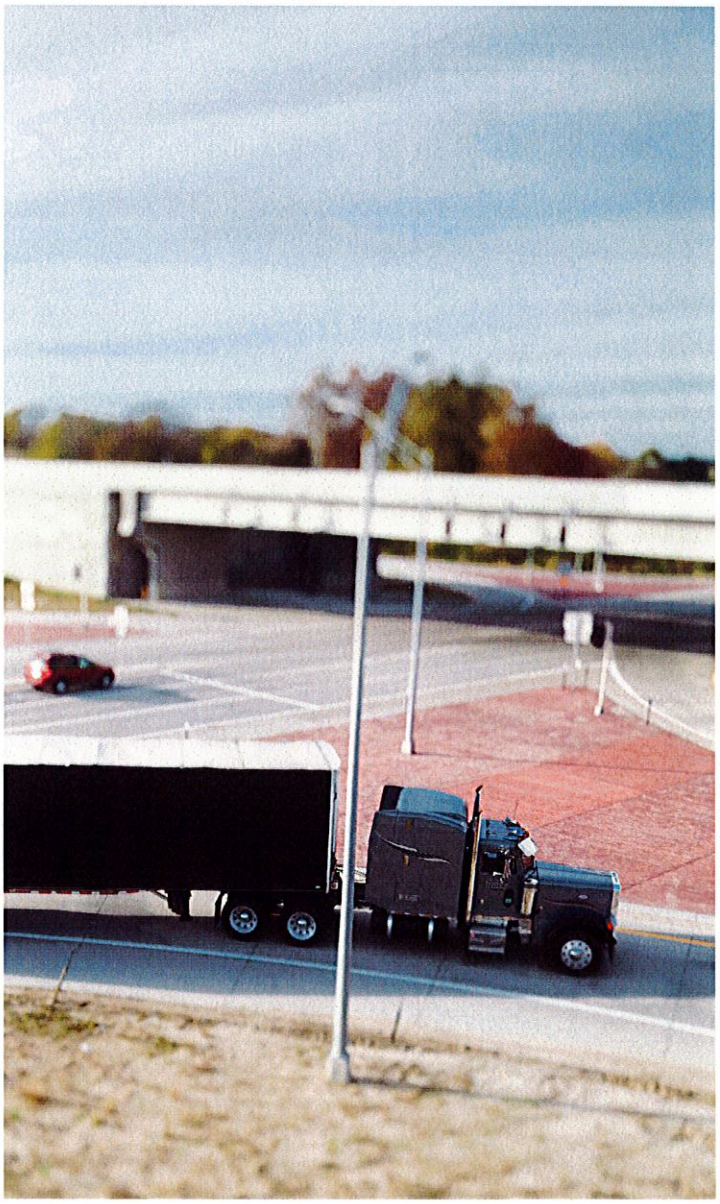
Consistent with the existing conditions analysis, Olsson will use a general planning LOS analysis to identify roadway segments approaching, at, and over capacity. Corridors and locations found to be operating over or near capacity will be further analyzed to identify potential mitigation measures. These 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 the modes and look to refine and modify the layered multimodal networks developed as part of the existing conditions analysis.

The street cross-sections and basic right-of-way requirements 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 the future and provide recommendations for the entire integrated transportation system (bicycles, pedestrians, transit, trucks, aviation, and autos).

The street cross-sections and basic right-of-way requirements will be developed for each street typology and will adhere to Complete Streets policy and design approaches to assure each typology is planned, designed, operated, and maintained to enable safe, convenient, comfortable connections for all modes of travel, ages, and abilities. Using Complete Streets policy and design approaches within the MTP will promote safe multimodal options for the Joplin metropolitan area. 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 the future and provide recommendations for the entire integrated transportation system (bicycles, pedestrians, transit, trucks, aviation, and autos).





PHASE 7

RECOMMENDATIONS & DELIVERABLES



Current funding for the city's transportation system and infrastructure comes from various sources, including several taxes and fees applicable to residents, one-time grants, and other sources. However, the revenues generated by the transportation program do not currently cover the program's expenditures; therefore, costs associated with the actions included in the MTP are likely to require the city to identify and obtain additional funds to pay for future capital improvements. The MTP will incorporate information regarding potential sources of funding from state and federal agencies and additional funding opportunities that could be developed from within the city.

Sound financial planning for transportation projects means putting monetary resources toward the right project at the right time. The MTP will work to make sure the funds available provide the best return on the region's investment in terms of reduced congestion, safety, and timing of expenditures. Evaluation of demographic, economic, and travel demand data will provide specific information about where and when to spend the money available. That information will play into the recommended schedule of future actions and transportation developments outlined in the MTP.

The MTP will conclude with the documentation of the recommendations for the integrated transportation network. The future transportation needs will require planning-level cost estimates to assist staff in budgeting and prioritizing the projects. These estimates will anticipate total project costs (engineering, right-of-way acquisition, construction, and construction administration).

The proposed typical sections and project lengths generated by the master plan will be used as a starting point for the development of these cost estimates, which will then be adjusted, taking into consideration other items that can significantly impact costs like unusual topography (resulting in significant cuts or fills), bridges, and major utility relocations.

The Plan will also include a review and evaluations of projects completed from the last MTP completed in 2020, as a way of understanding how these projects were beneficial to the community, how they were ultimately funded, and the lessons that can be learned for the new MTP process.

Refined into its purest form, a plan is an outline for future actions. It is our job as your partner in this effort to develop a systematic approach to implementing the activities that have been identified by the community and to clearly communicate the necessary actions to achieve these goals. Partnering with other improvement projects will be an important factor in achieving your goals within the limitations of budget and available right-of-way. Too often, plans become aspirational to the point that little to no implementation may occur within the available budget of a community.

ESTIMATED TIMETABLE

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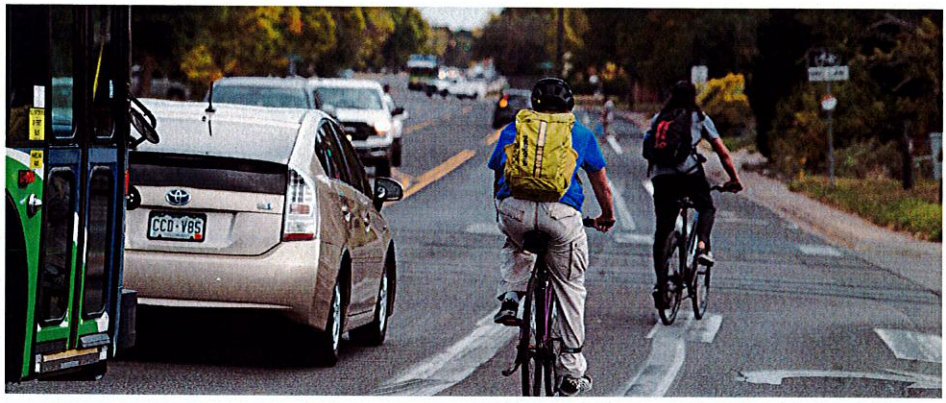
ESTIMATED TIMETABLE



	MONTHS									
	1	2	3	4	5	6	7	8	9	10
Community Engagement Kickoff Meeting	●									
Technical Advisory Group		●	●		●			●		●
Citizen Focus Group			●		●	●		●		●
Open House / Mobility Event			●				●		●	
Goals, Objectives, & Performance Measures		●	●	●						
Existing Conditions / Inventory Analysis	●	●	●							
Transportation Modeling Software Evaluation	●	●								
Stakeholder Interviews			●	●						
Demographic Projections			●	●	●					
Development of Future Transportation Plan					●	●	●	●	●	
Recommendations & Deliverables							●	●	●	●
Adoption										●



STAFF RESOURCES & SPECIALTIES

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STAFF RESOURCES



Staff resources are the backbone of Olsson and drives productivity, innovation, and overall success. Our transportation planning staff resources provide significant benefits to clients by assuring that projects are executed efficiently and effectively. With a team of skilled planners, engineers, and public engagement specialists, the City of Joplin can expect comprehensive and well-coordinated transportation solutions tailored to your specific project needs.

Our professionals bring a wealth of knowledge and experience, enabling them to anticipate potential challenges and develop innovative strategies to address those. By leveraging the expertise of our transportation planning staff, our clients can achieve optimal project outcomes, including improved traffic flow, enhanced safety, and sustainable development. Additionally, the collaborative approach of our teams fosters strong communication and partnership with clients, so their goals and expectations are met throughout the project lifecycle.

We have the advantage of having multiple firmwide experts who have a deep pool of resources.





RANGE OF SPECIALITIES

We offer comprehensive design solutions for infrastructure projects, and we specialize in those involving multiple services and disciplines. What we do improves communities, which is why we pay meticulous attention to every detail of your project. From start to finish.

Planning & Design

Community Planning / Landscape Architecture / Master Planning / Program Management / Site Design / Transportation Planning

Engineering

Civil Engineering / Electrical Engineering / Mechanical Engineering / Structural / Engineering Geotechnical

Environmental

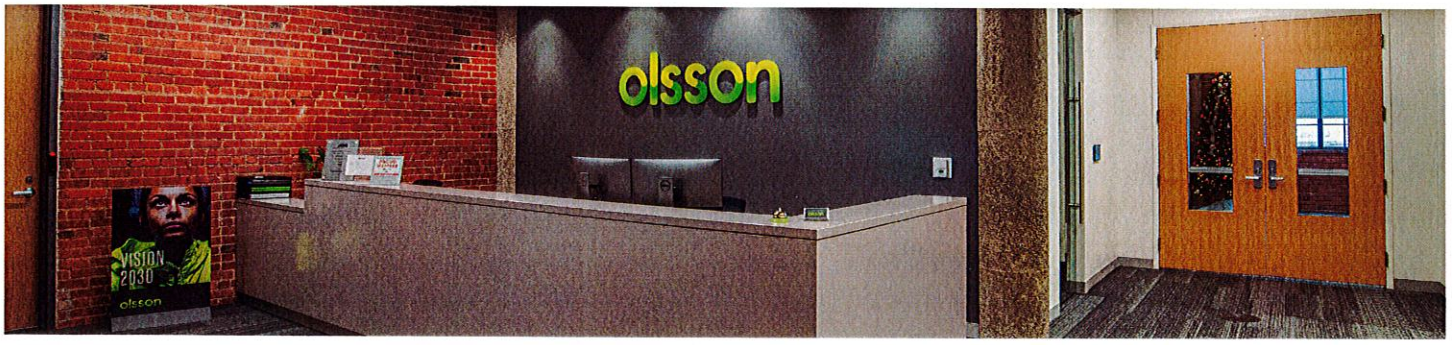
Air Quality / Environmental Planning & Permitting / Hydrogeology / Remediation

Field Services

Construction Management / Drilling / Materials Testing / Nondestructive Testing / Special Inspections / Surveying

Technology

Geographic Information Systems / Intelligent Transportation Systems / Project Visualization / Systems Engineering / Traffic Management Systems / Utility & Industrial Automation



PROJECT TEAM RESPONSIBILITIES

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OUR TEAM



DENNY BLIND, PLA
Project Manager



CLAYTON CRISTY, PE, CFM
Deputy Project Manager



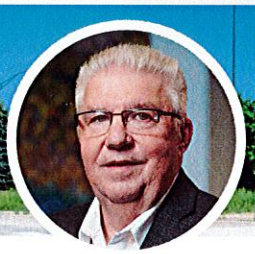
JACK SCHALLER, PE
Quality Control/ Client Liaison



SHAWN STRATE, AICP
Task Lead – Transit



KYLE MCLAUGHLIN, AICP
Task Lead – Active Transportation



STEVE STOCKAM
Task Lead – Aviation



ANDY BREWER, PE, PTOE
Task Lead – Rail/Freight/Auto



SHELBY FERGUSON
Task Lead – Community Planning/Engagement



LAUREN HILDRETH
Public Engagement



VIVIAN FUNG, AICP
Planner



TED RITSCHARD, PE
Planner



AURY KANGELOS
Grants/ Funding Analysis



DENNY BLIND

Project Manager

EXPERIENCE SUMMARY

Denny brings more than four decades of planning, design, and implementation of multimodal projects across the U.S. The vast majority of his experience has involved the management of multidisciplinary teams, extensive public engagement, detailed financial analysis, and the development of creative design implementation strategies.

PROJECT EXPERIENCE

- City of Joplin, JoplinCONNECTED Metropolitan Transportation Plan; Joplin MO
- City of Joplin, Active Transportation Plan; Joplin, MO
- Mayes County, Safety Action Plan; Mayes County, OK
- Mayes County, Safe Routes to School Plan; Mayes County, OK
- Mayes County, Bicycle and Pedestrian Action Plan; Mayes County, MO
- City of Greeley, Safes Routes to School Strategic Plan; Greeley, CO
- City of Bennet, Safety Action Plan; Bennet, NE
- City of Oklahoma City, Northwest Corridor Multimodal Transportation Corridor Concept Plan; Oklahoma City, OK*
- City of Fishers, Hoosier Heritage Port Authority Strategic Business Plan; Fishers, IN*

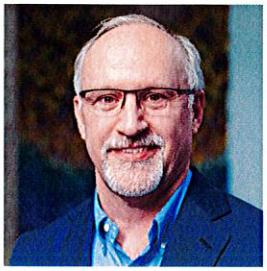
** Previous Firm Experience*

EDUCATION

- M.S., City Planning, Georgia Tech
- B.S., Landscape Architecture, Purdue University
- A.S., Construction Management, Purdue University

CERTIFICATIONS & ASSOCIATIONS

- Rails to Trails Conservancy
- League of American Bicyclists



CLAYTON CRISTY, PE, CFM

Deputy Project Manager

EXPERIENCE SUMMARY

Clayton is a leader with experience in all-things engineering—including transportation engineering, municipal infrastructure design, residential and commercial development, water distribution, and wastewater management. His understanding of requirements for a project successful involves assembling the team, identifying a realistic budget and schedule, and building relationships with project stakeholders.

PROJECT EXPERIENCE

- City of Joplin, 20th Street, Main Street to Connecticut Avenue; Joplin, MO
- City of Joplin, 32nd Street Improvements; Joplin, MO
- City of Joplin, Capital Improvement Projects (CIP) Master Plan; Joplin, MO
- City of Joplin, CDBG-DR Main Street Improvements; Joplin, MO
- City of Joplin, Sidewalk, Curb, and Gutter Americans with Disability Act (ADA) Improvements; Joplin, MO
- City of Joplin, Trails; Joplin, MO
- Village of Airport Drive, On-call Engineering Services;
- General Mills, Overhead Semi-trailer Inspection Station and Entrance Improvements; Joplin, MO

EDUCATION

- B.S., Civil Engineering, Missouri University of Science and Technology

REGISTRATIONS

- Professional Engineer (PE): AR, KS, MO, OK

CERTIFICATIONS & TRAINING

- Certified Floodplain Manager (CFM)



JACK SCHALLER, PE

QC/Client Liaison

EXPERIENCE SUMMARY

Jack's engineering expertise revolves around transportation and water projects. He is highly sought after internally and externally for his quick reaction to hone in and problem solve — providing efficient, proactive solutions for the team and clients. Jack often serves as a client liaison because of his responsiveness and ability to coordinate multiple teams firm-wide.

PROJECT EXPERIENCE

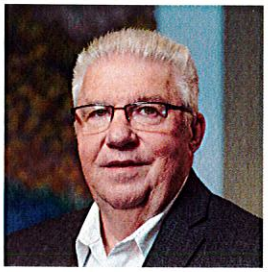
- City of Joplin, JoplinCONNECTED Metropolitan Transportation Plan; Joplin MO
- City of Joplin, Capital Improvement Projects (CIP) Master Plan; Joplin, MO
- City of Joplin, 11th to 15th, Main Street; Joplin, MO
- City of Joplin, 32nd and Indiana Northbound Turning Lane and Signal; Joplin, MO
- City of Joplin, 20th Street Improvements; Joplin, MO
- City of Joplin, Main Street Improvement; Joplin, MO
- City of Joplin, Capital Improvements Projects Program Consisting of 21 Transportation Projects; Roadway Widening to New Interchanges; Joplin, MO
- City of Joplin, 32nd Street Widening from Schifferdecker Avenue; Joplin, MO
- City of Joplin, TIGER Grant Reporting and Training; Joplin, MO

EDUCATION

- B.S., Civil Engineering, Missouri University of Science & Technology

REGISTRATIONS

- Professional Engineer (PE): AR, KS, MO, and OK



STEVE STOCKAM

Task Lead – Aviation

EXPERIENCE SUMMARY

As the former airport manager of the Joplin Regional Airport in Joplin, Missouri, Steve is passionate about transportation, specifically aviation. He seeks to provide operators, tenants, and users with best-in-class facilities and services. Steve worked directly with airlines, tenants, regulatory agencies, and other city departments to make sure the airport operated at peak efficiency.

Currently, Steve is the acting chairman of the State Aviation Advisory Committee, a national policy board member of the United States Contract Tower Association (USCTA), and an executive board member of the Missouri State Aviation Council (MoSAC).

PROJECT EXPERIENCE

- City of Joplin, JLN On-Call Regional Airport Management; Joplin, MO
- City of Bolivar, M17 Municipal Airport; Bolivar, MO
- City of Grove, GMI Regional Airport; Grove, OK
- City of Manhattan, MHK Regional Airport; Manhattan, KS
- City of Muskogee, MKO Muskogee-Davis Regional Airport; Muskogee, OK
- City of Poplar Bluff, POF Municipal Airport; Poplar Bluff, MO

EDUCATION

- A.S., Mechanical Design, Missouri Southern State College



SHAWN STRATE, AICP

Task Lead – Transit

EXPERIENCE SUMMARY

Shawn is a seasoned transportation planner who specializes in public transit services, operations, and infrastructure. Currently leading transit planning efforts, he evaluates the feasibility of new services, optimizes existing ones, and develops a long-term vision for future transit needs. Shawn also plans for bus stops and other essential infrastructure. With 14 years of experience in both the public and private sectors, Shawn brings a unique understanding of the opportunities and challenges that Joplin faces.

PROJECT EXPERIENCE

- City of Springfield, ConnectSGF Transit Optimization Study; Springfield, MO
- City of Columbia, Comprehensive Transit Study; Columbia, MO
- Mid-America Regional Council (MARC), Independence Transportation for All Plan; Independence, MO
- Ozark Regional Transit Authority, Bus Stop Enhancements, and Transit Facilities Planning; Springdale, AR
- KCATA, RideKC Next Implementation Assistance; Kansas City, MO
- City of Moore, Public Transportation Study; Moore, OK
- City of Joplin, Capital Improvements Projects (CIP) Master Plan; Joplin, MO

EDUCATION

- Master of Urban Planning, University of Illinois – Urbana-Champaign
- B.S. Political Science; Geography, Oklahoma State University

CERTIFICATIONS & TRAINING

- American Institute of Certified Planners (AICP)



KYLE MCLAUGHLIN, AICP

Task Lead – Active Transportation

EXPERIENCE SUMMARY

Kyle is a regional planner, specializing in transportation and mobility along with land use and corridor planning. His expertise spans across a variety of communities, from metropolitan areas to distinct tribal groups. His portfolio includes projects for small area plans and comprehensive city-wide multi-modal strategies. Kyle is a strong advocate for sustainable, resilient, and equitable planning. His primary goal is to enhance the quality of life for residents. His plans strive to integrate aspects of connectivity, resource allocation, and climate resilience, making them strategic road maps for the future.

PROJECT EXPERIENCE

- City of Colorado Springs, ConnectCOS Transportation Master Plan; Colorado Springs, CO
- City of Omaha, Revolutionizing Roadway Safety and Efficiency in the Omaha Metro Area, Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Application; Omaha, NE
- City of Ozark, Onward Ozark Corridors Plan; Ozark, MO
- Douglas County, Transportation Master Plan; Douglas County, CO
- The Central Oklahoma Transportation and Parking Authority, On-Call Transportation Planning Services; Oklahoma City, OK

EDUCATION

- M.C.R.P., Community and Regional Planning, University of Nebraska-Lincoln
- M.S., Civil Engineering, University of Nebraska-Lincoln

CERTIFICATIONS & TRAINING

- American Institute of Certified Planners (AICP)



SHELBY FERGUSON

Task Lead – Community Planning/ Engagement

EXPERIENCE SUMMARY

Shelby has more than 15 years of planning experience and is a talented project manager, planner, and public engagement specialist. She has worked on planning and infrastructure projects with communities throughout the United States. She combines her knowledge of urban planning and design to help communities create their visions. As an accomplished public engagement facilitator, Shelby engages diverse sectors of the population to confirm all voices are not only heard, but also incorporated into plan outcomes. Shelby leads project teams and works closely with her clients to confirm project timeliness and success.

PROJECT EXPERIENCE

- City of Joplin, Capital Improvement Projects (CIP) Master Plan; Joplin, MO
- City of Joplin, Ewert Splash Park; Joplin, MO
- City of Lebanon, Plan 2040: Moving Forward for Success; Lebanon, MO
- City of Ozark, Onward Ozark Corridors Plan; Ozark, MO
- City of West Plains, Connect West Plains Comprehensive Land Use Plan; West Plains, MO
- Mid- America Regional Council (MARC), Merriam Getaways Corridor Study; Merriam, KS, Overland Park, KS, and Kansas City, KS

EDUCATION

- B.A., Urban Planning & Design, University of Missouri-Kansas City
- B.S., Housing & Design, Missouri State University

CERTIFICATIONS & TRAINING

- American Planning Association (APA)



LAUREN HILDRETH

Public Engagement

EXPERIENCE SUMMARY

Lauren is a Public Engagement Senior Coordinator with Olsson's Public Involvement team. She's energized by building and maintaining relationships with communities and their stakeholders, and seeks to bring people together to listen, share information, and build consensus. Lauren has coordinated public involvement projects using both online and in-person tools to gain the highest levels of community engagement. She has a keen attention to detail, and an ability to create and follow a plan of action.

PROJECT EXPERIENCE

- Northwest Arkansas Energy and Environment Innovation Comprehensive Action Plan- Northwest Arkansas Regional Planning Commission (NWARPC)
- Muscogee (Creek) Nation Climate Pollution Reduction Program (CPRG); Okmulgee, OK
- Mayes County, Safety Action Plan; Mayes County, OK
- Arkansas Black Mayor's Association, Arkansas Watershed Planning; Helena, Madison, and Forrest City, AR

EDUCATION

- B.A., Communication, Public Relations and Natural Resources Management, University of Wisconsin-Stevens Point



TED RITSCHARD, PE

Planner

EXPERIENCE SUMMARY

Ted is a passionate advocate for transportation investments that serve needs for mobility, quality of life, and economic opportunity. He brings decades of experience delivering diverse planning, design, and construction projects for multimodal transportation solutions. He understands the decisions necessary to find the right solutions and enlist support. Above all, Ted is passionate about helping communities integrate solutions that meet their transportation needs, while also supporting community goals for community character, the environment, and economic opportunity.

PROJECT EXPERIENCE

- City of Colorado Springs, ConnectCOS Project Support; Colorado Springs, CO
- City of Bellevue, Comprehensive Plan Update and Long-range Transportation Plan; Bellevue, NE
- City of Plano, Silver Line Station Areas Plan; Plano, TX
- Douglas County, Transportation Master Plan; Douglas County, CO
- PPACG, Congestion Management Process Update; Colorado Springs, CO
- Whiteman Air Force Base (AFB), Transportation Study; Whiteman AFB, MO

EDUCATION

- B.S., Civil Engineering, Northern Arizona University

REGISTRATIONS

- Professional Engineer: AZ, CO, and UT



VIVIAN FUNG, AICP

Planner

EXPERIENCE SUMMARY

Vivian is a creative and strategic planner with a passion for making communities more livable and vibrant. She is analytical, detail-oriented, and communicative, and will serve as a senior planner on the project. Vivian's experience in land use planning, transportation planning, and placemaking help her to shape communities holistically, and her passion for meaningful and genuine engagement informs her development of plans that reflect the vision and values of communities. She provides expertise in community visioning, community engagement, strategy development, creation of maps and graphics, and implementation planning. Her emphasis is on creating innovative, tailored plans that are designed to be implemented.

PROJECT EXPERIENCE

- City of Bellevue, Comprehensive Plan Update and Long-Range Transportation Plan (LRTP); Bellevue, NE
- City of Ozark, Onward Ozark Corridors Plan; Ozark, MO
- Central Oklahoma Transportation and Parking Authority (COPTA), EMBARK On-call Transportation Planning Services; Oklahoma City, OK
- NCTCOG, Access North Texas Regional Public Transportation Coordination Plan; Various Locations, TX*

** Previous Firm Experience*

EDUCATION

- M.S., City and Regional Planning, University of Texas at Arlington
- B.S., Sociology, Stephen F. Austin State University

CERTIFICATIONS & TRAINING

- American Institute of Certified Planners (AICP)
- Geographic Information Systems Certificate, University of Texas at Arlington



ANDY BREWER, PE, PTOE

Task Lead – Rail/Freight/Automobile

EXPERIENCE SUMMARY

Andy has a wealth of hands-on experience in transportation planning and team management for all facets of transportation engineering in Arkansas and throughout the Midwest. His leadership experience is invaluable for transportation planning, corridor studies, traffic engineering studies, public transportation, multi-modal studies, traffic safety, work zone management, incident management, and other aspects of transportation systems management and operations.

Before joining Olsson, Andy spent 15 years specializing in transportation planning at the Arkansas Department of Transportation (ARDOT).

PROJECT EXPERIENCE

- City of Joplin, JoplinCONNECTED Metropolitan Transportation Plan; Joplin MO
- City of Joplin, Active Transportation Plan; Joplin, MO
- Ozark Regional Transit Authority, Bus Stop Enhancements; Northwest Arkansas City of
- Fayetteville, Railroad Crossing Elimination Grant Application Assistance; Fayetteville, AR
- ARDOT, Transportation Planning and Policy Division, Coordination with Metropolitan Planning Organizations; Little Rock, AR*

** Previous Firm Experience*

EDUCATION

- M.S., Civil Engineering, University of Arkansas
- B.S., Civil Engineering, University of Arkansas

REGISTRATIONS

- Professional Engineer (PE): AR, MO, and TX
- Professional Traffic Operations Engineer (PTOE)



AURY KANGELOS

Grants/Funding Analysis

EXPERIENCE SUMMARY

With a comprehensive skillset in grant processes, award systems management, and grant writing services for public, private, and non-profit entities, Aury brings invaluable expertise to his role. Aury's combination of advanced research methods, statistical training, and effective communication of complex ideas enables him to deliver in the field of infrastructure funding and strategic program management.

PROJECT EXPERIENCE

- City of Fayetteville, Capital Improvement Program Review for Federal Funding Strategy (Ongoing); Fayetteville, AR
- City of Norman, Transportation Program; Norman, OK
- City of North Kansas City, Electric Vehicle (EV) Readiness Plan; North Kansas City, MO
- Northwest Arkansas Regional Planning Commission (NWARPC), Energy and Environment Innovation, Priority Climate Action Planning; Northwest Arkansas Transportation Planning
- Oklahoma Department of Transportation (ODOT), ITS Project Grant Assessment and Funding Strategy US-56 Corridor Improvement; USDOT Rural Surface Transportation Grant Program (2024), $40.6M (pending); Dodge City, KS

EDUCATION

- Ph.D. (ABD), Policy Studies, Clemson University
- Master of Applied Economics and Statistics, Clemson University

CERTIFICATIONS & TRAINING

- Analyzing Data in Tableau (DataCamp)
- Introduction to SQL (DataCamp)
- Python Data Science Toolbox Pt. 1 (DataCamp)

SIMILAR WORK PERFORMED

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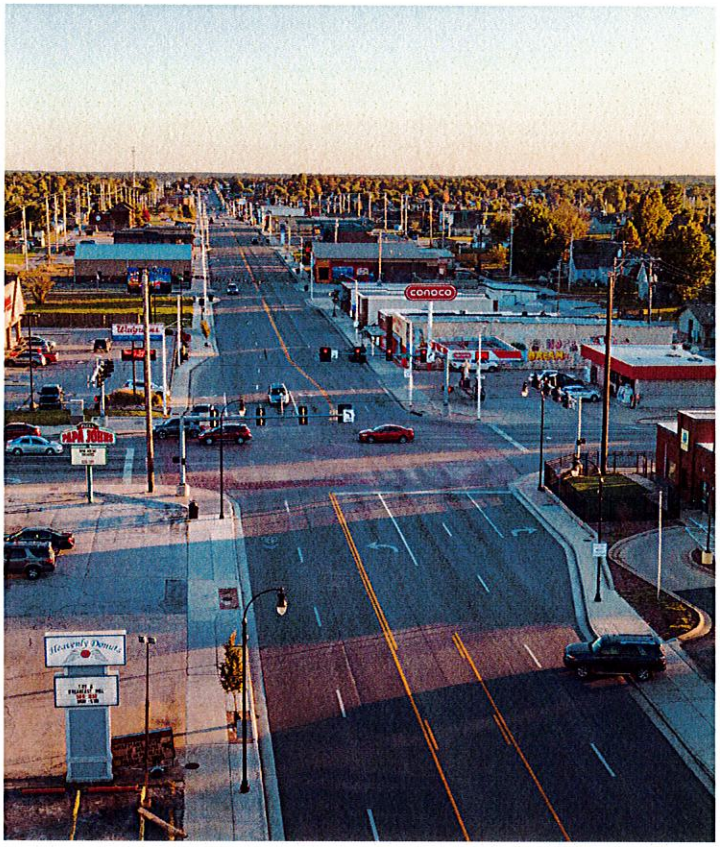
METROPOLITAN TRANSPORTATION PLAN

Joplin, Missouri

Economic development is thriving in Joplin and the growth justified an analysis of the metropolitan area's transportation needs. The Joplin Area Transportation Study Organization (JATSO) turned to Olsson to complete an update of the Metropolitan Transportation Plan (MTP). Our transportation planners dove into studying all modes of transportation, including auto, truck, bicycle, pedestrian, transit, etc. - in and around the City of Joplin.

With the onset of the pandemic in the spring of 2020, Olsson quickly pivoted our outreach and public engagement to online and virtual meetings. The plan was built with the input of numerous stakeholder groups, and hundreds attended the virtual online "open houses" to review materials and provide input. Through this process, and fueled in part by the pandemic, two trends became clear: the desire for increased active transportation connectivity and facilities for pedestrian and bicyclists; and, the lack of widespread broadband options to facility work from home and remote learning. These desires surfaced not only from the general public, but also from chambers of commerce, visitor's bureaus, developers, business owners, and school districts. The stakeholders saw not only the benefit for existing residents and businesses, but the need for these expanded services to attract and retain new employees and residents.

The plan was adopted in 2021.





DATES

2020 to 2021

SERVICES

- Planning & Design
- Public Engagement

MARKETS

- Transportation

PROJECT REFERENCE

Troy Bolander
Planning and Community Development Manager
417.624.0820 ext. 511
tbolande@joplinmo.org





ACTIVE TRANSPORTATION ASSESSMENT

Joplin, Missouri

Green spaces such as parks, walking areas, and bike trails have always been major attractions in cities. People are becoming more conscious of their health and level of activity, so more attention must be paid to elements of city planning that promote activity and wellness. The City of Joplin is a regional hub for the surrounding area, including southeast Kansas and northwest Oklahoma, and the city understands the potential of this health and wellness trend and the value of exploring the use of bike trails further.

Over the past 10 years, the city has implemented several projects to improve bicycle and pedestrian mobility. To date, these facilities were included in transportation projects scattered around the city. To connect the dots, Olsson worked closely with staff and community members to prepare the active transportation assessment.

DATES

2021

SERVICES

- Planning & Design
- Public Engagement

MARKETS

- Transportation

PROJECT REFERENCE

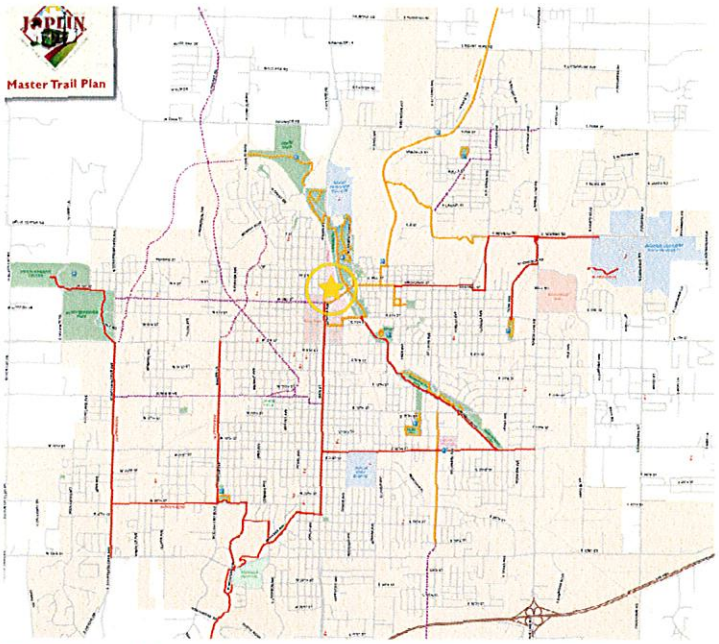
Troy Bolander
Planning and Community Development Manager
417.624.0820 ext. 511
tbolande@joplinmo.org

Olsson's approach includes three major tasks: (1) assessment; (2) engagement; and (3) education and training. The project was initiated in February 2021 with an anticipated completion date of October 2021. The foundation of the assessment is education and training. The consulting team has led two groups of city leaders, staff, and stakeholders on a bike tour through northwest Arkansas to gather firsthand knowledge of the extensive and active transportation network that brings communities together in this part of the state. These tours opened the eyes of city officials, staff, and stakeholders to the many benefits and beauties of an extensive trail system for biking and walking.

With this knowledge, the Olsson team will develop active transportation projects that maximize the City of Joplin's mobility options. The assessment also includes a detailed analysis of the City of Joplin's existing active transportation infrastructure and an extensive public involvement plan. Olsson is providing content for web and social media engagement posts, surveys, webinars, and more, which is designed to educate and engage the City of Joplin community.

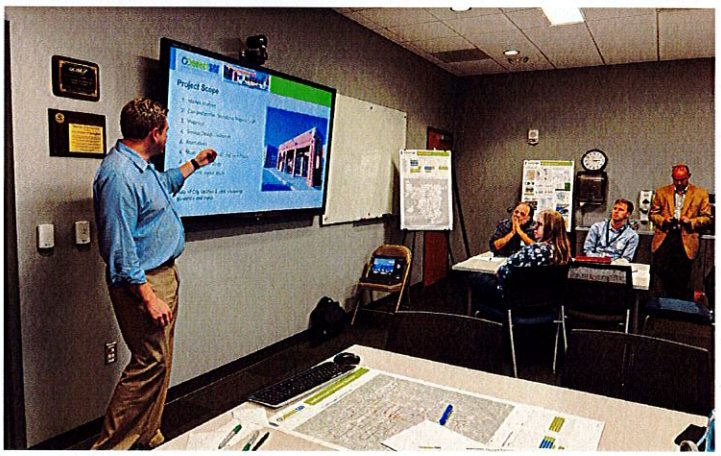
By the end of the assessment, Olsson will deliver complete analyses of safety needs, bicycle and pedestrian demands, design guidelines using proven recommendations for shared-use paths, bike lanes, trails, and more. The final study will explore options for public and private sources of funding, prioritization recommendations, and a complete implementation plan including expansion and development options for the next five years. The goal is to transform the city into a regional destination for bicycling and walking.

In addition to working closely with key city officials throughout the study, Olsson has coordinated with LaneShift in consulting for the project because its niche is active transportation.









CONNECTSGF TRANSIT OPTIMIZATION STUDY

Springfield, Missouri

Olsson recently completed a transit optimization study for City Utilities Transit. This project, branded as ConnectSGF, seeks to improve "The Bus" service operated by City Utilities in both the near term and long-term. The project evaluates existing transit services and recommends improvements to better connect the Springfield community. Olsson's project approach included the following:

DATES

2021 to 2023

SERVICES

- Planning & Design
- Public Engagement

MARKETS

- Transportation

PROJECT REFERENCE

Matt Crawford
Transit Director
417.831.8702
matt.crawford@cityutilities.net

PROJECT PROFILE

- An in-depth review of transportation needs and the existing transit system.
- A public visioning process to define what the community wants the transit system to be.
- Creation of guidelines and alternatives for improvements to explore multiple options for growth.
- Analysis of multiple fare policy alternatives, including a free fare option.
- Development of Short, Medium, and Long-Term Plans to meet the needs and opportunities discovered during the planning process.
- Determining the impact to paratransit services in terms of operating hours, service area, and costs.
- Documentation of how plan recommendations impact the Springfield economy and residents.

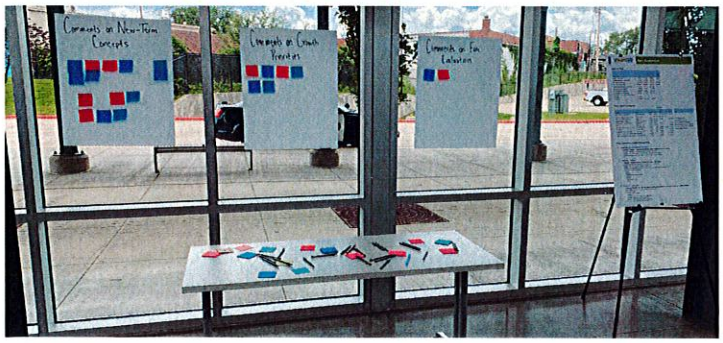
Each phase of the process was supported by public engagement opportunities to support plan development, including service and fare alternatives development and selection and paratransit service impacts and operating considerations.

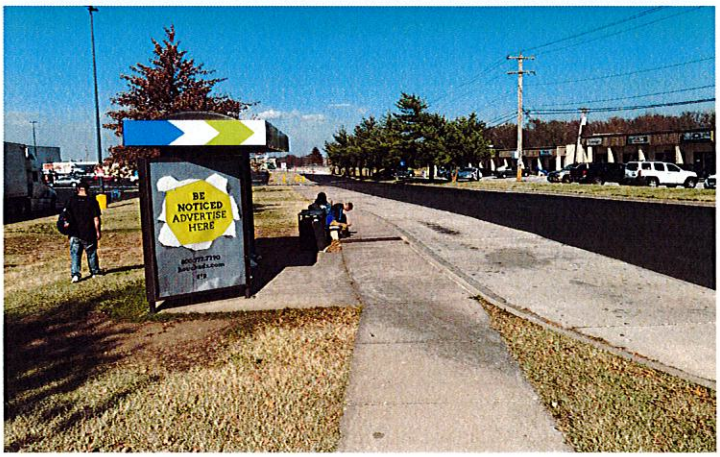
Olsson excels at bringing together large and diverse datasets and connecting these with public input to create a vision for improving transit service over multiple planning horizons. This includes determining feasible fare policy options that balance the need for operating revenue, passenger affordability, and maximizing ridership. These efforts led to a range of alternatives that are rigorously evaluated based on criteria established by project stakeholders, industry standards, and the community's vision.

The Connect SGF plan was adopted in January 2024 and is currently being used by City Utilities to implement near-term service improvements and build support and partnerships for long-term growth of services.









ConnectCOS - TRANSPORTATION PLAN FOR A MOBILE COMMUNITY

Colorado Springs, CO

Olsson worked with the City of Colorado Springs on ConnectCOS. ConnectCOS is an indepth assessment of the state of the Colorado Springs transportation system based on technical analysis and input from the public to establish a long-term plan for assuring the system continues to serve the community well for the next two decades. The process and the resulting plan document the analysis, public input to the process, and outcomes and recommendations necessary to implement this plan.

The transportation plan also supports the vision for the community developed through the public process of PlanCOS, the City's Comprehensive Plan. Adopted in 2019, this community and land use plan documented six key themes – vibrant neighborhoods, unique places, thriving economy, strong connections, reowned culture, and majestic landscapes – on which the community is focused.

ConnectCOS identifies transportation investments that help realize this vision while enhancing existing neighborhoods and activity centers and creating new ones as the city faces expansive greenfield growth. As a car-centric community, the transportation system must serve planned traffic growth, while also supporting new quality neighborhoods and creating safe and efficient mobility for all users. Identified projects were screened and prioritized for a regional sales tax funding initiative that carried 80% voter approval in the November 2022 election.

To learn more, please visit: https://coloradosprings.gov/project/connectcos

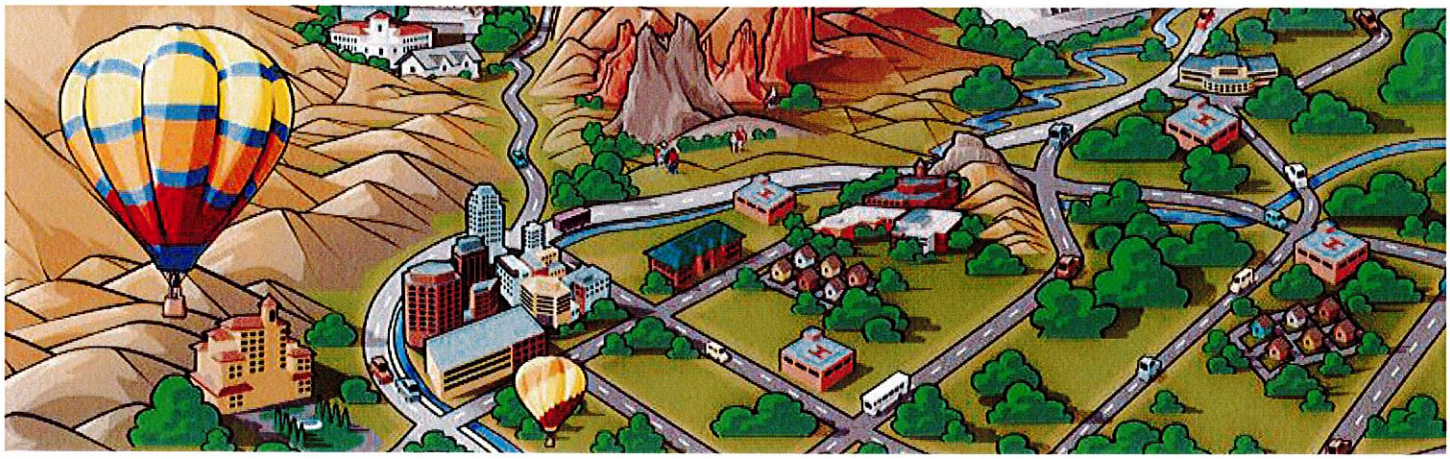
> "The ConnectCOS project team led by Ted Ritschard developed a comprehensive strategy to support the long-range vision captured in our comprehensive PlanCOS. The data-driven process shaped by public comment identified a full palette of multimodal investments including a constrained list of projects for a 10-year program. ***The team's efforts helped earn overwhelming voter support for funding this program through a sales tax initiative.***"
>
> *- Gayle Sturdivant,*
> *Deputy Public Works Director,*
> *Colorado Springs, CO*

DATES
2022

SERVICES
- Planning & Design
- Public Engagement

MARKETS
- Transportation

PROJECT REFERENCE
Gayle Sturdivant
Deputy Public Works Director
719.649.5373
gayle.sturdivant@coloradosprings.gov



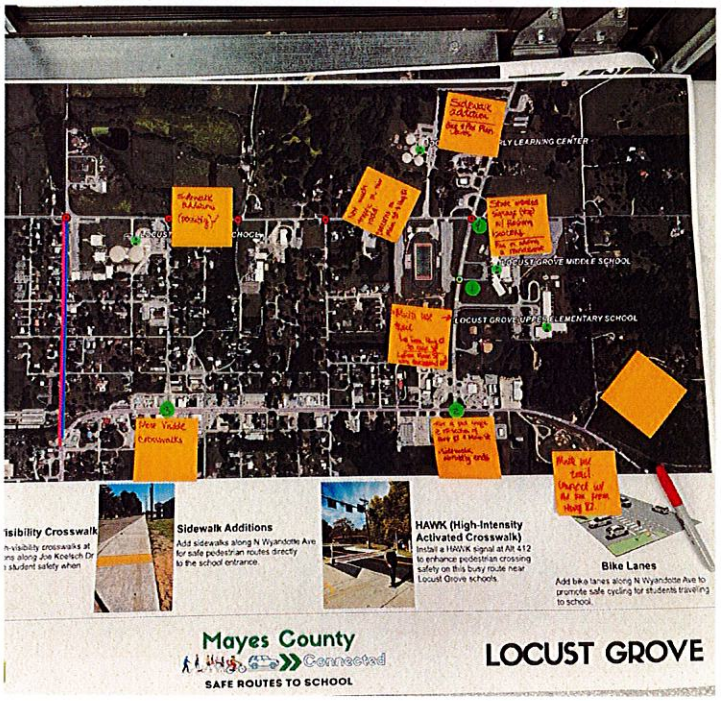


TRAILS ALLIANCE SAFETY ACTION PLAN

Mayes County, Oklahoma

Mayes County was awarded SS4A funding in the 2022 funding cycle and their SS4A application proposed a hybrid approach to preparing the County's Safety Action Plan. This hybrid approach includes the preparing of not only the Safety Action Plan but to leverage the data and results from the SAP into two more documents; a Countywide Bicycle and Pedestrian Master Plan and a Countywide Safe Routes to School Plan.

Mayes County is home to one of the nation's largest industrial parks – MidAmerica Industrial Park. A 9,000 acre park with an employment base of over 4,500. In addition, five of the County's School Districts are also participating in the planning process and the outcome will be a unique, targeted SAP that also addresses safe routes to schools and county-wide bicycle and pedestrian recommendations – all geared to promote safe multimodal transportation options for the residents of Mayes County.



DATES

2023 to 2024

SERVICES

- Planning & Design
- Public Engagement

MARKETS

- Transportation

PROJECT REFERENCE

Arianna Derr
Chair
918.409.8875
arianna@versiononeconsultingllc.com

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EXHIBIT A & LOBBYING CERTIFICATION

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Federal Professional Services/A&E Contract Clauses (Exhibit A)

Debarment, Suspension, Ineligibility and Voluntary Exclusion- The Contractor shall comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 C.F.R. part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180. These provisions apply to each contract at any tier of $25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount. As such, the Contractor shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded contract and are not presently declared by any Federal department or agency to be:

A. Debarred from participation in any federally assisted Award
B. Suspended from participation in any federally assisted Award
C. Proposed for debarment from participation in any federally assisted Award
D. Declared ineligible to participate in any federally assisted Award
E. Voluntarily excluded from participation in any federally assisted Award; or
F. Disqualified from participation in any federally assisted Award.

Energy Conservation- The contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

Access to Records- The Contractor agrees to provide the Purchaser, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed. The Contractor agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until the Purchaser, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 49 CFR 18.39(i)(11).

Fraud and False or Fraudulent Statements or Related Acts- (1) The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to the Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties

that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate. (2) The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. 5307, the Government reserves the right to impose the penalties of 18 U.S.C. 1001 and 49 U.S.C. 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate. (3) The Contractor agrees to include the above tow clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

Federal Changes- Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Agreement (Form FTA MA (6) dated October, 1999) between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

Civil Rights and Equal Opportunity

The City of Joplin is an Equal Opportunity Employer. As such, the City agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the City agrees to comply with the requirements of 49 U.S.C. 5323(h)(3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

Under this Agreement, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

Nondiscrimination in Federal Public Transportation Programs- In accordance with Federal transit law 49 U.S.C. 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex (including sexual orientation and gender identity), disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

Race, Color, Religion, National Origin, Sex-In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. 2000e seq., and Federal transit laws at 49 U.S.C. 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity," September 24, 1965, 42 U.S.C. 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, sex (including sexual orientation and gender identity). Such action shall include, but not be limited to the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other

forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
Age-In accordance with the Age Discrimination in Employment Act of 1967, 29 U.S.C. 621-634,U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101 et seq., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
Disabilities-In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101et seq., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. 4151 et seq., and Federal transit law at 49 U.S.C. 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
Incorporation of Federal Transit Administration (FTA) Terms- The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1D, dated April 15, 1996, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any City of Joplin requests which would cause City of Joplin to be in violation of the FTA terms and conditions.
No Obligation by the Federal Government:

(1) The City of Joplin and the contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the City of Joplin, contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.
(2) Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

Termination Provisions:

(1) If contractor refuses or fails to prosecute the work or any separable part, with the diligence that will ensure its completion within the time specified in this contract including any extension, or fails to complete the work within this time, the City of Joplin may, by written notice to contractor, terminate the rights to proceed with the work (or the separable part of the work) that has been delayed. In this event, the City of Joplin

may take over the work and complete it by contract or otherwise, and may take possession of and use any materials, appliances, and plant on the work site necessary for completing the work. The contractor and its sureties shall be liable for any damage to the City of Joplin resulting from contractor's failure or refusal to complete the work within the specified time, whether or not contractor's right to proceed with the work is terminated. This liability includes any increased costs incurred by the City of Joplin in completing the work.

(2) Contractor's right to proceed shall not be terminated nor contractor charged with damages under this clause if:
   (A) The delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of contractor. Examples of such cause include (i)Acts of God or of the public enemy, (ii) Acts of the City of Joplin in either its governmental or contractual capacity, (iii) Acts of another Contractor in the performance of a contract with the City of Joplin, (iv) strikes, (v) freight embargoes, (vi) unusually severe weather, or (vii) delays of subcontractors or suppliers on any tier arising from unforeseeable causes beyond the control and without the fault or negligence of both contractor and the subcontractors or suppliers; and
   (B) Contractor, promptly following the beginning of any delay (unless extended by the City of Joplin), notifies the City of Joplin orally and followed up in writing in the causes of delay. If, in the judgment of the City of Joplin, the findings of fact warrant such action, the time for completion the work shall be extended. The findings of the Director of Public Works shall be final and conclusive

(3) The rights and remedies of the City of Joplin in this clause are in addition to any other rights and remedies provided by law or under this agreement.

(4) The City of Joplin, by written notice, may terminate this contract in whole or in part, when it is in the City's interest. If this contract is terminated, the City of Joplin shall be liable only for payment under the payment provisions of the contract for services rendered before the effective date of termination. If reasons beyond the control of the City of Joplin (such as reduction in funding appropriation) so dictate, the City of Joplin may cancel this contract for convenience upon thirty (30) days written notice to contractor. Upon such termination, any materials, supplies or equipment for which the City of Joplin pays will be delivered to the City of Joplin. Additionally, the City of Joplin retains the right to cancel the contract for convenience in the event that contractor or its agents behave in any manner detrimental for the security of the City of Joplin personnel or property. In the even of any such termination for convenience, the City of Joplin shall pay to contractor reasonable expense of termination including costs associated with the early termination of any leases and employee termination expenses.

(5) Contractor may terminate this agreement in the event that the City of Joplin fails to pay the agreed compensation, outlined elsewhere in this agreement. In the event that contractor determines that termination is necessary, Contractor shall provide the City of Joplin with written notice of their intentions thirty (30) days prior to termination.

Privacy Act- (1) The Contractor agrees to comply with, and assures the compliance of its employees with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C. 552a. Among other things, the Contractor agrees to obtain the express consent of the Federal Government before the Contractor or its employees operate a system of records on behalf of the Federal Government. The Contractor understands that the requirements of the Privacy Act, including the civil and criminal penalties for violation of that Act, apply to those individuals involved, and that failure to comply with the terms of the Privacy Act may result in termination of the underlying contract. (2) The Contractor also agrees to include these requirements in each subcontract to administer and system of records on behalf of the Federal Government financed in whole or in part with Federal assistance provided by FTA.

Disadvantaged Business Enterprises (DBEs):-The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Further, prime contractors are to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the recipient makes to the prime contractor. 49 C.F.R. § 26.29(a). Finally, for contracts with defined DBE contract goals, the contractor shall utilize the specific DBEs listed unless the contractor obtains the recipient's written consent; and that, unless the recipient's consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

Seat Belt Use- The Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company rented vehicles, or personally operated vehicles. The terms "company-owned" and "company-leased" refer to vehicles owned or leased either by the Contractor or City of Joplin.

Distracted Driving- The Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contractor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this agreement.

Prohibition on Certain Telecommunications Equipment- The Contractor is prohibited to procure or obtain, extend or renew a contract to procure or obtain, or enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that use covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. As described in Public Law 115-232,

section 889, covered telecommunications equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

The Contractor agrees to the terms of the contract clauses listed in Exhibit A, and the Contractor also agrees to include these requirements, the contract clauses listed in Exhibit A, in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

_____ Signature of Contractor's Authorized Official

Denny Blind, Senior Planner _____ Name and Title of Authorized Official

January 3, 2025 _____ Date

MARK BID ENVELOPES: "**#2025-RFP-04 - PROFESSIONAL PLANNING SERVICES TO PREPARE JATSO'S METROPOLITAN TRANSPORTATION PLAN UPDATE; 10:00 A.M., Friday, January 10, 2025**"

Certification Regarding Lobbying

The undersigned (Contractor) certifies, to the best of his or her knowledge and belief, that:
(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of te undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form—LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions (as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L 104-65, to be codified at 2 U.S.C. 1601, et seq.)
(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and nor more than $100,000 for each such failure.
Note: Pursuant to 31 U.S.C. 1352©(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or emend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor, Olsson Inc., certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, et seq., apply to this certification and disclosure, if an.

Signature of Contractor's Authorized Official Nathan J. McHargue

Name and Title of Authorized Official Nathan J. McHargue, Government Relations Leader

Date 12/23/2024