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REQUEST FOR PROPOSALS

REAL-TIME AND HISTORICAL TRAFFIC DATA SERVICES RFP 6-131028BR

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LIST OF ACRONYMS

MHTC	Missouri Highways and Transportation Commission
MoDOT	Missouri Department of Transportation
RFP	Request for Proposals

INTRODUCTION

This Request For Proposals (**RFP**) seeks proposals from qualified organizations (**Offeror**) to furnish the described services to the Missouri Highways and Transportation Commission (**MHTC**). One (1) original, five (5) copies, and an electronic version of each proposal must be mailed in a sealed envelope to Beth Rodeman, General Services Procurement, Missouri Department of Transportation, Post Office Box 270, Jefferson City, Missouri 65102, or hand-delivered in a sealed envelope to the General Services Procurement Office in the Highway and Transportation Building at 830 MoDOT Drive, Jefferson City, Missouri 65109. The Offeror should print or type the RFP Number and Return Due Date on the lower left hand corner of the envelope or package to identify the package as a proposal. **Proposals must be returned to the offices of General Services Procurement Proposals no later than 4:00 p.m., October 28, 2013.**

MHTC reserves the right to reject any and all proposals for any reason whatsoever. Time is of the essence for responding to the RFP within the submission deadlines.

PROPOSAL

- (1) The Offeror shall provide a fee proposal to MHTC on the **PRICE PAGE** in accordance with the terms of this RFP.
- (2) The Offeror agrees to provide the services at the fees quoted, under the terms of this RFP.

Authorized Signature of Offeror: _____

Date of Proposal: _____

Printed or Typed Name: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

Electronic Mail Address: _____

ACCEPTANCE

This proposal is accepted by MHTC.

(Name and Title)

Date

**SECTION (1):
GENERAL DESCRIPTION AND BACKGROUND**

- (A) **Request for Proposal:** This document constitutes an RFP from qualified organizations to provide real-time and historical traffic data services to MHTC and the Missouri Department of Transportation (**MoDOT**).
- (B) **Background:** The Missouri Department of Transportation (MoDOT) operates a vast transportation system across the state. Safe and efficient operation of the system is vital to providing a satisfactory transportation experience for customers and economic benefits for the state. MoDOT has undertaken many initiatives to improve the operations of the system, particularly in the area of Intelligent Transportation Systems (ITS). MoDOT currently operates Transportation Management Centers (TMC) in Kansas City, St. Louis, and Springfield that oversee system operations and provide traveler information to the public through a network of roadside traffic sensors, closed circuit television cameras (CCTV), dynamic message signs (DMS), connected signal systems, agency websites, text and email alerts, and smartphone mobile applications.

Currently, MoDOT collects real-time traffic flow data via a number of agency-owned vehicle detection sensors, nearly all of which are installed in St. Louis or Kansas City. In addition, MoDOT also collects real-time traffic flow data via some partner-owned sensors in the St. Louis region. This data is used by MoDOT in a number of ways: providing travelers with live, up-to-date traffic conditions via DMS, websites, mobile applications, and text/email alerts; producing performance measures to track system operation; real-time monitoring of traffic impacts due to incidents, work zones, or other events; and providing data and information for planning purposes. Exhibit A contains additional information on data currently available to MoDOT throughout the state.

While extremely valuable, the current data available to MoDOT is limited in terms of overall system coverage. Several significant roadways, particularly in the Kansas City metropolitan area, are without coverage, and traffic flow data outside of St. Louis and Kansas City is mostly non-existent. This RFP seeks to provide MoDOT with additional coverage of real-time and historical traffic data on select roadways within Missouri. MoDOT intends to use this data to enhance the quantity and quality of traveler information provided to the public, support MoDOT's ability to better manage traffic events on the system, and provide the necessary data and analytical tools to support MoDOT's performance management program. Where applicable and as described in this document, MoDOT intends to share this data with external partners such as MPO's, universities, and consultants for MoDOT purposes.

Overview:

MoDOT is seeking a qualified Offeror that demonstrates the capabilities, experience, and resources required to provide, distribute, and analyze a source of real-time and historical

traffic data on select roadways in Missouri. Proposals should aim to accomplish two primary objectives:

The first objective is to provide real-time traffic data for select MoDOT routes, primarily on major roadways where MoDOT does not currently collect traffic flow data. The data being supplied should be real-time, accurate, reliable, and, as a general rule, available for the entire day. The data must reflect actual traffic conditions as it will be used to enhance MoDOT operations and disseminate current traveler information to customers. As described later in this document, MoDOT shall reserve the right to validate the provided data. Validation tests may be used as justification for contract termination as described in Section (3) and will also be used to determine if the optional contract renewals are exercised. The procured traffic data will be used to display real-time traffic information on publicly available websites such as MoDOT's Traveler Information Map (www.modot.org) and MoDOT's three regional TMC's in St. Louis (<http://www.gatewayguide.com/>), Kansas City (www.kcscout.net), Springfield (www.ozarkstraffic.info), or other MoDOT sanctioned traveler information systems. The procured data will also be used to provide real-time travel times on DMS and to provide real-time traveler information to MoDOT-sponsored mobile applications.

The second objective is for access to an archive of historical traffic data that will primarily be used to support MoDOT's performance management program, planning processes, and research efforts. Data may be shared with external partners such as MPO's, universities, and consultants, when needed, to support agency efforts. Specifically, MoDOT plans to provide full data access to the University of Maryland for inclusion in the Regional Integrated Transportation Information System (RITIS) or for use in other analytics tools.

While meeting both objectives is desirable, doing so may not be feasible for all of the desired roadway segments based on the available budget. **Therefore, responses to this RFP shall include two separate options for providing the data:**

- Option 1 for providing real-time data (historical data included);
- Option 2 for providing historical data only.

A contract will be awarded to a single vendor based on the accumulated evaluations of both options as described later in this document. Details for the requirements of each option are included in Section (2), Scope of Work.

Data Ownership:

It is the intent of this RFP to secure for MoDOT full rights to traffic data to use in support of internal organization operations, external performance measure reporting, publications, or studies, and sufficient rights to the traffic data to disseminate traveler information to the public consistent with the organizations' traffic management and operations responsibilities. The Offeror's proposal should affirm the Offeror's ability to support the

data rights presented herein. The Offeror may define additional restrictions to safeguard the commercial value of the Offeror's traffic data, but any such restrictions should not impede the use of the data for the envisioned purposes. Any restrictions imposed by the Offeror will be assessed in the evaluation of proposals.

All data provided by the Offeror shall be available for full use by MoDOT and its partners, including MPO's, universities, and consultants. Such use of the data shall include:

- Real-time dissemination of traveler information to the public, including but not limited to:
 - Posting travel times on dynamic message signs (DMS), MoDOT-sanctioned websites and/or mobile applications
 - Providing color coded traffic flow conditions on MoDOT-sanctioned websites and/or mobile applications.
 - Providing traffic alerts via MoDOT-sanctioned websites, mobile applications, email alerts, and text alerts.
- Archiving of data for use in planning, performance management, and research efforts.
- Use of the data to support MoDOT's performance management program, including published, public documents such as Tracker or regional mobility reports on MoDOT-sanctioned websites.

Traffic data, both real-time and historical, delivered by the Offeror may be provided by MoDOT to external users, subject to the following conditions:

- Traveler information shall be disseminated to the public using dynamic message signs (also known as variable message signs), portable message signs, highway advisory radio, 511 information systems, the media, public performance measure reports, organization-supported websites and web services, and organization-supported mobile applications.
- All data disseminated to the public shall be restricted to the presentation of travel times, delays, speeds, and color coded flow conditions for road sections between interchanges, major intersections, major landmarks, and major destinations. The raw traffic data feed from the Offeror will not be provided to the general public.

MoDOT shall have the right to create visualizations and summary statistics of the traffic data (i.e., maps, graphs, charts, tables, etc.) for presentation and distribution to the general public and may work with external partners in order to do so. Specifically, MoDOT plans to provide data to the University of Maryland for inclusion in the Regional Integrated Transportation Information System (RITIS) and related/similar analytics tools and shall

have the right to do so. MoDOT will cooperate with the Offeror and make reasonable efforts to protect against the unlicensed distribution of data to third parties. However, MoDOT will not assume any liability for unlicensed use of the data by third parties or unlicensed access to the data by third parties.

Contracting organizations, including universities, providing services on behalf of MoDOT shall be subject to the same rights and restrictions given herein, but limited to the context of the contracted service. This includes organizations engaged by or acting on behalf of MoDOT to evaluate the accuracy, latency, and other parameters of the traffic data. Any contracting organizations, including any universities, desiring access to the traffic data for purposes not originated or sanctioned by MoDOT, must negotiate with the Offeror for access and rights to the traffic data.

Data provided to MoDOT shall be made available to external planning and research partners including MPO's, universities, and other state and local government agencies within the State of Missouri, and the DOTs of states that border Missouri (Iowa, Nebraska, Kansas, Oklahoma, Arkansas, Tennessee, Kentucky, and Illinois). Non-MoDOT agencies wishing to use the data may be subject to a non-disclosure clause. However, MoDOT will not be held liable nor will it be responsible to develop or enforce a non-disclosure clause. All data shall be available for viewing in real time.

Nothing in this contract shall preclude MoDOT from displaying or otherwise presenting any information to external users that has been obtained from other sources or other organizations that are not a party to this contract. Nothing in this contract shall preclude MoDOT from displaying or otherwise presenting any information that is deemed essential, in the sole discretion of MoDOT, to the safety of the traveling public.

Data provided by the Offeror may be incorporated into MoDOT's Transportation Management System (TMS), respective ATMS programs at each TMC, or any other MoDOT owned geographic information system (GIS).

MoDOT shall not resell any data provided by the Offeror. The Offeror retains the right to use the collected data for any use including dissemination of traveler information and reselling and archiving of the data. MoDOT may make available to the Offeror data from agency-owned sensors and other traveler information services (i.e. incident and work zone feeds, winter road conditions, etc.) at MoDOT's discretion. Offerors are encouraged to take this data exchange into consideration when constructing their proposal. In the event the Offeror resells or makes public data that employs MoDOT-owned sensors, credit or recognition shall be given identifying MoDOT as provider of the data.

(C) **Fiscal Year:** The fiscal year runs from July 1-June 30.

- (D) **Contract Period:** The original contract shall start from Notice of Award through one (1) year.
- (E) **Renewals/Extensions:** The contract shall not bind, not purport to bind, MHTC for any contractual commitment in excess of the original contract period. The MHTC shall have the right, at its sole option, to extend the contract for four (4) additional one-year periods, or a portion thereof. In the event MHTC exercises its options, all terms, conditions, and provisions of the original contract shall remain the same and apply during the extension period. If the options are exercised, the Offeror shall agree the prices stated in the original contract shall not be increased in excess of the renewal periods' pricing, if any, stated on the pricing page of the contract. If the pricing page does not include such renewal prices or if applicable spaces are left blank, are not completed, prices during renewal/extension periods shall be the same as during the original contract period. MHTC does not automatically exercise its option for renewal based upon a proposed renewal percentage of increase without documented justification supporting an increase and reserves the right to offer or to request an renewal/extension of the contract at a price less than that price derived from the Offeror's percentage of maximum decrease stated.
- (F) **Comment Period and Pre-Proposal Meeting:** Any and all questions regarding specifications, requirements, competitive procurement process, or other questions must be directed, in writing, to Beth Rodeman, Missouri Department of Transportation, P. O. Box 270, Jefferson City, Missouri, 65102, (573) 526-2744 (phone), or Elizabeth.Rodeman@modot.mo.gov (email) no later than **2:00 p.m., Local Time, October 8, 2013**. A pre-proposal meeting will be held on **October 15, 2013** from 1:30 PM – 3:30 PM, CDT, at the General Services Procurement Office in the Highway and Transportation Building, Blue Room, at 830 MoDOT Drive, Jefferson City, Missouri 65109. The purpose of the meeting is for MoDOT to respond to any submitted questions, and to allow potential offerors an opportunity to obtain clarification relative to any facet of this solicitation. Any changes resulting from this meeting will be issued as a written addendum to the RFP. The pre-proposal meeting is not a mandatory requirement. After the pre-proposal meeting, a short time for additional written questions will be allowed. All additional written questions must be addressed to Beth Rodeman no later than **10:00 a.m., Local Time, October 21, 2013**. Once all the questions are gathered, MoDOT will issue a final addendum, if necessary, and post the responses to all questions on-line for vendors to retrieve. Responses to the questions will be posted on MoDOT's website at: http://www.modot.org/business/Offeror_resources/gs_bidding/CO/COcommodities.htm in the form of a written addendum. **It is anticipated this final addendum will be issued on October 23, 2013.** It is the sole responsibility for all Offerors to check the website for any and all addendums throughout the procurement process.

(G) **RFP Schedule of Events:** The following RFP Schedule of Events represents MoDOT’s best estimate of the schedule that will be followed. Unless otherwise specified, the time of day for the following events shall be between 7:00 am and 3:30 pm, Local Time.

MoDOT reserves the right at its sole discretion to expand this schedule, as it deems necessary, without any notification except for the deadline date for submitting a proposal.

Event	Date	Time
MoDOT Issues RFP	September 24, 2013	
Deadline for Written Comments to be Addressed at Pre-Proposal Meeting	October 8, 2013	4:00 pm
Pre-Proposal Meeting	October 15, 2013	1:30 pm
Anticipated Date for any Addendums	October 17, 2013	
Deadline for Additional Written Comments	October 21, 2013	10:00 am
Anticipated Date for any Addendums	October 23, 2013	
Deadline for Submitting a Proposal	October 28, 2013	4:00 pm
Recommendation of Award	November 6, 2013	

**SECTION (2):
SCOPE OF WORK**

- (A) **Services:** The Offeror shall provide the following professional services: Real-time and/or historical traffic flow data.
- (B) **Specific Requirements:** The Offeror will provide to the General Services Procurement Unit one (1) original, five (5) copies, and an electronic version of a program proposal which will include the following:

Dual Option Proposal

As described in Section (1), each proposal shall include **two separate options for providing the data:**

- Option 1 for providing recurring real-time data;
- Option 2 for providing recurring historical data.

Any real-time data purchased by MoDOT under Option 1 shall include the right to indefinitely archive such data going forward. In addition, any real-time data purchased for a roadway segment under Option 1 shall include access to archived traffic flow data for that particular segment as far back, and including, the entire 2012 calendar year. In other words, if real-time data is bought for a particular roadway segment, there is no need for MoDOT to purchase separate historical or archived data for that same segment. Pricing for real-time data purchased under Option 1 shall be provided in the form of a startup cost, if applicable, and a recurring subscription rate (i.e., X dollars for startup, if applicable, and Y dollars per centerline mile per month).

Option 2 of the proposal shall allow for the purchase of recurring historical data for a particular roadway segment or a group of roadway segments as it is archived. Any historical data purchased for a roadway segment under Option 2 shall include access to archived traffic flow data for that particular segment as far back, and including, the entire 2012 calendar year. Pricing for historical data shall be provided in the form of a startup cost, if applicable, and a recurring subscription rate (i.e., X dollars for startup, if applicable, and Y dollars per centerline mile per month).

For consistency, proposals shall utilize the pricing structure found in Section (5) of this RFP to provide the minimum required pricing information.

Option 1 – Real-Time Traffic Flow Data

Where possible, MoDOT will seek to purchase real-time traffic flow data for prioritized roadway segments throughout the state. Tables 1 and 2 are intended to outline MoDOT’s desired coverage area for real-time data and are prioritized to show which segments are viewed as most critical for coverage. Both the ability and the costs to provide the desired coverage identified in the tables below will be evaluated as part of the selection process. For consistent evaluation purposes, pricing shall be in accordance with the pricing page in Section (5) and shall include:

- Pricing for defined data packages including startup costs, if applicable, and the recurring subscription rate per month; and
- Pricing on a per mile basis including startup costs, if applicable, and the recurring subscription rate per month based on the total centerline miles subscribed to.

Where practical, MoDOT anticipates purchasing data based on the defined data packages shown in Section (5). However, this may not always be feasible based on the available budget, and MoDOT may choose to purchase only portions of segments identified in Tables 1 and 2. The decision to purchase real-time data under Option 1 in whole or in part shall be at the sole discretion of MoDOT throughout the contract duration including any renewal periods.

Recurring subscription rates for data purchased apart from the defined data packages shall be based on the cumulative total centerline miles of data subscribed to at any one time. For example, one rate may be provided for a subscription to 0-100 centerline miles, while another rate might be provided for a subscription to 100-200 centerline miles. At any time during the contract, the subscription rate for any roadway segments purchased apart from a defined data package shall be based on the total centerline miles subscribed to at the current time. For example, if MoDOT elects to purchase Data Set A (134.2 miles) at the onset of the contract and later elects to subscribe to a portion of segments from Data Sets B and C, the subscription rate for the new segments would be based on the “total centerline miles subscribed to”, which would include the 108.2 miles from Data Set A and the mileage of the new segments to be purchased from Data Sets B and C.

Table 1 represents the minimum roadway segments for which MoDOT intends to obtain real-time data. Any variations or limitations between the segments identified below and those actually available should be clearly noted in the proposal. Proposals shall also indicate any segments for which data is typically only available at periodic times throughout the day.

Table 1 – Minimum Required Coverage – Real-Time Data (Option 1)

Roadway	Length (miles)	Start	End	Comments
I-29	14.2	I-435 (Platte City)	Buchanan County line (MP 31)	Kansas City area
I-35	19.8	I-435 (Liberty)	Clinton County line (MP 33)	Kansas City area
I-44	34.0	Franklin County line (MP 223.8)	MP 257.8	Western Franklin County
I-49	29.8	Bates County line (Archie)	Jackson County line (Belton)	Kansas City area
I-55	20.0	RT M (MP 185.2)	Jefferson County line (MP 165.2)	Southern Jefferson County
I-70	5.0	US 40 (Grain Valley)	Lafayette County line (e/o Oak Grove)	Kansas City area
I-435	11.4	Kansas state line (MO River)	I-29 (Platte City)	Kansas City area
TOTAL	134.2			

Table 2 represents segments for which real-time data is highly desirable. Any variations or limitations between the segments identified below and those available should be clearly noted in the proposal. Proposals shall also indicate any segments for which data is typically only available at periodic times throughout the day. For pricing purposes, segments have been grouped into smaller data packages.

Table 2 – Highly Desirable Coverage – Real-Time Data (Option 1)

Roadway	Length (miles)	Start	End	Comments
I-70	91.8	Lafayette County line (e/o Oak Grove)	MP 121.0	Rural interstate
I-70	12.0	MP 121.0	MP 133.0	Columbia area
I-70	71.0	MP 133.0	MP 204.0	Rural interstate
<i>Subtotal</i>	174.8			
I-44	69.0	Oklahoma State line	MP 69.0	Rural interstate
I-44	16.0	MP 69.0	MP 85.0	Springfield area
I-44	138.8	MP 85.0	Franklin County line (MP 223.8)	Rural interstate
<i>Subtotal</i>	223.8			
US 50	18.2	I-470	Johnson County line	Kansas City area
US 60	12.4	MO 360	RT J	Springfield
US 61	7.4	I-70	St. Charles County line (northern border)	St. Louis area
US 63	5.5	RT AC	RT B	Columbia
US 65	15.8	I-44	MO 14	Springfield
US 67	15.2	Jefferson County line (southern border)	RT A (Crystal City)	St. Louis area
MO 21	20.0	MO 141	RT B	St. Louis area
MO 30	13.3	RT W/RT MM	I-270	St. Louis area
<i>Subtotal</i>	107.8			
TOTAL	506.4			

In addition to the segments in Tables 1 and 2, proposals may include a list of additional roadway segments for which real-time data would be made available.

Option 2 – Historical Data Only

Where purchasing real-time data is not feasible, MoDOT may seek to purchase historical data for prioritized roadway segments throughout the state. Such data will also be considered for purchase where MoDOT already collects real-time traffic flow data via its own sensors and detectors.

Historical data provided under Option 2 shall meet the following requirements:

- Historical data for each month shall be made available to MoDOT for full use within ten (10) business days from the end of said month [five (5) business days is desired; see Table 5].
- MoDOT shall have indefinite access and rights to any historical data for a particular roadway segment, once purchased.
- Historical data purchased for any given segment shall include archived data from all prior months as far back and including the entire 2012 calendar year.
- Historical data shall be provided, at a minimum, in 15-minute intervals.
- Historical data shall meet the requirements specified in Table 5 of Section (2).

Tables 3 and 4 are intended to outline MoDOT's desired coverage area for historical data and are prioritized to show which segments are viewed as most critical for coverage. Both the ability and the costs to provide the desired coverage identified in the tables below will be evaluated as part of the selection process. For consistent evaluation purposes, pricing shall be in accordance with the pricing page in Section (5) and shall include:

- Pricing for defined data packages including startup costs, if applicable, and the recurring subscription rate per month;
- Pricing on a per mile basis including startup costs, if applicable, and the recurring subscription rate per month based on the total centerline miles subscribed to.

Where practical, MoDOT anticipates purchasing data based on the defined data packages shown in Section (5). However, this may not always be feasible based on the available budget, and MoDOT may choose to purchase only portions of segments identified in Tables 3 and 4. The decision to purchase historical data under Option 2 in whole or in part shall be at the sole discretion of MoDOT throughout the contract duration including any renewal periods.

Recurring subscription rates for data purchased apart from the defined data packages shall be based on the cumulative total centerline miles of data subscribed to at any one time. For example, one rate may be provided for a subscription to 0-100 centerline miles, while another rate might be provided for a subscription to 100-200 centerline miles. At any time during the contract, the subscription rate for any roadway segments purchased apart from a defined data package shall be based on the total centerline miles subscribed to at the current

time. For example, if MoDOT elects to purchase Data Set E at the onset of the contract and later elects to subscribe to a portion of segments from Data Set F, the subscription rate for the new segments would be based on the “total centerline miles subscribed to”, which would include the 737.3 miles from Data Set E and the mileage for the new segments to be purchased from Data Set F.

Table 3 represents the roadway segments for which MoDOT most desires historical data. Any variations or limitations between the segments identified below and those available should be clearly noted in the proposal.

Table 3 – Minimum Desired Coverage – Historical Data Only (Option 2)

Roadway	Length (miles)	Start (mile marker)	End (mile marker)	Comments
Data Set E: Highly Urbanized Freeways and Arterials				
I-44	66.6	Franklin County line (MP 223.8)	I-55 (MP 290.4)	St. Louis area
I-55	44.6	Jefferson County line (MP 165.2)	Miss. River (MP 209.8)	St. Louis area
I-64	40.8	I-70 (MP 0.0)	Miss. River (MP 40.8)	St. Louis area
I-70	47.6	MP 204.0	Miss. River (MP 251.6)	St. Louis area
I-170	11.2	I-64 (MP 0.0)	I-270 (MP 11.2)	St. Louis area
I-255	4.0	I-55 (MP 0.0)	Miss. River (MP 4.0)	St. Louis area
I-270	35.8	I-55 (MP 0.0)	Miss. River (MP 35.8)	St. Louis area
US 61	7.4	I-70	St. Charles County line (northern border)	St. Louis area
US 67	75.8	Jefferson County line (southern border)	Miss. River	St. Louis area
MO 370	13.0	I-70	I-270	St. Louis area
MO 21	28.9	RT B	MO 30	St. Louis area
MO 30	25.2	RT W/ RT MM	I-55	St. Louis area
I-29	31.0	I-35 (MP 0.0)	Buchanan County line (MP 31.0)	Kansas City area
I-35	33.0	Kansas state line (MP 0.0)	Clay County line (MP 33.0)	Kansas City area

Roadway	Length (miles)	Start (mile marker)	End (mile marker)	Comments
I-49	37.0	Bates County line (MP 147.0)	I-435 (MP 184.0)	Kansas City area
I-70	29.2	Kansas state line (MP 0.0)	Lafayette County line (e/o Oak Grove)	Kansas City area
I-435	54.8	Kansas state line (MP 75.4)	MO River (MP 20.6)	Kansas City area
I-470	17.2	I-435 (MP 0.0)	I-70 (MP 17.2)	Kansas City area
I-635	3.8	Kansas state line (MP 9.0)	I-29 (MP 12.8)	Kansas City area
I-670	2.4	Kansas state line (MP 1.0)	US 71 (MP 3.4)	Kansas City area
US 50	53.7	I-470	RT FF	Kansas City area
US 71	12.6	I-435	I-70	Kansas City area
I-44	16.0	69.0	85.0	Springfield
US 60	12.4	MO 360	RT J	Springfield
US 65	15.8	I-44	MO 14	Springfield
I-70	12.0	MP 121.0	MP 133.0	Columbia
US 63	5.5	RT AC	RT B	Columbia
TOTAL	737.3			

Table 4 represents segments for which historical data is highly desirable. Any variations or limitations between the segments identified below and those available should be clearly noted in the proposal.

Table 4 – Highly Desirable Coverage – Historical Data Only (Option 2)

Roadway	Length (miles)	Start (mile marker)	End (mile marker)	Comments
Data Set F: Other Urban Freeways and Arterials				
I-29	13.0	I-229 (MP 43.0)	I-229 (MP 56.0)	St. Joseph
I-229	15.0	I-29 (MP 0.0)	I-29 (MP 15.0)	St. Joseph
LP 29	14.0	I-29 (Exit 44)	I-29 (Exit 53)	St. Joseph
US 36	3.9	MO River	I-29	St. Joseph
I-44	7.0	MO 43 (MP 4.0)	I-49 (MP 11.0)	Joplin
LP 44	11.6	I-44 (Exit 6)	I-44 (Exit 15)	Joplin
LP 49	15.6	MO 175	MO 249	Joplin
MO 249	6.2	I-49 (Exit 39B)	I-49 (Exit 53)	Joplin
US 50	9.4	Truman Blvd.	Moreau River	Jefferson City
US 54	5.0	MO 179	US 63 (e/o MO River)	Jefferson City
I-55	6.0	US 61 (MP 93.0)	US 61 (MP 99.0)	Cape Girardeau/Jackson
US 61	17.4	I-55 (Exit 93B)	I-55 (Exit 99)	Cape Girardeau/Jackson
BU 65	9.0	US 60 (Republic Rd)	US 65 (Chestnut)	Springfield
LP 44	9.7	I-44 (Exit 72)	I-44 (Exit 80)	Springfield
US 160	7.0	US 60	I-44	Springfield
MO 13	11.4	US 60	I-44	Springfield
MO 744	6.7	US 160	US 65	Springfield
<i>Subtotal</i>	167.9			
Data Set G: Rural Freeways				
I-70	91.8	Lafayette County line (e/o Oak Grove)	MP 121.0	Rural interstate
I-70	71.0	MP 133.0	MP 204.0	Rural interstate
I-44	69.0	Oklahoma state line	MP 69.0	Rural interstate

Roadway	Length (miles)	Start (mile marker)	End (mile marker)	Comments
I-44	138.8	MP 85.0	Franklin County line (MP 223.8)	Rural interstate
I-29	12.0	Buchanan County line (MP 31.0)	I-229 (MP 43.0)	Rural interstate
I-29	67.3	I-229 (MP 56.0)	Iowa state line	Rural interstate
I-35	81.4	Clay County line (MP 33.0)	Iowa state line	Rural interstate
I-49	34.8	Pineville	I-44 (MP 39.0)	Rural interstate
I-49	137.3	I-44 (MP 46.0)	I-435 (MP 184.0)	Rural interstate
I-55	99.0	Arkansas state line (MP 0.0)	US 61 (MP 99.0)	Rural interstate
I-55	72.2	US 61 (MP 93.0)	Jefferson County line (MP 165.2)	Rural interstate
I-57	22.3	I-55 (MP 0.0)	Illinois state line	Rural interstate
I-155	10.8	I-55 (MP 0.0)	Tennessee State line	Rural interstate
<i>Subtotal</i>	907.7			
TOTAL	1,075.6			

In addition to the segments in Tables 3 and 4, proposals may include a list of additional roadway segments for which historical data would be made available.

Data Validation

The Offeror shall agree to cooperate with data validation efforts either by MoDOT or an independent Offeror of the State's choosing. Such cooperation may include providing specific location information for roadway segments in order to allow for accurate comparisons between Offeror data and the independent data source. Data validation may be performed using a number of different processes as described below.

For all evaluation data, the speeds shall be rounded to the nearest whole number.

MoDOT reserves the right to test the data accuracy as often as once per month on as many segments as desired, and all validation results are publically distributable.

For validation purposes, the following definitions should be used:

- The **absolute speed error** is defined as the absolute value of the difference between the mean speed reported from the data service and the mean speed provided by validation procedures for a specified time period or polling interval. Speed data shall have a maximum average absolute error of 10 MPH.

Calculation Method

Let: A_{ij} = Speed data for link i at time j from the data service.

B_{ij} = Corresponding speed from the validation data

Average absolute error = $\text{mean}(\text{abs}(A_{ij} - B_{ij}))$.

Speed range is dependent on the validation data (B_{ij}).

- **Speed error bias** is defined as the average speed error (not the absolute value) in each speed range. Speed data shall have a maximum average error of +/- 5 MPH in each of the following speed ranges: 0-30 mph, 31-45 mph, 46-60 mph, and >60 mph.

Calculation Method

Let: A_{ij} = Speed data for link i at time j from the data service.

B_{ij} = Corresponding speed from the validation data

Average error = $\text{mean}(A_{ij} - B_{ij})$

Speed range is dependent on the value B_{ij} . The calculation is similar to that of Average Absolute Speed Error, but without the absolute value operator.

The following processes may be utilized to validate Offeror data:

A. Validation using MoDOT-owned sensors and detectors

In an effort to streamline validation, the Offeror shall make available to MoDOT, samples of probe data, when requested, for roadway segments where MoDOT collects their own real-time traffic data (see Table 6). The segments chosen for testing under this process shall be determined by MoDOT and represent, at a minimum, both the St. Louis and Kansas City metro areas. Probe data provided by the Offeror for validation purposes shall not be used by MoDOT for any other purpose (travel times, public traveler information, etc.).

Using the sample probe data for selected segments, MoDOT will pull data from agency owned detectors and sensors for the same segments during the same time periods. For each 15-minute interval of each segment, the average speed will be determined from both data sources and subsequently compared to see if the data requirements of Table 5 are adequately met (see requirements 10 and 11). The average absolute errors for each 15-minute interval will be averaged to calculate a single average absolute error for the entire data set being validated.

A final average absolute error greater than 10 MPH shall result in unsatisfactory results. In addition, any single average absolute error greater than 20 MPH for an individual 15-minute interval shall result in unsatisfactory results.

B. Validation using Bluetooth detectors

When validation using MoDOT-owned sensors and detectors is not possible or feasible, MoDOT may choose to utilize Bluetooth technology to obtain sufficient ground truth data. The overall validation process will work similar to the process described above.

MoDOT will determine specific segments during a testing period for which traffic data will be obtained using Bluetooth detection. Segment lengths for Bluetooth testing will match, as much as possible, the same limits of the Offeror segments being tested. For each 15-minute interval of each segment, the average speed will be determined from both data sources and subsequently compared to see if the data requirements of Table 5 are adequately met (see requirements 10 and 11). The average absolute errors for each 15-minute interval will be averaged to calculate a single average absolute error for the entire data set being validated.

A final average absolute error greater than 10 MPH shall result in unsatisfactory results. In addition, any single average absolute error greater than 20 MPH for an individual 15-minute interval shall result in unsatisfactory results.

C. Validation using GPS-enabled travel time recorders

If necessary, MoDOT may also utilize GPS-enabled travel time recorders to validate reported travel times on select segments. If this method is used, a process will be established between MoDOT and the Offeror to adequately carry out such testing.

Results of the validation tests may be used as justification for contract termination as described in Section (3) and for determining whether or not contract renewal options are exercised. If validation tests indicate the Offeror has not met the stated data requirements for a given month, the Offeror will be promptly notified in writing, and a follow-up validation test will be scheduled at an agreed upon time, no longer than 30 days from the noted unsatisfactory validation test. Upon notification, the Offeror shall submit to MoDOT a planned course of corrective action or an explanation for unsatisfactory results within ten (10) business days of said results. If validation tests for the subsequent testing period also indicate unsatisfactory results, MoDOT shall retain the right to withhold further payment, renegotiate the contract, or terminate to contract in accordance with Section (3).

The Offeror shall disclose any changes that may improve or reduce data quality including, but not limited to gaining or losing a key fleet of vehicles or a cellular carrier contract. In the event that a key data source becomes unavailable, data quality requirements shall remain in place.

Valid Sources of Data

Data sources shall only include actual, observed measurements using probe technology or infrastructure based systems. Estimates or projections based on historical data shall not be acceptable for the purposes of providing real-time data (Option 1).

The Offeror may choose to integrate real-time data from MoDOT sensors in existing formats or schemas to supplement existing data feeds. Any additional processing or formatting will be the responsibility of the Offeror. In the event the Offeror is using data from MoDOT sensors, the Offeror shall ultimately be held responsible for meeting all data requirements. MoDOT is not liable for failed or inaccurate data from its detectors. In the event that the Offeror obtains new sources of data, these may be incorporated into the system at no additional cost to MoDOT. Additionally, MoDOT may make available to the Offeror new data sources where feasible.

Data Format, Integration, Access, and Analytics

The Offeror shall provide data that meets the requirements in Table 5.

The Offeror shall provide a web-based tool to view real-time traffic data by MoDOT and its partners (not the general public). The web site shall be password protected.

The Offeror shall provide a web-based archiving service to MoDOT in which data is stored, at a minimum, for three (3) years. Any data purchased shall include data from the time of purchase back through January 2012, or earlier. The web-based archiving service may be hosted by a third-party, but any requirements of Table 5 shall apply and MoDOT hardware, software, or network infrastructure shall not be required to maintain the service. The archiving service should also allow for data to be exported in a .csv or .xls format.

In addition to the archiving service, it is desirable for the Offeror to provide a web-based tool for data analytics. The web-based analytics tool may be hosted by a third-party, but any requirements of Table 5 shall apply and MoDOT hardware, software, or network infrastructure shall not be required to maintain the service. The analytics tool, if provided, shall be web-based and provide automated analytics for performance measures including, but not limited to:

- Average speeds
- Travel times
- Travel time index
- Planning time index and/or buffer time
- User delay costs

Such measures shall be available at various time intervals including, but not limited to yearly, quarterly, monthly, daily, and hourly. The analytics tool should allow for data analysis to be presented using graphs, tables, animations, and/or maps. The analytics tool should also allow for data to be exported in a .csv or .xls format.

The same web-based system may be used to provide the real-time view, the archiving service, and the data analytics, if desired.

Project Duties of the Offeror

The Offeror shall provide a Project Work Plan within ten (10) business days of Notice to Proceed. The Project Work Plan will include:

- A Project Schedule that outlines all necessary steps required to provide the selected traffic data. The schedule will include key milestones and the commencement date for the delivery of the traffic data feed shall be part of the schedule.

- A Quality Assurance/Quality Control (QA/QC) Plan that describes the Offeror’s plan for monitoring and maintaining data quality and coordination with MoDOT and any independent validation Offeror as supplied by MoDOT.

The Offeror shall submit monthly progress reports by the fifth business day of the next month. Prior to the commencement of the data feed, these progress reports shall provide the Offeror’s status relative to the milestones in the Project Schedule. After the commencement of the data feed, the Offeror shall submit monthly reports that include any key information affecting the quality, availability or reliability of the data feed in the previous month. For any issues that arise, the Offeror shall present a plan for how they will be resolved. The project will begin with a formal kick-off meeting, either in person or via phone, to review the Project Work Plan and provide an opportunity for MoDOT and the Offeror to share expectations for the project.

Traffic Data Requirements

The following section contains the baseline system specifications in the form of a response matrix (Table 5). Priority codes are given for each specification in the matrix. The definition of each priority code is defined below. Respondents are to provide information requested in their proposal in the matrix, as noted. If additional space is required for further explanation or supporting material is appended, directly reference the additional or supporting information within the corresponding cell within the matrix (for example: “see Attachment XX for a detailed explanation”), and the attachment should also explicitly refer to the section in the matrix to which it applies.

In the Offeror’s technical response, the following matrix columns should be completed for each listed item:

1. *Response Code* – Employ the response codes noted below, defining compliance with the requirement.
2. *Respondent Comments* – Explain how the Offeror’s solution meets the requirement and identify any exceptions taken to the requirements.

Priority Codes:

I: Information

M/C: Mandatory Specification – Offeror concurrence required

M/E: Mandatory Specification – Process explanation or supporting information required

HD/C: Highly Desirable Specification – Offeror concurrence

HD/E: Highly Desirable Specification – Process explanation or supporting information required

D/C: Desirable Specification – Offeror concurrence

D/E: Desirable Specification – Process explanation or supporting information required

Response Codes:

E: Proposal exceeds the stated requirement. Provide a detailed explanation.

F: Proposal fully complies with the stated requirement. Provide a detailed explanation.

P: Proposal partially complies with the stated requirement. Provide a detailed explanation.

N: Proposal does not comply with the stated requirement.

Table 5 – Data System Specification Matrix

Item	Description	Priority Code	Response Code	Respondent Comments
TRAFFIC DATA REQUIREMENTS				
Data Elements				
1	Mean segment speed in miles per hour rounded to the nearest integer.	M/E		
2	Mean segment travel time to the nearest whole second.	M/E		
3	A status flag shall be associated with each segment and reporting interval to indicate normal operations, periods of low-traffic flow, inoperable status or unavailable data, etc. Offeror should specify flags appropriate to methodology.	M/E		
4	A quality indicator should be used to provide a numerical score that reflects the confidence in the estimate of the mean speed and travel time. The intent is to provide a measure similar in concept to the standard error in the estimate of the mean. Offeror should provide explanation of the quality metric.	HD/E		
5	Other traffic data valuable for roadway operations. This may include but is not limited to such metrics as volume, occupancy, event data, and incident data.	D/E		
Data Format				
6	Data shall be provided as XML-formatted content using an approved MoDOT schema and shall be made available through a web-based subscription service. The service will allow for appropriate access permissions to limit distribution only to authorized subscribers. The service shall allow for selective content subscription so that various sections of MoDOT may subscribe only to the geographic area of interest. Each proposal shall contain, at a minimum, three (3) sets of sample data for evaluation purposes.	M/E		
7	Data shall also be available in CSV format, if requested.	HD/E		

Item	Description	Priority Code	Response Code	Respondent Comments
8	The format of the data shall conform to applicable TMDD standards or other comparable open and published standards. Offerors should provide a precise description of the processes and timing associated with their provision of the data.	M/E		
9	Data files shall be delivered via HTTP or other standard protocol.	M/E		
Data Quality				
10	<p>Average Absolute Speed Error The absolute speed error is defined as the absolute value of the difference between the mean speed reported from the data service and the mean speed provided by validation procedures for a specified time period or polling interval. Given that monitored links will be of different lengths, quality requirements based on speed rather than travel time will normalize the effect of varying link lengths.</p> <p>Speed data shall have a maximum average absolute error of 10 MPH.</p> <p><u>Calculation Method</u> Let: A_{ij} = Speed data for link i at time j from the data service. B_{ij} = Corresponding speed from the validation data Average absolute error = $\text{mean}(\text{abs}(A_{ij} - B_{ij}))$.</p> <p>Speed range is dependent on the validation data (B_{ij}).</p> <p>Example: A source of validation data exists for various segments and for various time intervals within the I-70 corridor. For each 15-minute interval, a mean speed will be calculated for each segment for which validation speed data exists. Mean speeds from the validation data source will be compared with the respective mean speeds reported by the data service for each 15-minute interval. For each 15-minute interval, an average absolute error will be calculated.</p> <p>The individual average absolute errors for each segment and 15-minute interval will be averaged to produce a single average absolute error for the entire data set being validated.</p>	M/E		

Item	Description	Priority Code	Response Code	Respondent Comments									
11	<p>Speed Error Bias Error bias is defined as the average speed error (not the absolute value) in each speed range. Speed data shall have a maximum average error of +/- 5 MPH.</p> <p><u>Calculation Method</u> Let: A_{ij} = Speed data for link i at time j from the data service. B_{ij} = Corresponding speed from the validation data Average error = $\text{mean}(A_{ij} - B_{ij})$</p> <p>Speed range is dependent on the value B_{ij}. The calculation is similar to that of Average Absolute Speed Error, but without the absolute value operator.</p>	M/E											
12	Accuracy requirements will be in effect for vehicle flows exceeding 500 VPH.	M/C											
	Accuracy requirements will be in effect for vehicle flows exceeding 200 VPH.	HD/C											
Segmentation													
13	<p>Segmentation of the road network is the responsibility of the Offeror and shall be performed in cooperation with MoDOT. Link definition shall be based on logical breaks in facilities where one would expect the potential for differing traffic conditions, such as at an interchange, a lane drop, or a major at-grade intersection. At a minimum, freeway segments shall break at each interchange. The following chart indicates guidelines for segment lengths of various road classifications.</p> <p style="text-align: center;"><u>Link length guidelines</u></p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: center;">URBAN</td> <td style="text-align: center;">RURAL</td> </tr> <tr> <td>FREEWAYS</td> <td style="text-align: center;">1-3 miles</td> <td style="text-align: center;">3-10 miles</td> </tr> <tr> <td>ARTERIALS</td> <td style="text-align: center;">0.5-3 miles</td> <td style="text-align: center;">2-5 miles</td> </tr> </table>		URBAN	RURAL	FREEWAYS	1-3 miles	3-10 miles	ARTERIALS	0.5-3 miles	2-5 miles	I/C		
	URBAN	RURAL											
FREEWAYS	1-3 miles	3-10 miles											
ARTERIALS	0.5-3 miles	2-5 miles											
14	Ramps (where provided) should be reported as separate links.	D/C											
15	Reversible lanes and other lane specific modes (where provided) should be reported as separate links.	D/C											

Item	Description	Priority Code	Response Code	Respondent Comments
16	<p>Segment definitions shall, at a minimum, contain beginning and ending latitude, longitude, heading, common name or route number, and a unique identifier (such as a TMC code). Use applicable TMDD standards or comparable open and published data standards.</p> <p>A segment definition file shall be provided and updated as changes are made and shall conform to applicable standards or comparable open and published data standards.</p> <p>The segment definition file shall be in XML format in a MoDOT approved schema.</p> <p>The segment definition file shall also be available in CSV format.</p> <p>Segmentation shall be translatable to the MoDOT geographic framework,</p>	M/E		
Route Coverage				
17	<p>Tables depicting the roadways within the state for which traffic data is requested are included in Section 2 of the RFP. These tables represent a consensus vision of the network of roadways for which data is desired. Actual implementation of roadway segments may differ from those depicted in the tables, and the selection of the routes depicted in the tables in whole or in part is at the sole discretion of MoDOT.</p> <p>Using the tables as a guide indicate the following:</p> <ul style="list-style-type: none"> • Variations or limitations between the proposed coverage and that identified in Tables 1-4. • Any regions in the tables for which real-time traffic data cannot be provided. <p>For consistency, proposals shall include pricing in the format described in Section (5).</p>	M/E		
Data Accessibility, Availability and Reliability				
18	Traffic data shall be provided 24 hours per day, 7 days per week.	M/C		

Item	Description	Priority Code	Response Code	Respondent Comments
19	Data shall be updated whenever the mean speed changes by 3 MPH or greater OR when the travel time changes by 5% or greater OR when the status flag changes. At a minimum, a full data set shall be supplied at least once every five (5) minutes. In either case the latency requirements of the data prevail (Items 9 & 10).	M/E		
20	Data shall be updated whenever the mean speed changes by 3 MPH or greater OR when the travel time changes by 5% or greater OR when the status flag changes. At a minimum, a full data set shall be supplied at least once every three (3) minutes. In either case the latency requirements of the data prevail (Items 9 & 10).	HD/E		
21	Maximum data latency shall be less than or equal to five (5) minutes.	M/E		
22	Maximum data latency shall be less than or equal to three (3) minutes.	HD/E		
23	<p><u>Availability:</u> Data availability is defined as the percent of time for which the data service was available (system uptime). Data subscription services shall maintain at least 99% availability, excluding any scheduled system maintenance. Scheduled maintenance shall be limited to 40 hours per year and only during non-peak hours. The Offeror shall work with MoDOT to obtain prior approval for when such maintenance will occur.</p> <p>The Offeror shall provide a method for reporting data availability to MoDOT each month.</p>	M/C		

Item	Description	Priority Code	Response Code	Respondent Comments
24	<p><u>Reliability:</u> Reliability is defined as the ability of the data service to produce traffic data estimates consistently for each segment at all times. Data reliability is measured simply as the percentage of measurement intervals (combination of space and time) when traffic data estimates are delivered.</p> <p>Note: Valid traffic data estimates occur only when sufficient base level data exists to support an estimate of the mean travel time or mean speed for a particular time period. Estimates based purely on imputation (for example, the historical average) are not considered a valid estimate in terms of the availability requirement. Periods of low flow (<500 VPH) are excluded.</p> <p>Traffic data shall be provided for at least 95% of all segments at all required time reporting intervals.</p> <p>The Offeror shall provide a method for reporting data reliability to MoDOT each month.</p>	M/E		
25	Hardware, software and network capacity shall be sufficient to initially support up to 25 concurrent data subscriptions, with the capability to scale to 100 data subscriptions as needed. It is the responsibility of the Offeror to provide sufficient capacity to service all subscription demands.	M/E		
26	Offerors shall provide an archiving service for all real-time or historical data provided to MoDOT. Historical data shall be kept for at least 3 years and begin with January 2012.	M/E		
27	Historical data, if purchased, shall be available for each month within ten (10) business days from the end of said month.	M/E		
28	Historical data, if purchased, shall be available for each month within five (5) business days from the end of said month.	HD/E		
29	Historical data, if purchased, shall be delivered, at a minimum, in 15-minute intervals.	M/C		
Website for Monitoring Traffic Data				
30	Offerors shall provide a web-based tool to view real-time traffic data by MoDOT and its partners (not the general public). Partners may include MPO's, consultants, and universities. The web site shall be password protected.	M/E		

Item	Description	Priority Code	Response Code	Respondent Comments
31	The web-based tool shall have the capacity to initially support up to 100 concurrent users with the ability to scale to 500 concurrent users as needed.	M/C		
32	Data from the real-time traffic service shall be viewable in real-time via the web-based tool.	M/C		
33	Archived traffic data shall be accessible via the web-based tool.	M/C		
34	The web-based tool shall allow routes and data to be selected and viewed in an electronic map-based interface.	HD/E		
35	The web-based tool shall perform data analytics including, but not limited to average speed, travel time, travel time index, planning time index, buffer time, and user-delay costs.	HD/E		
36	The web-based tool shall allow analytics to be done for various time periods including, but not limited to, yearly, quarterly, monthly, daily, and hourly.	HD/E		
37	The web-based tool shall allow for data analysis to be presented and/or visualized in graphical, table, animations, and map formats.	HD/E		
38	The web-based tool shall allow for the export of data in .csv or .xls format.	HD/E		

Project Deliverables

The Offeror shall have three (3) months from the Notice to Proceed to provide access to the data as described in Section (2).

- (C) **Administration of Program:** The Offeror will consult MHTC's representative regarding any problems involved with the administration of the services provided pursuant to this RFP.

**SECTION (3):
AGREEMENT REQUIREMENTS**

This RFP shall be governed by the following contract provisions. The award of this RFP is subject to a post-award negotiated contract. These same contract provisions will appear in the post-award negotiated contract. If the parties are unable to agree to terms in the post-award contract, MHTC shall reserve the right to cancel the award of the RFP and contract and select a different offeror.

- (A) **MHTC's Representative:** MoDOT's State Traffic and Highway Safety Engineer or Traffic and Management Operations Engineer is designated as MHTC's representative for the purpose of administering the provisions of the Agreement as defined in Paragraph (E) of this section. MHTC's representative may designate by written notice other persons having the authority to act on behalf of MHTC in furtherance of the performance of the Agreement. The Offeror shall fully coordinate its activities for MHTC with those of the State Traffic and Highway Safety Engineer or Traffic and Management Operations Engineer. As the work of the Offeror progresses, advice and information on matters covered by the Agreement shall be made available by the Offeror to the State Traffic and Highway Safety Engineer or Traffic and Management Operations Engineer throughout the effective period of the Agreement.
- (B) **Release to Public:** No material or reports prepared by the Offeror shall be released to the public without the prior consent of MHTC's representative.
- (C) **Assignment:** The Offeror shall not assign or delegate any interest, and shall not transfer any interest in the services to be provided (whether by assignment, delegation, or novation) without the prior written consent of MHTC's representative.
- (D) **Status as Independent Contractor:** The Offeror represents itself to be an independent contractor offering such services to the general public and shall not represent itself or its employees to be an employee of MHTC or MoDOT. Therefore, the Offeror shall assume all legal and financial responsibility for taxes, FICA, employee fringe benefits, workers' compensation, employee insurance, minimum wage requirements, overtime, or other such benefits or obligations.
- (E) **Components of Agreement:** The Agreement between MHTC and the Offeror shall consist of: the RFP and any written amendments thereto, the proposal submitted by the Offeror in the response to the RFP and the post-award contract agreement signed between the parties. However, MHTC reserves the right to clarify any relationship in writing and such written clarification shall govern in case of conflict with the applicable requirements stated in the RFP or the Offeror's proposal. The Offeror is cautioned that its proposal shall be subject to acceptance by MHTC without further clarification.

(F) **Amendments:** Any change in the Agreement, whether by modification or supplementation, must be accompanied by a formal contract amendment signed and approved by the duly authorized representative of the Offeror and MHTC.

(G) **MBE/WBE Participation Encouraged:**

1. Offerors are encouraged to submit copies of their existing affirmative action programs, if any. Offerors are also encouraged to directly hire minorities and women as direct employees of the Offerors.
2. Offerors are encouraged to obtain minority business enterprise (MBE) and women business enterprise (WBE) participation in this work through the use of subcontractors, suppliers, joint ventures, or other arrangements that afford meaningful participation for M/WBEs. Offerors are encouraged to obtain 10% MBE and 5% WBE participation.
3. Regardless of which persons or firms, if any, that the Offeror may use as subcontractors or suppliers of goods or services for the services to be provided, the Offeror ultimately remains responsible and liable to MHTC for the complete, accurate and professional quality/performance of these services.

(H) **Nondiscrimination:** The Offeror shall comply with all state and federal statutes applicable to the Offeror relating to nondiscrimination, including, but not limited to, Chapter 213, RSMo; Title VI and Title VII of Civil Rights Act of 1964 as amended (42 U.S.C. Sections 2000d and 2000e, *et seq.*); and with any provision of the “Americans with Disabilities Act” (42 U.S.C. Section 12101, *et seq.*).

(I) **Executive Order:** The Offeror shall comply with all the provisions of Executive Order 07-13, issued by the Honorable Matt Blunt, Governor of Missouri, on the sixth (6th) day of March, 2007. This Executive Order, which promulgates the State of Missouri’s position to not tolerate persons who contract with the state engaging in or supporting illegal activities of employing individuals who are not eligible to work in the United States, is incorporated herein by reference and made a part of this Agreement.

1. By signing this Agreement, the Offeror hereby certifies that any employee of the Offeror assigned to perform services under the contract is eligible and authorized to work in the United States in compliance with federal law.
2. In the event the Offeror fails to comply with the provisions of the Executive Order 07-13, or in the event the Commission has reasonable cause to believe that the Offeror has knowingly employed individuals who are not eligible to work in the United States in violation of federal law, the Commission reserves the right to impose such contract sanctions as it may determine to be appropriate, including but not limited to contract cancellation, termination or suspension in whole or in part or both.

- (J) **Incorporation of Provisions:** The Offeror shall include the provisions of Section (3), paragraph I of this Agreement in every subcontract. The Offeror shall take such action with respect to any subcontract as the Commission may direct as a means of enforcing such provisions, including sanctions for noncompliance.
- (K) **Non-employment of Unauthorized Aliens:** Pursuant to Section 285.530, RSMo., no business entity or employer shall knowingly employ, hire for employment, or continue to employ an unauthorized alien to perform work within the State of Missouri. As a condition for the award of any contract or grant in excess of five thousand dollars by the State or by any political subdivision of the State to a business entity, or for any business entity receiving a state-administered or subsidized tax credit, tax abatement, or loan from the state, the business entity shall:
1. By sworn affidavit and provision of documentation, affirm its enrollment and participation in a federal work authorization program with respect to the employees working in connection with the contracted services. E-Verify is an example of a federal work authorization program. The business entity must affirm its enrollment and participation in the E-Verify federal work authorization program with respect to the employees proposed to work in connection with the services requested herein by providing acceptable enrollment and participation documentation consisting of **completed** copy of the E-Verify Memorandum of Understanding (MOU). For business entities that are not already enrolled and participating in a federal work authorization program, E-Verify is available at http://www.dhs.gov/files/programs/gc_1185221678150.shtm.
 2. By sworn affidavit, affirm that it does not knowingly employ any person who is an unauthorized alien in connection with the contracted services. A copy of the affidavit referenced herein is provided within this document, attached as Exhibit B.
- (L) **Proof of Lawful Presence For Sole Proprietorships and Partnerships:** If the business entity is a sole proprietorship or partnership, pursuant to Section 208.009, RSMo., each sole proprietor and each general partner shall provide affirmative proof of lawful presence in the United States. Such sole proprietorship or partnership is eligible for temporary public benefits upon submission by each sole proprietor and general partner of a sworn affidavit of his/her lawful presence on the United States until such lawful presence is affirmatively determined, or as otherwise provided by Section 208.009, RSMo. A copy of the affidavit reference herein is provided within this document, attached as Exhibit C.
- (M) **Bankruptcy:** Upon filing for any bankruptcy or insolvency proceeding by or against the Offeror, whether voluntarily, or upon the appointment of a receiver, Offeror, or assignee,

for the benefit of creditors, MHTC reserves the right and sole discretion to either cancel the Agreement or affirm the Agreement and hold the Offeror responsible for damages.

- (N) **Law of Missouri to Govern:** The Agreement shall be construed according to the laws of the state of Missouri. The Offeror shall comply with all local, state and federal laws and regulations relating to the performance of the Agreement.
- (O) **Cancellation:** MHTC may cancel this Agreement at any time for a material breach of contractual obligations or for convenience by providing the Offeror with written notice of cancellation. Should MHTC exercise its right to cancel the contract for such reasons, cancellation will become effective upon the date specified in the notice of cancellation sent to the Offeror.
- (P) **Venue:** No action may be brought by either party concerning any matter, thing or dispute arising out of or relating to the terms, performance, nonperformance or otherwise of the Agreement except in the Circuit Court of Cole County, Missouri. The parties agree that the Agreement is entered into at Jefferson City, Missouri, and substantial elements of its performance will take place at or be delivered to Jefferson City, Missouri, by reason of which the Offeror consents to venue of any action against it in Cole County, Missouri.
- (Q) **Ownership of Reports:** All documents, reports, exhibits, etc. produced by the Offeror at the direction of MHTC's representative and information supplied by MHTC's representative shall remain the property of MHTC.
- (R) **Confidentiality:** The Offeror shall not disclose to third parties confidential factual matters provided by MHTC's representative except as may be required by statute, ordinance, or order of court, or as authorized by MHTC's representative. The Offeror shall notify MHTC immediately of any request for such information.
- (S) **Nonsolicitation:** The Offeror warrants that it has not employed or retained any company or person, other than a bona fide employee working for the Offeror, to solicit or secure the Agreement, and that it has not paid or agreed to pay any percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or making of the Agreement. For breach or violation of this warranty, MHTC shall have the right to annul the Agreement without liability, or in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.
- (T) **Conflict of Interest:** The Offeror covenants that it presently has no actual conflict of interest or appearance of conflict of interest and shall not acquire any interest, directly or indirectly, which would conflict in any manner or degree with the performance of the services under this Agreement. The Offeror further covenants that no person having any such known interest shall be employed or conveyed an interest, directly or indirectly, in

this Agreement.

(U) **Maintain Papers:** The Offeror must maintain all working papers and records relating to the Agreement. These records must be made available at all reasonable times at no charge to MHTC and/or the Missouri State Auditor during the term of the Agreement and any extension thereof, and for three (3) years from the date of final payment made under the Agreement.

1. MHTC's representative shall have the right to reproduce and/or use any products derived from the Offeror's work without payment of any royalties, fees, etc.
2. MHTC's representative shall at all times have the right to audit any and all records pertaining to the services.

(V) **Indemnification:** The Offeror shall defend, indemnify and hold harmless the Commission, including its members and department employees, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the Offeror's performance of its obligations under this Agreement.

(W) **Insurance:**

(1) Prior to contract signing, the Offeror may be asked about its ability to provide certificates of insurance which meet, or approach, the following coverages:

- | | |
|---|---|
| a. General Liability | Not less than \$500,000 for any one person in a single accident or occurrence, and not less than \$3,000,000 for all claims arising out of a single occurrence; |
| b. Automobile Liability | Not less than \$500,000 for any one person in a single accident or occurrence, and not less than \$3,000,000 for all claims arising out of a single occurrence; |
| c. Missouri State Workmen's Compensation policy or equivalent in accordance with state law. | |

**SECTION (4):
PROPOSAL SUBMISSION INFORMATION**

(A) SUBMISSION OF PROPOSALS

1. **Pricing and Signature:** Proposals should be priced, signed and returned (with necessary attachments) to Beth Rodeman as provided in this RFP. Specifically, any form containing a signature line in this RFP and any amendments, pricing pages, etc., must be manually signed and returned as part of the proposal.
2. **Submission of All Data Required:** The Offeror must respond to this RFP by submitting all data required in paragraph (B) below for its proposal to be evaluated and considered for award. Failure to submit such data shall be deemed sufficient cause for disqualification of a proposal from further consideration.
3. **Public Inspection:** The Offeror is hereby advised that all proposals and the information contained in or related thereto shall be open to public inspection and that MHTC does not guarantee nor assume any responsibility whatsoever in the event that such information is used or copied by individual person(s) or organization. Therefore, the Offeror must submit its proposal based on such conditions without reservations.
4. **Clarification of Requirements:** Any and all questions regarding specifications, requirements, competitive procurement process, or other questions must be submitted, in writing, to Beth Rodeman, Missouri Department of Transportation, as required in Section (1), paragraph (F).

(B) REQUIRED ELEMENTS OF PROPOSAL

1. Proposed Method of Performance

The evaluation of the Offeror's **Proposed Method of Performance** shall be subjective based on the requirements and desired features stated herein.

Therefore, the Offeror should present detailed information regarding how the proposal meets, partially meets, or exceeds the stated required and desired specifications. The state reserves the right to use this information, including information gained from any other source, in the evaluation process.

The Offeror should provide detailed explanations, where applicable, on how their proposal meets, partially meets, exceeds, or does not meet each point of the RFP specifications.

The Offeror should detail how they intend to satisfy the requirements outlined in the Scope of Work, Section 2, of the RFP. In doing so, the Offeror should insert their response immediately following the paragraph to which they are responding to in the corresponding section of the RFP. The Offeror should describe how the

requirements will be fulfilled by the proposed service offerings to include by whom, when, with what, why, where, etc., the requirements will be satisfied.

A simple “yes, no, or compliant” response may not fulfill this description request. The Offeror should present a detailed description of all services proposed in the response to this Request for Proposal. It is the Offeror’s responsibility to make sure all requirements and services are adequately described.

For Table 5, Data System Specification Matrix, the Offeror shall insert their response to each item within the columns provided.

The Offeror should present a written narrative, which demonstrates the method or manner in which the Offeror proposes to satisfy these requirements and, at a minimum, include information pertaining to the following areas:

- The Offeror shall provide additional details and fully describe the scope of their approach to providing the desired traffic data.
- The Offeror shall provide a timeline for completion of the service.
- The Offeror shall provide a written description detailing the general understanding of the minimum requirements, desired features, and the key issues, goals, objectives and milestones associated with performing the required services.
- The Offeror should provide and describe any additional or optional service levels over and above the required service levels included within this RFP.
- The Offeror should clearly indicate any variations or limitations between the segments identified for data in Tables 1-4 and any segments for which data is actually available. Proposals should also indicate any segments for which data is typically only available at periodic times throughout the day.
- The Offeror shall describe the typical manner in which data may be integrated into a TMC’s Advanced Traffic Management System (ATMS), specifically for the purpose of populating travel times to the public using Dynamic Message Signs (DMS). Likewise, the Offeror shall describe the typical manner in which data may be integrated into MoDOT-sanctioned websites, specifically for the purpose of displaying color-coded traffic conditions for customers. MoDOT currently utilizes TransSuite in both the St. Louis and Kansas City TMC’s. The Springfield TMC currently utilizes Chameleon. MoDOT’s statewide Traveler Information Map currently utilizes an ESRI map base.

- The Offeror shall provide, at a minimum, three sample data feeds that can be reviewed by MoDOT for format and compatibility with existing MoDOT tools including, but not limited to, the ATMS at each TMC, MoDOT-sanctioned traveler information websites, and MoDOT-sanctioned mobile applications. MoDOT shall not publically disseminate any of the sample data, but shall use it only for evaluation purposes.
- The Offeror shall describe their own internal practices put in place to ensure optimal data quality and reliability. The Offeror shall indicate any system performance reports they utilize and any processes utilized to ensure satisfactory data quality. The Offeror shall indicate how MoDOT can obtain system performance reports.
- The Offeror shall clearly explain the proposed sources of data, where they will apply, and how one or more will be used to derive a single estimate for each segment in each reporting period.
- The Offeror shall provide details of how MoDOT will be able to access archived data and utilize it for MoDOT business purposes. The Offeror shall indicate how the archive service will be supported and maintained.
- The Offeror shall provide details of how the requested traffic data can be analyzed and reported using a web-based analytics tool. The Offeror shall indicate how MoDOT can utilize the tool and identify the specific features and metrics that can be produced using the tool. Example figures, graphs, charts, and maps are desirable.
- The Offeror shall provide details of how any data currently collected or available to MoDOT might be used to supplement or enhance the requested data service. An overview of data currently available to MoDOT can be found in Exhibit A.

NOTE: FAILURE TO PROVIDE ADEQUATE INFORMATION TO COMPLETELY ADDRESS THE SPECIFIED EVALUATION CRITERIA WILL AT LEAST RESULT IN MINIMAL SUBJECTIVE CONSIDERATION AND MAY RESULT IN REJECTION OF THE OFFEROR'S PROPOSAL.

2. Experience and Reliability

The evaluation of the Offeror's **Experience and Reliability** shall be subjective based on the ability of the Offeror to perform the requirements stated herein. Therefore, the Offeror should present detailed information regarding the offeror's

experience in offering the services requested in this RFP. The following information should be provided by the Offeror in order to assist MoDOT in evaluation of the Offeror's experience. The state reserves the right to use this information, including information gained from any other source, in the evaluation process.

MoDOT is seeking a qualified Offeror that demonstrates the capabilities, experience, and resources required to provide, distribute, and analyze a source of real-time and historical traffic data on select roadways in Missouri. As part of the proposal:

- The Offeror should describe any previous contract experiences of a similar nature and complexity in scope, responsibility and technologies involved as what is described in this RFP.
- Describe the nature of the Offeror's business, type of services performed, etc.
- The Offeror should describe the history of the company. The Offeror should indicate the number of years its firm has been providing similar type services.
- The Offeror should describe their experience with data collection, dissemination, archiving, and analysis.
- The Offeror should fully describe their experience in integrating real-time traffic data into an agency's Advanced Traffic Management System (ATMS), specifically for the purpose of populating travel times to the public using Dynamic Message Signs (DMS). MoDOT currently utilizes TransSuite in both the St. Louis and Kansas City TMC's. The Springfield TMC currently utilizes Chameleon.
- The Offeror should fully describe their experience in integrating real-time traffic data into an agency's website, specifically for the purpose of displaying color-coded traffic conditions for customers. MoDOT's statewide Traveler Information Map currently utilizes an ESRI map base.
- The Offeror should describe previous project experiences of a similar nature and complexity in scope, responsibility and technologies involved. These project summaries should be limited to no more than one page per project; not to exceed three (3) project summaries.

- The Offeror should provide reference contact information (name, role in project, phone, and e-mail). Please verify correct e-mail address prior to submitting) for the projects described pursuant to the above in order to allow the evaluators to verify the information. Utilizing the table below (or in a similar format), the Offeror should provide up to five (5) references that may be contacted. In addition, the Offeror should provide up to three (3) references that may be contacted for any/each subcontractor that the Offeror proposes to utilize to meet the requirements of the RFP. Please clearly indicate which references are for subcontractor(s). Please make sure the contact information, including the email addresses, are current, correct and available for reference contact.

The evaluator’s inability to contact a reference due to incorrect or inaccurate reference information or failure of the reference contact person to respond shall be considered an invalid reference.

REFERENCE	
Contracting Agency/Entity Client Name:	
Contact Name:	
Contact Title:	
Description of Role / Responsibility the above contact person had in referenced contract work:	
Contact Phone Number:	
Contact Email Address: *please verify accuracy of email address*	
Applicable Dates of Contract Work	
Description of Role / Responsibility in referenced contract work:	

- The Offeror should provide information that documents the depth and number of resources (i.e., financial, supplies, facilities, infrastructure, and human resources) to ensure completion of all RFP requirements. The Offeror should document how sufficient resources will be provided to the State of Missouri.

- The Offeror should describe its organization and the organization of any proposed subcontractor's(s') organization(s) as it relates to the reliability and market strength/stability of the organization.
- The Offeror should describe any other companies and organizations that are strategic partners or alliances. Explain what benefit(s) the agency will receive from these alliances and/or partners as it relates to the provision of the required system and services described herein. Offeror should disclose any corporate affiliations regarding other service organization affiliations, etc.
- The Offeror should indicate whether there is currently, or has been within the past twelve months, any legal actions, suits, or proceeding, pending or threatened against the Offeror's organization. Explain any such circumstances. For any subcontractors proposed, the same information should be provided for each subcontractor's organization.
- The Offeror should indicate whether it has had contracts with other governmental and/or private entities that have been canceled prior to expiration or contracts not renewed after the initial contract period within the past five (5) years. Explain any such circumstances/reasons for the cancellation and/or non-renewal.

NOTE: FAILURE TO PROVIDE ADEQUATE INFORMATION TO COMPLETELY ADDRESS THE SPECIFIED EVALUATION CRITERIA WILL AT LEAST RESULT IN MINIMAL SUBJECTIVE CONSIDERATION AND MAY RESULT IN REJECTION OF THE OFFEROR'S PROPOSAL.

3. Cost and Fees

The objective evaluation of the Offerer's **Cost and Fees** shall be based on a total of points computed utilizing the pricing quoted by each Offeror on the pricing pages and the process described below. Pricing for both the real-time data (Option 1) and the historical data (Option 2) will be considered. For each proposal, the two pricing options will be scored independently and then added together resulting in a single combined score for the proposal. The pricing for real-time data (Option 1) shall be worth up to 30 points, and the pricing for historical data (Option 2) shall be worth up to 10 points, for a total of up to 40 points. The State of Missouri does not warrant that the figures/estimates stated herein for the cost evaluation in any way reflect actual nor anticipated usage amounts. Maximum allowable increases for renewal years shall not be evaluated as part of the proposed cost estimate, but will be subjectively evaluated under the Proposed Method of Performance.

- For real-time data (Option 1), prices shall be evaluated and scored individually for all five (5) requested data packages and all four (4) requested mileage ranges. Each individual item will receive up to 30 points, and then all nine (9) items will be averaged to determine a single, real-time data score for the entire proposal.
- For historical data (Option 2), prices shall be evaluated and scored individually for all four (4) requested data packages and all four (4) requested mileage ranges. Each individual item will receive up to 10 points, and then all eight (8) items will be averaged to determine a single, historical data score for the entire proposal.

The average scores from the real-time data and the historical data will be added together to determine the final pricing score for the proposal (40 points maximum).

(C) EVALUATION CRITERIA AND PROCESS

1. Evaluation Factors: Any agreement for services resulting from this RFP shall be awarded to the Offeror providing the best proposal to MHTC. After determining responsiveness, proposals will be evaluated in accordance with the following criteria:

A. Proposed Method of Performance	40 pts. Maximum
B. Offeror Experience and Reliability	20 pts. Maximum
C. Cost and Fees	40 pts. Maximum

From this evaluation, the Department may establish a short list of prospective candidates to invite for an Oral Presentation. Scores will be reassessed given information presented or information clarified during the Oral Presentation, if conducted.

- 2. Historic Information:** MHTC reserves the right to consider historic information and facts, whether gained from the Offeror's proposal, question and answer conferences, references, or other sources, in the evaluation process.
- 3. Responsibility to Submit Information:** The Offeror is cautioned that it is the Offeror's sole responsibility to submit information related to the evaluation categories and that MHTC's representative is under no obligation to solicit such information if it is not included with the Offeror's proposal. Failure of the Offeror

to submit such information may cause an adverse impact on the evaluation of the Offeror's proposal.

(D) PRICING

- 1. Fee Schedule:** The Offeror must submit a proposed fee for all services defined in the Scope of Work. This fee must be shown on Section (5), Price Page, of this proposal which must be completed, signed and returned with the Offeror's proposal.

**SECTION (5):
PRICE PAGE**

(A) **FEE SCHEDULE:** The Offeror shall indicate below all fees for providing services in accordance with the provisions and requirements stated herein:

Option 1 – Real-Time Data (Includes Historical Data)

Pricing for Defined Data Sets			
No.	Data Packages	Start-Up Cost (if applicable)	Recurring Subscription (per year)
1	Data Set A (134.2 miles)		
2	Data Sets A and B (309.0 miles)		
3	Data Sets A, B, and C (532.8 miles)		
4	Data Sets A, B, C, and D (640.6 miles)		
5	Data for the entire state		

Based on the available budget, it may not be feasible for MoDOT to purchase entire data sets. When data is to be purchased apart from the defined packages above, the rates in the table below shall be used.

Pricing Per Centerline Mile				
	Total Centerline Miles Subscribe To			
	0-100 miles	100-200 miles	200-300 miles	300+ miles
Start-Up (one-time)	\$_____ per mile	\$_____ per mile	\$_____ per mile	\$_____ per mile
Recurring Subscription	\$_____ per mile per month	\$_____ per mile per month	\$_____ per mile per month	\$_____ per mile per month

***NOTE:** The pricing per centerline mile model will be used when portions of a data set are desired. For example, if MoDOT elects to purchase Data Set A but only a portion of Data Sets B and C, the subscription rate for the selected segments from Data Sets B and C will be determined using the rates established in the table above. When determining the “total centerline miles subscribed to”, quantities from entire data sets purchased shall be included. For example, if MoDOT elects to purchase Data Set A but only a portion of Data Sets B and C, the “total centerline miles subscribed to” would include the 134.2 miles from*

Data Set A plus the additional miles desired from Data Sets B and C. In the table above, “miles” always refers to centerline miles.

Option 2 – Historical Data Only

Pricing for Defined Data Sets			
No.	Data Packages	Start-Up Cost (if applicable)	Recurring Subscription (per month)
1	Data Set E (737.3 miles)		
2	Data Sets E and F (905.2 miles)		
3	Data Sets E, F, and G (1,812.9 miles)		
4	Data for the entire state		

Based on the available budget, it may not be feasible for MoDOT to purchase entire data sets. When data is to be purchased apart from the defined packages above, the rates in the table below shall be used.

Pricing Per Centerline Mile				
	Total Centerline Miles Subscribe To			
	0-500 miles	500-1,000 miles	1,000-1,500 miles	1,500+ miles
Start-Up (one-time)	\$_____ per mile	\$_____ per mile	\$_____ per mile	\$_____ per mile
Recurring Subscription	\$_____ per mile per month	\$_____ per mile per month	\$_____ per mile per month	\$_____ per mile per month

NOTE: The pricing per centerline mile model will be used when portions of a data set are desired. For example, if MoDOT elects to purchase Data Set E but only a portion of Data Set F, the subscription rate for the selected segments from Data Set F will be determined using the rates established in the table above. When determining the “total centerline miles subscribed to”, quantities from entire data sets purchased shall be included. For example, if MoDOT elects to purchase Data Set E but only a portion of Data Set F, the “total centerline miles subscribed to” would include the 737.3 miles from Data Set E plus the additional miles desired from Data Set F. In the table above, “miles” always refers to centerline miles.

(B) **RENEWAL PERIODS:** The Offeror shall provide below the maximum percentage of increase or decrease for the renewal periods. The percentage shall be computed against the **original contract period prices** for each renewal period. If a renewal percentage is not provided, the prices for the renewal periods shall be the same as the original contract period.

1st Renewal Period ____% of maximum increase and/or ____% of maximum decrease.

2nd Renewal Period ____% of maximum increase and/or ____% of maximum decrease.

3rd Renewal Period ____% of maximum increase and/or ____% of maximum decrease.

4th Renewal Period ____% of maximum increase and/or ____% of maximum decrease.

Name of the Offeror's Firm

Signature of Authorized Representative

Date Signed

EXHIBIT A
Real-Time Data Currently Available to MoDOT

Table 6, Figure 1, Figure 2, and Figure 3 represent traffic flow data and other traffic information (incidents, work zones, road conditions, etc.) currently collected by or made available to MoDOT. Such data may be made available, at MoDOT’s discretion, to the Offeror to enhance their data. MoDOT encourages responders to consider how a data-sharing arrangement may benefit both parties, but MoDOT cannot guarantee that access to agency-owned data will be exclusively available only to the selected Offeror. Segment lengths in Table 6 are approximate and for informational purposes only.

Table 6 – Data Currently Collected by MoDOT

Roadway	Length (miles)	Start	End	Comments
I-35	8.5	KS state line	I-29 split	Kansas City metro area
I-44	32.5	Pacific	I-55	St. Louis metro area
I-55	29.0	RT Z	I-70	St. Louis metro area
I-64	40.8	0.0	40.8	St. Louis metro area
I-70	18.0	I-35	MO 7	Kansas City metro area
I-70	42.0	I-64	IL state line	St. Louis metro area
I-170	11.2	0.0	11.2	St. Louis metro area
I-255	4.0	0.0	4.0	St. Louis metro area
I-270	35.8	0.0	35.8	St. Louis metro area
I-435	13.0	0.0	13.0	Kansas City metro area
US 67		I-55	I-70	St. Louis metro area
MO 94		I-64	I-70	St. Louis metro area
MO 141		I-64	I-55	St. Louis metro area
MO 364		MO 94	US 67	St. Louis metro area
MO 367		US 67	I-270	St. Louis metro area
MO 370	13.0	0.0	13.0	St. Louis metro area
Statewide				Work zones, construction
Statewide				Traffic incidents (over 30 minutes)
Statewide				Winter road conditions
Statewide				Road closures

Figure 1 – Current Real-Time Coverage in St. Louis

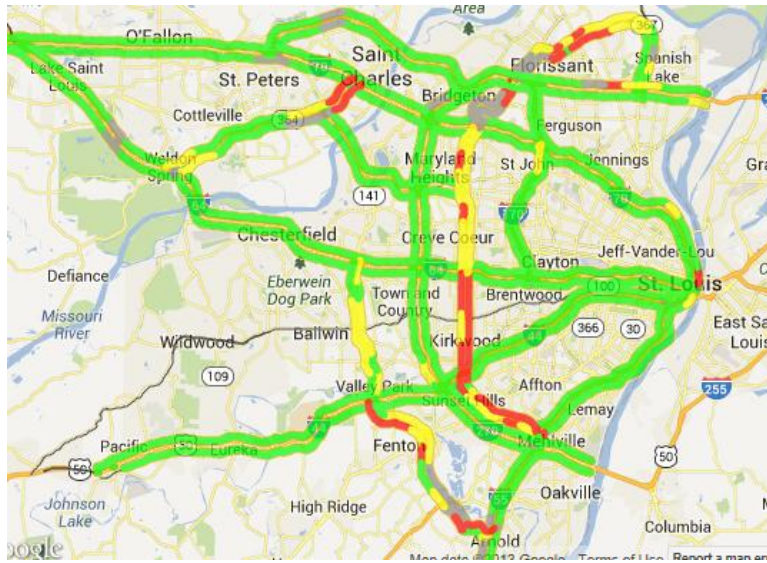


Figure 2 – Current Real-Time Coverage in Kansas City

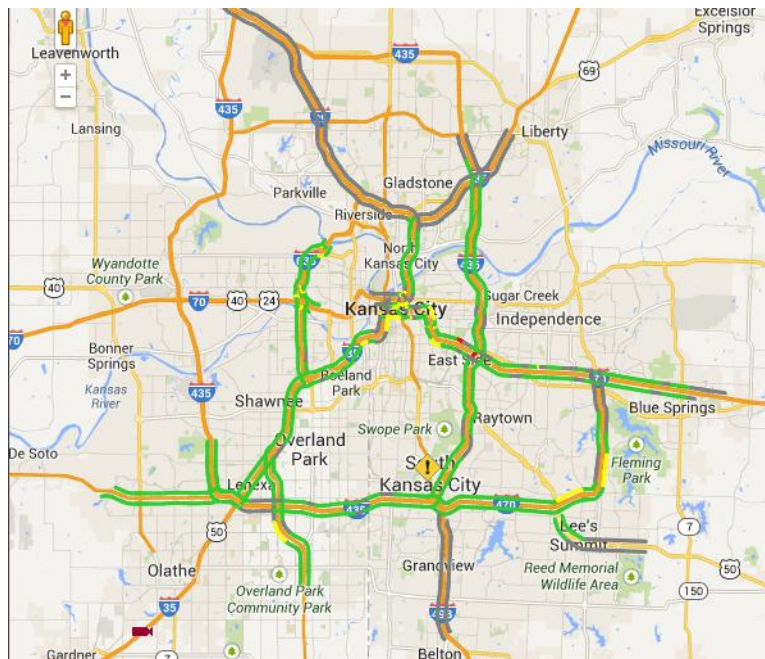


Figure 3 – Other Traffic Data Currently Collected Statewide (sample)

