

CLERK'S OFFICE
APPROVED
Date: 12-2-03

Submitted by: Chair of the Assembly at the
Request of the Mayor
Prepared by: Information Technology Dept.
For Reading: November 18, 2003

ANCHORAGE, ALASKA

AR NO. 2003- 367

1 A RESOLUTION AUTHORIZING THE MUNICIPALITY OF ANCHORAGE TO ENTER INTO A TRANSFER OF
2 RESPONSIBILITY AGREEMENT (TORA) IN THE AMOUNT NOT TO EXCEED TWO HUNDRED SIXTY TWO
3 THOUSAND EIGHT HUNDRED DOLLARS (\$262,800) WITH THE STATE OF ALASKA DEPARTMENT OF
4 TRANSPORTATION AND PUBLIC FACILITIES AND TO APPROPRIATE THESE FUNDS TO THE STATE
5 CATEGORICAL GRANTS FUND (231) FOR FINANCING OF THE MUNICIPAL GIS INTEGRATED
6 TRANSPORTATION NETWORK CALLED ROADNET.

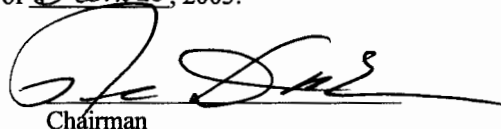
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8 THE ANCHORAGE ASSEMBLY HEREBY RESOLVES:
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10 Section 1. That the Municipality of Anchorage is authorized to enter into a TORA with the State of Alaska,
11 Department of Transportation and Public Facilities, for a sum not to exceed TWO HUNDRED SIXTY TWO
12 THOUSAND EIGHT HUNDRED DOLLARS (\$262,800) minus State ICAP charges not to exceed 10%, for the
13 Municipal GIS Integrated Transportation Network, called Roadnet.

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15 Section 2. That these funds are appropriated to the State Categorical Grants Fund (231).
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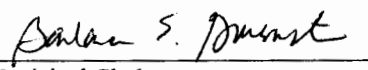
17 Section 3. This resolution shall take effect immediately upon passage and approval by the Anchorage Municipal
18 Assembly.
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20 Passed and approved by the Anchorage Assembly this 2nd day of December, 2003.

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Chairman

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26 ATTEST:

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30 Municipal Clerk

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32 Departmental Appropriation:
33 Traffic Department \$262,800



Municipality of Anchorage

ASSEMBLY MEMORANDUM

No. AM 903-2003

Meeting Date: November 18, 2003

From: Mayor

Subject: AR 2003-³⁶⁷ Authorization to enter into a Transfer of Responsibilities Agreement (TORA) between the State of Alaska, Department of Transportation and Public Facilities and the Municipality of Anchorage; and appropriating an amount not to exceed \$262,800 of (TORA) funds minus State ICAP charges not to exceed 10% to the State Categorical Grants Fund (231).

The purpose of this memorandum is to request Assembly approval for the Municipality of Anchorage to enter into a Transfer of Responsibilities Agreement (TORA) with the State of Alaska, Department of Transportation and Public Facilities for the Municipal GIS Integrated Transportation Network in the amount not to exceed two hundred sixty two thousand eight hundred dollars (\$262,800) minus State ICAP charges not to exceed 10%.

The State of Alaska's GIS Integrated Transportation Network grant period is one calendar year following the Notice to Proceed from the State of Alaska.

BUDGET DETAIL

<u>Revenue</u>	<u>Account Name</u>	<u>Amount</u>
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231-77183G-9398	State Grant Revenue Pass-Through	\$262,800
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Total Revenue		<u>\$262,800</u>
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<u>Expenditures</u>	<u>Account Name</u>	<u>Amount</u>
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231-77183G-3101	Professional Services	\$230,976
231-77183G-3942	State Capital Grant Overhead	26,280
231-77183G-6103	Financial Reporting	2,861
231-77183G-6095	Purchasing	1,136
231-77183G-6110	FIS	1,058
231-77183G-6091	OMB	225
231-77183G-6105	Financial Processing, AP	147
231-77183G-6088	IT	88
231-77183G-6022	Clerk	29

Total Expenditures**\$262,800****RECOMMENDATION**

THE ADMINISTRATION RECOMMENDS APPROVAL OF THE ACCOMPANYING RESOLUTION NO AR 2003- 367 AUTHORIZING A TRANSFER OF RESPONSIBILITIES AGREEMENT WITH THE STATE OF ALASKA AND APPROPRIATING AN AMOUNT NOT TO EXCEED \$262,800 TO THE STATE CATEGORICAL GRANTS FUND (231) FOR A MUNICIPAL GIS INTEGRATED TRANSPORTATION NETWORK.

Prepared by: Terry L. Daniels, Acting Director
Information Technology Department

Fund Certification: Jeffrey E. Sinz, Chief Fiscal Officer
231-77183G-9398-BP2003 \$262,800.00

Concurrence: Howard C. Holtan, P.E., Director
Project, Management and Engineering Department

Concurrence: Lance R. Wilber, AICP, Director
Traffic Department

Concurrence: Denis C. LeBlanc, Municipal Manager

Respectfully submitted: Mark Begich, Mayor

Attachments: Transfer of Responsibility Agreement
Partnership Agreement
Memorandum of Understanding

Project Name: GIS Integrated
Transportation Network (Roadnet)

Federal Project Number: ITS-0902 (4)

**TRANSFER OF RESPONSIBILITIES AGREEMENT
BETWEEN
THE STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION AND PUBLIC FACILITIES
AND
MUNICIPALITY OF ANCHORAGE**

This Agreement is effective upon execution by the State of Alaska, Department of Transportation and Public Facilities (hereinafter called the State) and the Municipality of Anchorage (hereinafter called the Municipality.) The State and the Municipality are entering into this Agreement pursuant to AS 35.15.080 *et seq.*, and any regulations promulgated thereunder.

The Municipality's coordinator for this Agreement is Fred Carpenter, Office of Planning, Development and Public Works Technical Services Administrator. The Municipality's technical resource contact is Charles Barnwell, IT Department GIS/Data Resources Manager. The State's coordinator for this Agreement is Jill Sullivan, ITS Coordinator, Statewide Planning. Each party agrees to notify the other party of any change in the coordinator or technical resource contact.

Whereas the Federal Highway Administration has approved FY 2002 ITS Earmark funds to the State on a reimbursement basis in the amount of \$316,000 (\$158,000 ITS Earmark, \$94,800 Other Federal Match, \$10,000 State Match, \$53,200 Municipality Match) for the Municipality to implement a GIS Integrated Transportation Network, called Roadnet (herein after also referred to as "the project"); and

Whereas the Municipality of Anchorage has agreed to provide a portion of the ITS Earmark local match in the amount of \$53,200 as in-kind match. In-kind match will consist of Municipal GIS staff salaries paid for work performed directly related to this project during the contract period. The total funds the State will reimburse the Municipality will not exceed \$262,800 minus State ICAP charges not to exceed 10%; and

Whereas the Municipality and the State signed a Memorandum of Understanding dated April 22, 2002 outlining the goals of GIS Integrated Transportation Network, and respective roles and responsibilities for the Municipality and the State; and

Whereas the signed Memorandum of Understanding is included in the Partnership Agreement, between the State and the Federal Highway Administration (FHWA) signed 05/12/03 (Attachment to Appendix A), the parties mutually agree as follows:

Project Name: GIS Integrated
Transportation Network (Roadnet)

Federal Project Number: ITS-9902 (4)

1. GENERAL PROVISIONS

- a. The Municipality agrees to assume all responsibilities for the project described in the Work Plan (Appendix C of the attached Partnership Agreement), which is hereby incorporated and made a part of this Agreement. The Municipality will use these funds to hire consultants for Professional Services.
- b. The Municipality shall agree to comply with all applicable codes, statutes, and regulations of the State of Alaska and the Federal government. The program is to be managed consistent with Title 23, U.S. Code, Section 149(b)(3) pertaining to FHWA fund requirements in addition to other relevant Federal requirements.
- c. In consideration of item a. above, the State agrees to reimburse the Municipality for invoices submitted to the State on a quarterly basis in an amount not to exceed \$262,800 minus ICAP charges not to exceed 10%. The State and the Municipality agree that any costs for this project in excess of the above amount or costs ineligible for federal reimbursement, are the responsibility of the Municipality.
- d. The Municipality agrees to indemnify and hold harmless the State of Alaska and its agents and employees from and against any and all claims, damages, losses, and expenses arising out of negligent acts and/or omissions of the Municipality's assumption of the responsibilities for the program set forth and described in Appendix A.
- e. The Municipality will hire a consultant (Contractor) to perform the services detailed in Appendix A, Work Plan (Appendix C of the attached Partnership Agreement). The scope of services outlined in the Work Plan has been approved by the State and FHWA as part of the FY2002 ITS Integration Component of the ITS Deployment Program submitted to ADOT&PF August 12, 2002. Two copies of the final professional services contract documents shall be forwarded to the State. If anything in these documents is determined to be in conflict with the program described in Appendix A or is found to be in violation of any statute, code, or regulation, the Municipality will be notified that further progress payments of program funds are in jeopardy and will not be paid by the State until those conflicting aspects are corrected.
- f. This Agreement shall be governed by the laws of the State of Alaska and all relevant federal regulations and requirements.

Project Name: GIS Integrated
Transportation Network (Roadnet)

Federal Project Number: ITS-9902 (4)

- g. The Municipality shall comply, and shall require compliance by any subcontractors, with all Federal, State, and local laws, regulations, and ordinances relating to civil rights. The Municipality shall comply, and shall require compliance of any subcontractors, with applicable assurances required in the FHWA/State Partnership Agreement, Appendix A.
- h. The Municipality's coordinator for this project will hire a consultant to perform services of Project Manager. The Project Manager will oversee day to day operations of the Contractor and will coordinate and cooperate with the Municipality's coordinator and technical resource contact. The Project Manager shall serve as the Contractor's primary point of contact for the State and for the Municipality.

The State coordinator for this project shall serve as the State's Project Manager who shall be the primary point of contact for the Municipality's coordinator and the Municipality's Project Manager.

The Municipality shall establish a system for recording and reporting Municipal GIS personnel time and salaries paid for work directly related to this project during the contract period to be used as in-kind local match for this grant project. This information will be provided to the Municipality's coordinator and Project Manager for inclusion into the required quarterly reports (k.)

- k. The Municipality agrees to comply with reporting requirements outlined in the FHWA/State Partnership Agreement. The Municipality will assign responsibility for preparing the quarterly reports to the contracted Project Manager.

Unless changed by prior written notice, any notices required by this Agreement must be sent to the following addresses:

STATE: Jill Sullivan, ITS Coordinator
Division of Statewide Planning
Alaska Department of Transportation
and Public Facilities
3132 Channel Drive
Juneau, AK 99801-7898

MUNICIPALITY: Fred Carpenter, Technical Services Administrator
Office of Planning, Development and Public Works
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650

Project Name: GIS Integrated
Transportation Network (Roadnet)

Federal Project Number: ITS-9902 (4)

2. REIMBURSEMENT

- a. The Municipality will be reimbursed for all actual costs up to the agreed upon administration budget which includes Professional Services (Contractor and Project Manager) and administration charges.
- b. Municipal billings shall be submitted quarterly to the State's point of contact. All billings will be forwarded to Project Control for processing payment. Each billing shall show the project name, project dates covering the billing period, costs to date, and the amount of previous billings.
- c. Payment of properly prepared, submitted and approved billings will be made with a minimum of delay. The State and the Funding Agency, Federal Highway Administration, reserve the right to perform an audit of all program records prior to or after a payment.
- d. All project records pertinent to this agreement shall be made available for inspection, audit or reproduction for a minimum of three (3) years from the date of final payment or upon termination of this agreement. Final payment is defined as the final voucher paid by the funding agency to the department based on an audit. A request from the Municipality to close out the project account does not constitute a final payment.
- e. The Municipality shall insure that none of the funds paid under this agreement will be used for the purpose of lobbying activities before the Alaska State Legislature.

3 NOTICE-TO-PROCEED

- a. The State will notify the Municipality in writing, after the agreement is fully executed, when reimbursement for the work may begin. The contract period is one calendar year following the Notice to Proceed; the contract period may be extended by the Municipality's coordinator if project tasks require a reasonable extension of time.
- b. The maximum amount of actual costs the State will reimburse the Municipality under this signed agreement shall not exceed \$262,800 minus State ICAP charges not to exceed 10%.

Project Name: GIS Integrated
Transportation Network (Roadnet)

Federal Project Number: ITS-9902 (4)

4. TERMINATION

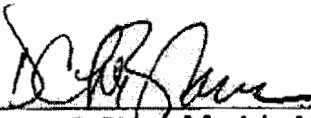
- a. If, through any cause, the Municipality shall fail to fulfill in a timely and proper manner its obligations under this Agreement, or if the municipality shall violate any of the covenants or stipulations of this Agreement and if, after written notification by the State of such failure or violation, the Municipality fails to take proper corrective action within a reasonable time, the State shall thereupon have the right to terminate this Agreement by giving written notice to the Municipality of such termination and specifying the effective date thereof. Such notice shall be given at least fifteen (15) days before effective date of such termination. In that event, all finished or unfinished documents, computer files and equipment, data files, studies, maps, advertising material, and publications produced by the Municipality or its subcontractors under the Agreement shall, at the option of the State, become the State's property and the Municipality shall be entitled to receive just and equitable compensation for any satisfactory work completed. Notwithstanding the above, the Municipality shall not be relieved of any liability to the State for damages sustained by the State by virtue of any breach of the Agreement by the Municipality, and the State may withhold any payments to the Municipality until such time as the exact amount of damages due the State from the grantee is determined.
- b. The Municipality may appeal to the Commissioner of the Department of Transportation and Public Facilities the State's determination that the Municipality is in violation of this contract or that it has failed to fulfill its responsibilities in a timely and proper manner. Such an appeal must be made within ten (10) days of the date the Municipality is notified of the State's decision to terminate the contract. Pending resolution of the appeal, no work will proceed on the program. The Commissioner's decision shall be final.
- c. If, due to changed circumstances, the State or the Municipality wishes to terminate this Agreement prior to its completion, the initiating party shall notify the other party in writing of its reasons for requesting the early termination. This request must be made at least fifteen (15) Days prior to the proposed termination date. If either party determines that it is in its best interest to terminate this Agreement early, all finished or unfinished documents and other materials as described in Paragraph (A) above, shall, at the option of the State, become the State's property. If the Agreement is terminated as provided herein, the Municipality shall be reimbursed for those actual expenses which are Federal aid eligible.

Project Name: GIS Integrated
Transportation Network (Roadnet)


Federal Project Number: ITS-9902 (4)

- d The failure of either party to insist in any one or more instances upon strict performance by the State or Municipality of any provision or covenant in this Agreement may not be considered as a waiver or relinquishment of the provision or covenant for the future. The waiver by either party of any provision or covenant in this Agreement cannot be enforced or relied upon unless the waiver is in writing and signed on behalf of both parties.
- e This Agreement may be modified or amended by written Agreement signed by both parties.

APPROVALS:


Dennis LeBlanc, Municipal Manager
Authorized Signature for Municipality of Anchorage

7/25/03
Date


Jeffrey C. Oatesen, Acting Director, Statewide Planning
Authorized Signature for Alaska Department of
Transportation and Public Facilities

8.8.03
Date

APPENDIX A

Integrated GIS Transportation Network

ITS Partnership Agreement
between
The Federal Highway Administration
and
The State Department of Transportation

Project No. ITS-9902(3)

The purpose of this agreement is to award a grant of Federal assistance to the State for specific Intelligent Transportation Systems (ITS) activities, and to maximize the involvement of the State and other project participants in the ITS program, as authorized by the Transportation Equity Act for the 21st Century (TEA-21), P.L. 105-178, Sections 5201-5213 (23 USC 307 note). The parties to this agreement are independent contracting parties, and nothing in this agreement shall be deemed to create a business partnership for purposes of sharing profits and losses.

1. **Federal ITS Funds:** By executing this Agreement, the Government agrees, in accordance with TEA-21 Section 5208(g)(1), to reimburse the State with *Federal ITS Deployment Program funds* for a maximum of 50 percent of the allowable costs incurred in the performance of work under this ITS Partnership Agreement. The State shall be reimbursed for allowable costs incurred in the performance of work under this agreement in an amount not to exceed \$158,000.

1.1 Maximum Federal Share: In accordance with TEA-21 Section 5208(f)(2), the maximum share of *all Federal funding* for this project is not to exceed 80 percent of the cost of the activity. Thus the Federal funds must be matched at a minimum 80/20 (Federal/non-Federal) ratio, resulting in a matching share valued at not less than \$316,000 (\$158,000 ITS/\$94,800 Other Federal/\$63,200 State Match). Reimbursement will follow regular Federal-aid billing and payment procedures in accordance with 23 C.F.R. Part 140.

1.2 Matching Share: The State shall match the Federal funds with at least 20 percent of the allowable costs. The 20 percent matching share must be from non-federally derived funding sources and must consist of cash, substantial equipment contributions that are wholly utilized as an integral part of the project, or significant personnel services dedicated to the ITS Integration project for a substantial period. Such personnel costs are allowable only if not otherwise supported with Federal funds. The non-federally derived funding may come from State, local government, or private sector partners. No fee payable to a project partner shall be allowed as part of the matching share. This provision does not prohibit appropriate fee payments to vendors or others who provide goods or services to the project. It also does not prohibit business relationships with the private sector which result in revenues from the sale or provision of ITS products or services.

1.3 Other Project Funding: The State shall arrange for financing of the remaining costs of the project. The remaining costs may be funded from a variety of sources, including State or local government funds, private sector contributions and federally-supported projects directly associated with the proposed integration project.

2. **Goals and Objectives:** The State shall work to accomplish the following goals and objectives (where goals represent high-level descriptions of what the project will accomplish and objectives define specific actions that can be used as metrics for determining progress towards the goals).

Municipality of Anchorage Goals:

- Assess transportation information needs in the Municipality for incorporation into a single data model and GIS layer called "Roadnet" usable by multiple agencies;

Accelerate the integration and interoperability of Intelligent Transportation Systems (ITS) technologies that may improve the accuracy of the data, transportation efficiency, promote safety, increase traffic flow;

Reduce emissions of air pollutants, improve traveler information, enhance alternate transportation modes; and

Build on existing ITS projects, and promote tourism. In addition, certain aspects may enhance the secure operation of commercial motor vehicles and enhance their productivity.

Municipality of Anchorage Objectives:

- Establish stakeholder committee to oversee project.
- Assessing various agencies requirements / needs for GIS Transportation information;
- Assess transportation GIS information;
- Develop a data model and standards that considers agencies GIS needs, especially public safety and traffic planning needs;
- Consolidating and loading GIS data within the Municipality of Anchorage to the new data model;
- Develop maintenance tools for updating the roads data;
- Develop a secure Internet server to access GIS roads data.

ADOT&PF Goals:

- Support the Municipality of Anchorage in project development by providing funding and participating in the stakeholder committee.

3. **Responsibilities of the State:** In conformance with approved Work Orders (See Section 10 below), the State shall perform or cause to be performed the following:
 - a. Activities as described in the attached Work Plan (See Section 4)
 - b. Ensure conformance with ITS Architecture and standards (See Sections 5 and 6)
 - c. A local evaluation and a local evaluation report (See Section 7)
 - d. Inclusion of the project in the metropolitan or Statewide Transportation Improvement Program, as applicable, and in State air quality implementation plans, as appropriate.
4. **Work Plan:** The State shall develop a Memorandum of Understanding (MOU) executed by the partnership organizations, an overall project Work Plan, schedule, and budget including the minimum 20 percent non-Federal match requirement, for approval by the Federal Highway Administration (FHWA) Division and/or Federal Transit Administration (FTA) Regional Office. The MOU, Work Plan, schedule, and budget shall become part of this signed agreement and attached as the last appendix, Appendix C.

[MOU, WORK PLAN, SCHEDULE, AND BUDGET ATTACHED TO AGREEMENT BY STATE AS APPENDIX C]

5. **ITS Architecture Conformance:** The proposed integration project shall identify how ITS architecture development activities will be incorporated into the project. Regional ITS architecture requirements depend upon the existence of a regional ITS architecture and the designated funding level from this program. Project level ITS architecture requirements depend on the existence of a regional ITS architecture. Both regional ITS architectures and project level ITS architectures shall be based on a systems engineering analysis.
 - a. If a regional ITS architecture exists (or is currently under development), then (1) the proposed integration project shall identify which parts of the regional ITS architecture the proposed project will implement and (2) the project will be designed in accordance with the regional ITS architecture. The regional ITS architecture shall be updated, as necessary, to reflect the specifics of the proposed project.
6. **Standards:** If a standards plan is not submitted with the project proposal, and a standards strategy is included, then the standards plan shall be submitted and approved by the FHWA Division Office or FTA Regional Office prior to the project reaching final design. The standards plan includes a detailed approach for implementing specific standards, listing application areas and specific components of the standard(s) to be used, identification of the process/analysis used to select the standards and a rationale for standards not selected as relevant to the project.
7. **Local Evaluation Report:** A Local Evaluation Report shall include a documentation of the lessons learned in meeting project goals and objectives (see Section 2). The report shall address those key aspects of the project evaluated, and to the extent possible, assess impacts on the relevant outcome measures as discussed in the *TEA-21 Evaluation Guidelines*. In

addition, the Local Evaluation Report package will also include documentation on (1) two or more of the evaluation products/activities identified in the program guidance and (2) the projects cost accounting data. The report will contain an executive summary.

An ITS Integration Program self-evaluation progress system has been developed to assist the ITS Join Program Office in tracking deliverables. The system is accessible via the World Wide Web at <http://www.itsevaluation.net>. Each Earmark project should access this Web site to upload project deliverables, including the Local Evaluation Report and cost information, and project points of contact information.

8. **Participation in Evaluations and/or Standards Testing of National Interest:** Those Projects determined by the U.S. DOT ITS Joint Program Office (JPO) to be unique or nationally significant will cooperate with and participate in all phases of the Government's evaluation and/or standards testing program, from evaluation/testing planning to reporting of evaluation/testing results.
9. **ITS Deployment Tracking Surveys:** ITS Deployment Tracking Surveys must be completed, if not done so already, in applicable metropolitan areas.
10. **Work Orders:** Individual activities within the project Work Plan agreed to be performed by the State or caused to be performed by the State shall be incorporated in Work Orders. Each Work Order will specify the work and goals to be accomplished and the type and amount of assistance to be provided by the FHWA. Each Work Order must include a description of the work, completion dates for the work, and the signatures of the FHWA Division Administrator and an authorized representative of the State indicating acceptance of the Work Order prior to initiation of any work described therein. Issuance of a Work Order does not constitute a promise, either expressed or implied, that the FHWA will issue further Work Orders or provide additional assistance pursuant to this ITS Partnership Agreement. Continued funding will be dependent on the successful completion of ongoing tasks.
11. **Period of Performance:** The period of performance is as stated in the Work Orders. A final Local Evaluation Report (see section 7 above) documenting lessons learned and how well the project met the defined goals and objectives shall be submitted within six (6) months from the date of completion of the final Work Order and shall constitute completion of the project. This report shall be submitted to FHWA Division and/or FTA Regional Office, as appropriate.
12. **U.S. DOT Participation:** The United States Department of Transportation (U.S. DOT) agencies shall be considered full participants in the project. As such, the U.S. DOT shall be provided the opportunity for membership on all management committees, subcommittees, working groups, task forces, and other such groups related to the project. The U.S. DOT will provide names, addresses, and phone numbers of DOT participants to the State Program Manager.

13. **Reporting Requirements:** Copies of all project reports, correspondence, meeting announcements, and other documents shall be supplied directly to the U.S. DOT Division office. The U.S. DOT Division office will provide names and addresses of specific contacts to receive these documents. All interim and final reports submitted to the U.S. DOT Division office shall be in both a hard copy as a reproducible and as microcomputer files. The hard copy shall be done on a laser printer with a resolution of at least 300 dpi.

- a. The following shall be supplied to the ITS Electronic Document Library (EDL):
1. Submit final reports and executive summary, including self-evaluation, via email to itspubs@fhwa.dot.gov with a cc to susan.slye@fhwa.dot.gov.
 2. Also send 3 copies on individual floppy disks via postal mail to the Publications Distribution Manager (for statutory transmittal to NTIS):
Publications Distribution Manager
ITS Joint Program Office – HOIT
U.S. Department of Transportation
Washington, DC 20590
 3. Accompanying the report and evaluation must be an EDL profile sheet and NTIS form 1700.7, which can be downloaded from the EDL front page (www.its.dot.gov/itsweb/welcome.htm).
 4. Electronic submission must be compliant with section 508 of the Americans with Disabilities Act. (The document must be accessible via keyboard.). Acceptable formats are HTML and Word. Mac formats are unacceptable.
- b. **Quarterly Progress Reports.** This subparagraph identifies data elements to be submitted to the FHWA Division ITS Specialist on or before the 20th of the month following the end of the quarter being reported. These data elements are required to enable FHWA Division staff to update project data for in-progress State ITS projects every quarter. At a minimum, the quarterly report shall contain a concise report covering the following:
- 1 In the first reporting quarter, the Federal aid project number or contract number.

Thereafter, on a quarterly basis:

2. Revisions, as needed, to project contacts with associated organizations and telephone numbers.
3. Revisions to original estimated project completion dates. Project completion is defined as submission of the project report to FHWA. Adjusted dates should be accompanied by a brief explanatory remark describing the causes of schedule adjustments.

4. Revisions to original estimated cost values. Adjusted cost data should be accompanied by a brief explanatory remark describing the causes of cost adjustments.
 5. Percent of funds expended.
 6. Brief identification of milestones attained and/or significant events affecting the project.
 7. As needed, a brief description of challenges encountered or anticipated having the potential for affecting project scope, creating institutional issues or presenting other significant considerations.
14. **Programmatic Changes:** The State must obtain the prior approval of the U.S. DOT whenever any significant change is anticipated. These include, but are not limited to:
- a. Any revision of the scope, goals or objectives of the consultant contract or related activities (regardless of whether there is an associated budget revision requiring prior approval).
 - b. Changes in key personnel, program manager, or prime contractor.
15. **Intellectual Property:** Intellectual property consists of copyrights, patents, and any other form of intellectual property rights covering any data bases, software, inventions, training manuals, systems design or other proprietary information in any form or medium.

It is the policy of the FHWA to allow the non-Federal partners of an ITS Partnership Agreement to retain all intellectual property rights developed under this agreement with the following limitations:

- a. **Copyrights.** The FHWA, as the contracting U.S. DOT agency, reserves a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, for Federal Government purposes:
 1. The copyright in any works developed under this agreement, or under a subgrant or contract under this agreement; and
 2. Any rights of copyright to which the State, its subgrantee, or contractor purchases ownership with Federal financial assistance provided by this agreement.
- b. **Patents.** Rights to inventions made under this agreement shall be determined in accordance with 37 C.F.R. Part 401. The standard patent rights clause at 37 C.F.R. §401.14, as modified below, is hereby incorporated by reference.
 1. The terms "to be performed by a small business firm or domestic nonprofit organization" shall be deleted from paragraph (g)(1) of the clause;
 2. paragraphs (g)(2) and (g)(3) of the clause shall be deleted; and

- 3 paragraph (1) of the clause, entitled "Communications" shall read as follows:
"(1) Communications. All notifications required by this clause shall be submitted to the FHWA Division Office."
16. **Costs:** The State shall limit its progress claims and final claims to those costs incurred in accordance with this ITS Partnership Agreement and shall submit its final claim within ninety (90) days after the project is completed.
17. **Additional Requirements:** These ITS funds shall be used only in support of, or for research on, intelligent transportation systems and not for construction of buildings. The design and operation of this ITS project must be consistent with the National ITS Architecture and the purposes of section 5206(e) of TEA-21. This project shall contribute to the implementation of the ITS standards development work and shall promote interoperability of ITS systems among the States. The final rule regarding conformity with the National ITS Architecture was published January 8 in the *Federal Register* at 66 FR1446, and was effective April 8, 2001. Participation of small business concerns owned and controlled by socially and economically disadvantaged individuals is encouraged. The State shall comply with all applicable laws, regulations and the FHWA requirements, including, but not limited, to 49 C.F.R. Parts 18, 20, 21, 27, and 29, and the assurances in OMB SF 424B attached hereto as Appendix A. These ITS funds shall be expended in compliance with the Buy America Act (41 U.S.C. 10a-10c).
18. **Certification Regarding Lobbying:** The State makes the certification regarding lobbying which is attached hereto as Appendix B.
19. **Termination:** The State shall notify FHWA immediately of any intent to terminate this ITS Partnership Agreement.
20. **Effective Date:** This ITS Partnership Agreement is effective upon execution by both parties.

State Department
of Transportation

Federal Highway Administration

Title: _____

Division Administrator

Date _____

Date _____

Appendix A
OMB Approval No. 0348-0040

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Note: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States, and if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728-4763) relating to prescribed standards for merit systems for programs funded under one of the nineteen statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age;
- (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. § 3601 et seq.), as amended, relating to non-discrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provides for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply with the provisions of the Hatch Act (5 U.S.C. §§ 1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. §§ 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327-333), regarding labor standards for federally assisted construction subagreements.

Standard Form 424B (4-88)
Prescribed by OMB Circular A-102

10. Will Comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.); (f) conformity of Federal actions to State (Clear Air) Implementation Plans under Section 176(c) of the Clear Air Act of 1955, as amended (42 U.S.C. § 7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, (P.L. 93-523); and (h) protection of endangered species under the Endangered Species Act of 1973, as amended, (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. 469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act of 1984.
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations and policies governing this program.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE
APPLICANT ORGANIZATION	DATE SUBMITTED

NOTE: Responsibility for signing this document rests with
Alaska Department of Transportation and Public Facilities

Appendix B

CERTIFICATION REGARDING LOBBYING

By execution of this ITS Partnership Agreement, the undersigned 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 the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an office 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 ITS Partnership Agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or ITS Partnership Agreement.
- (2) If any funds other than Federal-appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an office or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or partnership agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (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 partnership 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 Section 1352, Title 31 U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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Appendix C

WORK PLAN:

The proposed project will create an integrated GIS Transportation Network currently called "Roadnet" for the Municipality of Anchorage (MOA). The integrated Transportation Network will serve as the roads element for MOA's Land Information System (LIS) project, currently under development. (See Attachment 1, Land Information System). The LIS is designed to centralize land information and GIS databases usable by all MOA departments.

Existing deficiencies in the MOA's GIS transportation data limit its usefulness and accessibility. Several departments within MOA, as well as key stakeholders external to MOA, are involved in activities, which rely on GIS data, and are interested in improvements to the GIS Transportation Network Data. The proposed project will link many of the Statewide and MOA ITS initiatives.

Stakeholders within the Municipality of Anchorage include the following Departments: Public Transportation, Traffic, Fire, Police, Street Maintenance, Office of Planning, Development and Public Works Technical Services Section, Information Technology, and the Emergency Operations Center. The MOA Traffic Department will work with the MOA Office of Planning, Development and Public Works and Information Technology to establish a stakeholder committee to oversee the project.

The grant will provide a data model and accurate road network geodatabase that can be used within DOT, with other jurisdictions, and for the private sector to integrate systems and deploy ITS. A common GIS platform was also identified as need on the statewide level, and will be used in ITS projects such as the ADOT&PF's Condition Acquisition and Reporting System (CARS), 511 traveler information system, and the public website for traveler information. ADOT&PF has invited MOA to participate in CARS which will include shared near real-time data provided from multiple jurisdictions on a single website. CARS will incorporate the base map data from the common GIS Transportation Network. MOA envisions that this real-time travel information could be sold to private agencies. Media agencies, taxi cabs, other private transportation providers, and tow truck companies all could access traffic, public transportation, emergency and other incident information to aid in more efficient business practices.

The proposed project will integrate and address the GIS data needs for the following agencies' activities:

Public Transportation Department is responsible for operating the public transportation system. They envision future projects to include Automated Vehicle Location (AVL) where real time access to arrival information and route information will communicate and share with the Traveler and Traffic Information Systems at transit stops, Kiosks, Internet or message boards. Vehicle Maintenance Management Systems will report back the conditions of the bus or schedule maintenance. Road sensors in the bus will report back the temperature and conditions of the road surface to assist Street Maintenance with dispatching maintenance vehicles. Transit will receive signal priority as they approach intersections. Smart Fare boxes will assist in streamlining bus routes. Overall, these ITS elements will rely on the GIS Transportation Network.

Traffic Department - is responsible for the safe and efficient movement of vehicles, pedestrians, and

bicycles. They model much of their traffic information using TransCAD. There is no link between the GIS layer ROADNET and TransCAD; therefore, additions and changes to road networks cannot be automatically updated to TransCAD and TransCAD data is not shared with GIS. The Traffic Department also collects and analyzes traffic count and crash information. They desire to capture traffic count information automatically and compare the road infrastructure to report on efficient flow of traffic. Signals will be adjusted based on abnormal traffic flow; and, electronic signs will inform users to select alternate routes. Maintenance Management Systems are envisioned to track assets such as signs, signals and street markings. All of these traffic functions and ITS projects will benefit from a common GIS Transportation Network model.

Fire and Police Departments – both utilize the ROADNET layer. Both use two different Computer Aided Dispatch (CAD) systems, forcing the use of separate GIS layers for the engineering of roads and for the dispatch of emergency vehicles to addresses. Both departments need a road network layer that contains additional attributes beyond what is currently present. These departments desire to have live access to road/address information to assist their dispatchers in sending emergency vehicles to the field. In addition, both departments desire to utilize AVL to track vehicle location and status.

MOA Street Maintenance Department - is responsible for the maintenance of streets, trails and facilities. The department desires to communicate to the citizens of Anchorage the progress of their snow removal and street sweeping activities. Utilization of AVL technology will allow this information to be posted to the Internet and reduce the number of phone calls required to manually answer citizens questions. The AVL will also track road conditions and adjust the snow removal activities, record blade down-and-up locations and times, record sanding and deicing location and times, and monitor the status and health of street maintenance equipment. The Street Maintenance Department would also like to use a common GIS Transportation Network as the foundation for many of their maintenance activities such as pavement type, condition, number of lanes, curbing, guard rails, culvert locations, ditches or other drainage features, trail characteristics, and brushing activities.

Office of Planning, Development and Public Works, Technical Services Section - is tasked with automating road centerlines and adding certain attributes like address information, public or private roads, and speed limits. The Development Services Department does not have the resources to move from the legacy GIS layer architecture (ArcInfo 7.x) to the new geodatabase architecture including developing linear referencing and modernizing the data entry routines. This grant will help create the proper data model and provide the tools to update the GIS Transportation Network so that a wider range of users may benefit from ITS projects.

Information Technology Department (ITD) - is responsible for corporate GIS issues, coordination, and management of Municipal "core" or enterprise GIS layers and data. Additional responsibilities include management of the Municipal IT network infrastructure, and insuring that automation projects fall within approved technical tracks. The ITD will provide corporate GIS management and technical feedback at various stages of the project.

Emergency Operations Center (EOC) – The EOC provides a working space for emergency operations, planning and logistics personnel. The EOC houses a communications section for radios, telephones and computers to support operations and daily work. There is also a functional Police and Fire Dispatch center that can act with or independently of the primary "911" dispatch center.

The Alaska Railroad Corporation is responsible for moving passengers and freight safely along its

rail infrastructure. They have agreed to partner on the exchange of data. GPS acquired rail infrastructure would be provided in exchange for their access to the resulting GIS Transportation Network. The railroad has several ITS projects such as hazardous materials tracking, Avalanche Warning Systems, Positive Train Control, and Highway-Rail Intersection Warning System (HRI).

The Alaska Department of Transportation and Public Facilities (ADOT&PF) is planning for several ITS projects, such as 511 Traveler Information System and the Condition Acquisition and Reporting System (CARS). ADOT&PF has invited MOA to participate in CARS which will include shared near real-time data provided from multiple jurisdictions on a single website. CARS will incorporate the base map data from the common GIS Transportation Network. In addition, 511 traveler information will be derived from the common GIS Transportation Network. ADOT &PF has committed to providing 30% matching other federal funds and part of the 20% in local matching funds for this current GIS Transportation Network project proposal to help provide successful implementation into CARS and 511.

The MOA Traffic Department and Information Technology Department will establish a stakeholder committee to oversee the project. Memoranda of Agreements between MOA and Alaska Railroad Corporation, Alaska Department of Transportation and Public Facilities (ADOT&PF) Statewide Planning, and ADOT&PF Division of Measurement Standards & Commercial Vehicle Enforcement will be completed for this project.

Existing Transportation Related GIS Data and Distribution.

The Municipality of Anchorage has several transportation related GIS layers.

- The ROADS layer contains the "Survey Centerlines" as they are represented on recorded plats. This information is useful to the engineering and construction community. This layer was enhanced in 1996 with address range data by Tiburon creating two new layers called ERTIB and ANTIB for use in the Police Department's Computer Aided Dispatch (CAD) system.
- The MOA maintains these layers and consolidates the information into a layer called ROADNET. ROADNET has been adjusted so that the centerlines fall in the center of the road when compared to core base map layers such as ortho-imagery.
- Sidewalk information is in a layer called SIDEWALK. This layer is a graphical representation of where sidewalks exist and is spatially located to create a visually pleasing map when looking at the Anchorage area.
- A layer called AIRPORTS displays the runways and taxiways for airports in Anchorage.
- A layer called TRAILS is a snapshot of the trail system in Anchorage showing existing and planned trails and their use. This layer currently is in the process of being updated with GPS and converted to a geodatabase.
- A layer called RAILROADS displays railroads that have been input from plats and easement documents. For transportation modeling, the MOA Traffic Department has a separate dataset used in TransCAD.

GIS data is utilized on the MOA's internal network via a distributed network of servers. Additionally, the MOA utilizes a DMZ (demilitarized zone), which is a secure zone between the outer and inner firewalls where computers can process and distribute Internet mapping. The MOA also publishes its data on CD-ROM for a minimal charge.

Existing GIS Transportation Layer Deficiencies.

Transportation data is not located in one consolidated dataset, leading to various stovepipe systems being utilized. Data maintained by one department is not accessible for use by another. Often times, these stovepipe systems require duplicative data entry by staff, or, the data quickly becomes obsolete.

Other information may be missing such as representation of barriers to transportation (divided highway, road closures, one-way streets) and intermodal transportation interactions (trails, rails, and roads). There is no one transportation model ready for stakeholders use. In addition, the current layer format is not conducive to locating infrastructure to mileposts or distances along highways.

Finally, the layer format is outdated and cannot be used for real-time data sharing with ITS stakeholders. In order to share transportation data in a usable format, a data model agreeable to stakeholders must be populated with transportation networks that allow automated replication of GIS data to ITS servers.

Proposed Integrated Common GIS Transportation Network.

Because there are various needs for GIS information by stakeholders, this project will focus on several phases performed by the Municipality of Anchorage:

- 1) Assessing various agencies requirements / needs for GIS Transportation information;
- 2) Assessing existing transportation GIS information;
- 3) Developing a data model and standards that considers agencies GIS needs;
- 4) Consolidating and loading GIS data within the Municipality of Anchorage to the new data model;
- 5) Developing maintenance tools for updating the GIS data;
- 6) Developing a secure Internet server to access GIS data.

SCHEDULE:

Identification of Major Goals, Benefits, & Measures	June 1, 2003
Assess GIS Transportation Requirements/Needs	August 1, 2003
Assess Existing Transportation GIS Information	October 1, 2003
Develop a Data Model & Standards	January 1, 2004
Consolidate and Load GIS Data to the New Data Model	March 1, 2004
Develop Maintenance Tools for Updating the GIS Data.....	April 1, 2004
Develop a Secure Internet Server and Application to Access GIS Data.....	June 1, 2004
Roadnet Team Discussion on Report Issues	June 5, 2004
Final Draft of Reports	June 15, 2004
Final Reports.....	June 30, 2004

BUDGET:

The project costs amount to \$158,000 Federally funded ITS Earmark, \$94,800 from other Federally funded sources, and the remaining \$63,200 from ADOT&PF State Funds. The funds from the ADOT&PF are the minimum-matching amount statutorily required.

BREAKDOWN:

Assess User Needs	\$25,000
Assess/compile existing GIS info	\$20,000
Develop work flow diagrams and Data Model & Standards	\$144,800
Load Data to New Model	\$25,000
Develop GIS Road Network Development Tools	\$23,000
Develop Web Enabled application for Access of data	\$25,000
MOA Personnel Time & Expenses	\$53,200

ATTACHMENTS:

Memorandum of Understanding between:

- AKDOT&PF & Municipality of Anchorage

MEMORANDUM OF UNDERSTANDING GIS Integrated Transportation Network

Between
Municipality of Anchorage

And the
Alaska Department of Transportation & Public Facilities

GIS Integrated Transportation Network

This Memorandum of Understanding (MOU) is a non-binding document intended to demonstrate the intent of the parties to work together in sharing the Municipality of Anchorage's (MOA's) Integrated GIS Transportation Network called "Roadnet" with the Alaska Department of Transportation & Public Facilities (ADOT&PF). The MOA is enhancing Roadnet to form the foundation for managing, accessing and retrieving transportation information needed to address transportation planning issues, and to improve surface transportation system operations.

Roadnet will create a network that will link many of the Statewide and MOA's Intelligent Transportation System (ITS) initiatives. The ADOT&PF is planning several ITS projects such as the Conditions Acquisition & Reporting System and the 511 Traveler Information System (CARS/511). ADOT&PF has invited the MOA to participate in the CARS/511 program that will include shared near real-time data provided from multiple jurisdictions on a single web site. CARS/511 will incorporate the base map data from the common Roadnet layer.

Goals of GIS Integrated Transportation Network:

- Assess transportation information needs in the Municipality for incorporation into a single data model and GIS layer called "Roadnet" usable by multiple agencies, and develop a roads element for the MOA's Land Information System;

Support functions critical to Municipal operations including transportation, emergency services and homeland security. These functions will be defined in detail through the project, and include:

- Dispatch for fire, police and street maintenance;
- Signal priority for emergency and public transit vehicles
- HAZMAT tracking
- Near real-time reporting of road condition and closure information critical for evacuation routing in the event of a disaster, including earthquakes and wildfires
- Coordinated incident management through the Emergency Operations Center
- Addressing for public works, planning, and 9-1-1 public safety.

Accelerate the integration and interoperability of Intelligent Transportation Systems (ITS) technologies in order to improve the transportation efficiency, promote safety, increase traffic flow within the MOA and State;

Reduce emissions of air pollutants, improve traveler information, enhance alternate transportation modes; and

Build on existing ITS projects, and promote tourism. (Certain aspects of ITS should enhance the secure operation of commercial motor vehicles.)

Municipality of Anchorage will endeavor to provide the following:

Manage and direct the development and deployment of Roadnet.

Coordinate with the ADOT&PF in implementing the Roadnet.

- Provide access and sharing of Roadnet for use in Statewide ITS projects such as CARS/511.
- Coordinate with ADOT&PF mapping staff on use of Roadnet

ADOT&PF agrees to provide the following:

Coordinate with the MOA in implementing Roadnet.

Provide the MOA with the support needed to carry out successful implementation of Roadnet.

Provide State and Federal matching funds necessary to implement Roadnet.

Make federally approved ITS Earmark funds in the amount of \$158,000 available to the Municipality of Anchorage to implement Roadnet.

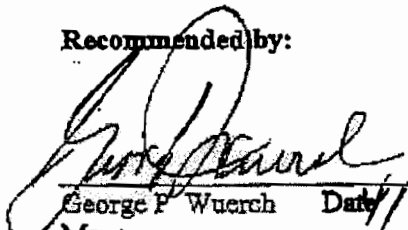
Provide project management and mapping / GIS staff to serve on appropriate Steering Committee.

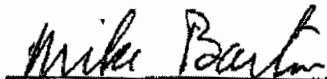
Provide \$30,000 for LIDAR. Funding will be provided before the end of the municipal calendar year 2003.

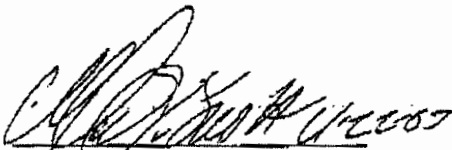
Apply for the ITS Earmark funding in the amount of \$198,146 (\$99,073 ITS Earmark + \$594,438 Other Federal + \$39,629 State Match) to be used in adding the Municipality of Anchorage into the CARS/511 system. This may entail using the map information from the GIS Integrated Transportation network (Roadnet) to include Anchorage roads and features in CARS.

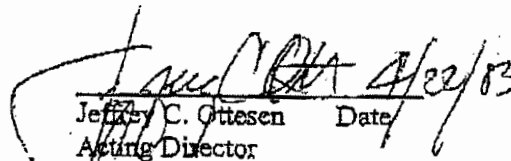
The ADOT&PF appreciates the willingness of the Municipality of Anchorage to develop and manage a GIS Integrated Transportation Network called Roadnet. It is the intention of the ADOT&PF to share and support MOA's ITS project efforts.

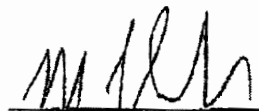
Recommended by:


George P. Wuerch Date 4/22/13
Mayor
Municipality of Anchorage

 4/22/13
Michael A. Barton Date
Commissioner
ADOT&PF


Michael F. Scott Date
Executive Director
Office of Planning, Development
And Public Works
Municipality of Anchorage

 4/22/13
Jeffrey C. Ottesen Date
Acting Director
Statewide Planning Division
ADOT&PF

 4/22/13
Harry J. Kieling Date
Municipal Manager
Municipality of Anchorage

Content Information

Content ID : 001194

Title: A Transfer of Responsibilities Agreement (TORA) between the State of Alaska, Department of Transportation and Public Facilities and the Municipality of Anchorage; and appropriating an amount not to exceed \$262,800 of (TORA)

Author: dattajl

Initiating Dept: IT

Review Depts: PME, Traffic

Description: Roadnet Tora

Date Prepared: 10/14/03 1:40 PM

Director Name: Terry Daniels

Workflow History

<u>Workflow Name</u>	<u>Action Date</u>	<u>Action</u>	<u>User</u>	<u>Security Group</u>	<u>Content ID</u>
FundsAppropWorkflow	10/14/03 1:49 PM	Checkin	dattajl	Public	001194
IT_SubWorkflow	10/15/03 6:45 AM	Approve	danielstl	Public	001194
PME_SubWorkflow	10/15/03 8:10 AM	Approve	holtanhc	Public	001194
Traffic_SubWorkflow	10/15/03 11:08 AM	Approve	wilberlr	Public	001194
OMB_SubWorkflow	10/16/03 10:52 AM	Approve	wiltsep	Public	001194
FundsAppropWorkflow	10/17/03 10:21 AM	Reject	sinzje	Public	001194
FundsAppropWorkflow	10/20/03 10:59 AM	Checkin	dattajl	Public	001194
IT_SubWorkflow	10/20/03 1:11 PM	Approve	danielstl	Public	001194
PME_SubWorkflow	10/20/03 2:51 PM	Approve	holtanhc	Public	001194
Traffic_SubWorkflow	10/20/03 3:55 PM	Approve	wilberlr	Public	001194
OMB_SubWorkflow	10/27/03 2:55 PM	Approve	wiltsep	Public	001194
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FundsAppropWorkflow	10/29/03 5:00 PM	Checkin	dattajl	Public	001194
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PME_SubWorkflow	10/31/03 12:52 PM	Approve	holtanhc	Public	001194
Traffic_SubWorkflow	10/31/03 1:42 PM	Approve	wilberlr	Public	001194

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2003 NOV 12 AM 9:45
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CLERK OFFICE

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Finance_SubWorkflow	11/6/03 12:42 PM	Approve	sinzje	Public	001194
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MuniMgrCoord_SubWorkflow	11/10/03 11:32 AM	Approve	katkusja	Public	001194

INTRODUCTION