

KIRKSVILLE CITY COUNCIL **NEWSLETTER . . .**

Mari E. Macomber, City Manager
July 30, 2014

SUBJECTS:

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CABLEONE HOURS OF OPERATION

DATES TO REMEMBER

7/30 – Retirement Reception for Les True, Public Works Complex, 2 pm

8/2 – Brashear Park Neighborhood Block Party, 6 pm to 8 pm – Mayor Moritz, Council members Jerry Mills & Rick Steele attending

8/5 – August Election Day

8/5 – Ameren UE Mark Twain Transmission Project Open House, El Kadir Shrine Club, 4 pm to 7 pm

8/4 – 8/8 – City Manager out of Office

8/8 – Chamber Golf Tournament, Kirksville Country Club, 8:30 am to 7 pm

8/9 – Kirksville Arts Association's 5th Annual Rummage Sale, Kirksville Arts Center

8/11 – Chamber Ribbon Cutting, Financial Planners of Missouri, 11:30 am

8/19 – Kirksville R-III Classes Resume

8/21 – Truman State University Classes Resume

8/21 – Chamber Business After Hours, Manhattan Events, 5 pm to 7 pm

ADAIR COUNTY HUMANE SOCIETY UPDATE

On July 25th, Police Chief Jim Hughes and Finance Director Lacy King met with Katherine Jackson. Ms. Jackson is an Adair County Humane Society (ACHS) Board Member and was identified by Jackie Eaton as the person who would work on the

business/marketing plan. In that meeting it was agreed that a short-term Humane Society Task Force would be formed. It would be made up of approximately 10 members (if all of those invited participate). The Chair would be Ms. Jackson; three would be from the City (Jim, Lacy and a Council Person), two from the County (Sheriff's representative and a member of the County Commission), two members at large, and the remaining participation would come from other animal/rescue/partner groups in the area. The first meeting is tentatively scheduled for the evening of September 11th (location TBD). Since the City contracts with the Humane Society for services, the City has to make sure that the funds we provide to any organization are for those services, simply asking for money does not warrant giving it. However, after reviewing the ACHS financials it was determined that their donations were down and some costs were up resulting in shortfall requiring the City to assist in picking up some of the shortfall to cover the cost of services. The city will donate the \$9,000 to the ACHS in four monthly installments of \$2,250.

On a related note, ACHS staff contacted the City to compliment City Staff on the excellent job they do mowing the area surrounding the shelter. The family of an incoming Freshman at Truman State University was visiting the facility and commented on how well maintained the grounds were.

BUDGET ADJUSTMENTS

The Airport is looking at purchasing additional fuel. To do this a budget adjustment will need to be made. Since the fuel sales will correspond not only to an expense, but revenues, the fuel sale revenues will also be adjusted. The Parks and Recreation Division is also looking to expand Fall programming at North Park, per Council request. Both the additional expense of officials for this programming, as well as revenues from activity fees, will also require an adjustment. The Finance Director and City Manager will be out of the office on August 4, so the adjustment will be placed on the August 18 Agenda.

BOARD OF ADJUSTMENT

At the July 21 Council Study Session the question was asked as to whether the Board of Adjustment should determine parking variances, or if parking variances should instead be determined by the Planning and Zoning Commission. After consulting with the City Attorney, it has been determined that parking variances should go before the Planning and Zoning Commission and not the Board of Adjustment. Going forward, Codes and Planning Director Brad Selby has been advised to refer parking variances to the Planning and Zoning Commission.

MAKE KIRKSVILLE SHINE

As a reminder, the community-wide beautification effort known as *Make Kirksville Shine* will take place this Saturday, August 2. Kirksville residents and business owners are encouraged to demonstrate their community pride by beautifying and cleaning up their respective properties and surrounding area by mowing, removing weeds, picking up trash, etc. Volunteers will be provided with work gloves and trash bags provided by Ameren UE and the City of Kirksville, but are encouraged to bring their own tools (e.g.

brooms, clippers, rakes, etc.), as possible. For those who are not able to participate on August 2, community members are encouraged to use the days leading up to Aug. 2 to clean up their areas.

Downtown Clean Up: August 2, 8 am. Volunteers are asked to assemble at 202 E. Washington. Contacts: Carol Kellum (ckellum@chestv.com) or Virginia Halterman (vhalterman@atsu.edu)

City Street/Sidewalk Clean Up: August 2, 8 am. Volunteers are asked to meet at the parking lot located at the corner of Franklin and Normal. Contacts: Annette Sweet (ASweet@ameren.com), Sandra Williams (Sandra.williams@kirksvillechamber.com), and Heidi Templeton (heidi@truman.edu)

COUNCIL QUESTION

After meeting with Fire Chief Collins, Councilmember Steele had a couple of follow up questions that he requested the Chief respond. Those questions and their answers are included here. Question #1 - What does City staff believe to be the right percentage of a building's height that should be used to establish the setback from the property or easement line to provide adequate safety to adjoining properties and provide sufficient space for fire fighter maneuverability? According to Fire Chief Tom Collins, setback from the front of the property line does not matter much for firefighter safety. Positioning of the fire apparatus has the largest impact on building collapse safety. As for setback from side to side of the property line, that has an impact on fire extension. Codes have evolved through the years and buildings are not allowed to be any closer than a set number of feet. Since the codes have evolved, some people might complain that an old building is not the same distance as what is required to build a new building right next door. This should not be grandfathered in because of an area. Question #2 - What do you believe to be the necessary line diameter and fire hydrant requirements for change of usage from original single family neighborhoods to multi-unit residential development. According to Fire Chief Tom Collins, mains are being updated in the City to a minimum of 6". This size main will work for the majority of fires. The fire hydrants themselves need to meet the flow requirements as laid out in City Code. The City is updating them as time and budget allow.

STREET AND SEWER PROJECTS UPDATE

The City began construction on Fillmore Street between Baltimore Street and Bradford Street on Monday, July 21. Repairs are expected to last approximately four weeks, and are dependent upon weather. The City also began laying sewer lines on the Northern end of Grim Drive beginning Thursday, July 24. Those repairs are expected to last approximately two weeks, and are dependent upon weather.

Further, Mihalevich Concrete Construction, Inc. began concrete improvements on Monday, July 28. Improvements are expected to take approximately a week, and are dependent upon weather. The two intersections receiving concrete improvements are Michigan Street at Ann Street and Michigan Street at Rigger Street. The contractor continued concrete slab improvements on Tuesday, July 29. Improvements are

expected to take approximately 4 weeks, and are dependent upon weather. Additional streets receiving concrete improvements include, in the order listed, LaHarpe Street from First Street to Bartlett Street, Country Club Drive starting at Baltimore going approximately 150 feet to the East, Davis Street from Fillmore to Scott Street, Queens Road from Crown Drive to Queens Court, Kings Road from New Street to Knight Drive, New Street from Baltimore to East Meadow Lane, Rosewood Drive starting at Baltimore going approximately 200 feet to the East, Canvasback Drive from Gadwell Street to Greenway Drive, East Street from South of Ash Lane to Redbud Court, and Oak Lane from Fairview Drive to Dogwood Drive.

ELSON STREET SIDEWALK

The sidewalk on Elson Street was cracked during the demolition of the two story structure. City staff was aware of this and had already contacted the property owner. According to Codes and Planning Director Brad Selby, the owner of the property has stated that the damaged section of sidewalk will be removed and replaced.

RECYCLING PROJECT UPDATE

The grant application for glass recycling is due to the Solid Waste Management District August 5. City staff is finalizing the resubmitted application. The City is proposing to build a glass bunker for \$55,664, with the grant paying \$35,000 of that total. The City will pay \$20,664 to build the bunker, and will purchase 500 totes for curbside glass recycling pickup. Residents will then be asked to purchase the totes from the City if they wish to participate in curbside pickup. There will be a quarterly Saturday drop off in conjunction with the household hazardous waste (HHW) drop off. This drop off will be open to all surrounding counties. There will be a drop off location at Community Opportunities Sheltered Workshop, a dumpster for downtown businesses, and Truman State University will collect on campus. Advanced disposal will run a monthly curbside pickup program, pick up the glass from the alternate locations, and deliver the glass to the bunker: all at no additional cost. Once the City accumulates enough glass, Ripple Glass will haul it off and pay the City \$1 per ton.

LIGHTING AROUND TRUMAN STATE UNIVERSITY'S CAMPUS

In December, the City began looking at the lighting around the crosswalks of Truman's campus. The concern is the level of lighting and the possible difficulty for motorists to see the pedestrians. The Public Works Director was asked to work with Ameren Missouri to assess the situation. According to a preliminary investigation by Ameren, the light levels vary drastically in the area. To address this concern, Ameren is recommending boosting existing fixtures to a higher light level is a possibility. The decorative lights were not designed to cast light on the street or crosswalks. Light levels range from less than 1 foot-candle to 5 or 10 foot-candles, depending on where one stands along Franklin Street.

PLANNING AND ZONING COMMISSION VOTE ON SPECIAL USE PERMIT FOR PROPERTY AT 1302 E. PATTERSON ST.

During the July 21 Council Study Session, the Council asked for the roll call vote of the Planning and Zoning Commission's decision on granting a Special Use Permit for the

property at 1302 E. Patterson St. At the special meeting of the Planning and Zoning Commission held on June 25, Charles Morris, David Jacobs, and Betty McLane-Iles were absent. Len Kollars, Doug Kollar, and Bob Russell voted yes. Jerry Kellum and Clarke Wilson voted no.

TSA INSPECTION OF KIRKSVILLE REGIONAL AIRPORT

The Regional Airport was inspected recently by the Transportation Security Administration (TSA). The inspection went well. The following are two issues that could have significant impact in the future: Following the November 1, 2013 shooting of several TSA personnel at Los Angeles International Airport, all airport law enforcement officer (LEO) programs are under review. The inspector felt confident that the LEO presence (once a day) at the Airport would require an increase. The number of passengers tracked by TSA has significantly increased since the original 2007 LEO agreement between the City and the TSA. Although TSA has the authority to require an LEO presence at every flight, they also take into consideration that Kirksville Regional is a Cat IV Airport and that having an LEO at every flight would be challenging. The TSA inspector has asked that we send a proposal to have a LEO presence at two flights a day. This could help prevent TSA from requiring a presence at all flights. This increase could begin in January of 2015. No commitment to an agreement regarding the program has been made. Additionally, a response was sent regarding the investigation of two flights that were not covered by an LEO. There should be no civil penalties levied for these two incidents.

SMALL MS4 STORM WATER PERMIT

The City has submitted an update to the Missouri Department of Natural Resources and applied for the annual Small MS4 Storm Water Permits. These permits are necessary for the City's stormwater program. City Staff will keep the Council updated as to the progress of this application.

PROJECT PROFILE WITH SCHNEIDER ELECTRIC

Due to the success of the City's Performance Contract with Schneider Electric, the company's marketing team is putting together a Project Profile of the City. Their goal is to not focus on the specifics of the project, but to tell a story with regards to how the project went through its various processes. In other words, how the company was selected, what the benefits to the City were, etc. The Project Profile will allow other City Managers or Administrators to get a sense of how the project "worked" to solve the City's problems, not just what was accomplished. Prior to the creation of this Project Profile, the City was interviewed and included in relevant trade or industry publications.

"FUNDAMENTALS" SCULPTURE FOR THE NORTH PARK COMPLEX

City Staff has been working with local sculptor Brandon Crandall to prepare for the installation of a bronze sculpture at the North Park Complex titled "Fundamentals." The sculpture, which has been paid for by a fund established by the artist's late Grandfather, will be an excellent and attractive addition to the Park. The sculpture is complete and awaiting installation. City Engineering Staff are currently determining the requirements

for the base of the sculpture, comprised of three separate pieces, which will be installed by Public Works Department Staff. Please see the photograph of the sculpture attached to this Newsletter.

HIGHWAY TRUST FUND SHORTFALL UPDATE FROM MODOT

The Missouri Department of Transportation (MoDOT) has informed the City of a potential delay in receiving reimbursements on any federally funded projects. If the United States Congress does not act to avoid the insolvency of the Highway Trust Fund (HTF), the Federal Highway Administration (FHWA) will implement cash management procedures in August. Starting August 1, FHWA will no longer provide weekly reimbursements. Reimbursements will be twice a month and limited to the amount of cash available in the HTF. The cash available will be allocated to states based on the apportionment formula in Federal law. Missouri's share will be 2.41 percent. MoDOT will process reimbursement requests in the order they receive them, and pay them twice per month. If there is not enough federal cash available to reimburse requests, the City will be responsible for covering those costs until additional funds become available. There is still time for Congressional action to avoid the implementation of cash management, and MoDOT will notify the City if this occurs. Please see the letter from MoDOT notifying the City of the potential shortfall, the letter from the United States Department of Transportation (USDOT) regarding cash management procedures, and a cash management procedure FAQ attached to this Newsletter.

IMPORTANCE OF TRANSPORTATION

Siemens recently commissioned a study that highlighted the economic development value that "best in class" public transportation systems bring to cities. Please see the entire article attached to this Newsletter.

AMENDMENT 7 SALES TAX REVENUE ESTIMATES

Amendment 7, on the August 5 ballot, would impose a $\frac{3}{4}$ cent sales tax statewide to fund transportation projects. The Missouri Department of Transportation (MoDOT) has estimated that the City would receive \$1,202,040 for 10 years or \$120,204 per year, while Adair County would receive \$1,611,630 for 10 years or 161,163 per year, if Amendment 7 were to pass.

CABLEONE HOURS OF OPERATION

The local CableOne office has changed its hours of operation. The office is now closed on Mondays. The office is open from 8 am to 5 pm on Tuesdays and Thursdays, and from 9 am to 5 pm on Wednesdays. The office is also closed on Fridays.

Attachments:

- "Fundamentals" Sculpture For The North Park Complex
- Letter from MoDOT RE: Potential HTF Shortfall
- Letter from USDOT RE: Cash Management Procedures
- Cash Management Procedures FAQ
- Study links best in class transportation to city economic growth

Enclosures:

- More Than Money: Alternative Incentives That Benefit Companies and Communities
- Opening Prayer and the Establishment Clause
- What Is A Municipal Advisor





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P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
David B. Nichols, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

July 11, 2014

Dear *LPA Partner*:

This letter is to inform you of the potential delay in receiving reimbursements on your federally funded projects. We previously shared information on the impending insolvency of the federal Highway Trust Fund. If Congress does not act to avoid the insolvency, the Federal Highway Administration (FHWA) will implement cash management procedures in August. The attached letter from U.S. Secretary of Transportation Anthony Foxx notified us of the administration's decision to implement cash management.

Starting August 1, FHWA will no longer provide weekly reimbursements. Reimbursements will be twice a month and limited to the amount of cash available in the Highway Trust Fund. The cash available will be allocated to states based on the apportionment formula in Federal law. Missouri's share will be 2.41 percent.

MoDOT will process reimbursement requests in the order we receive them, and pay them twice per month. If there is not enough federal cash available to reimburse your request, you will be responsible for covering the costs until additional funds become available. Additional cash management procedure details can be found on the U.S. Department of Transportation's website at: <http://www.dot.gov/highway-trust-fund-ticker>.

There is still time for Congressional action to avoid the implementation of cash management. We will notify you if that occurs.

If you have questions, please contact me at 573-526-2924.

Sincerely,

Kenny Voss, P.E.
Local Programs Administrator

Attachment



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2014

Mr. David Nichols
Director
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

Dear Director Nichols:

I have previously written to let you know of the increasingly urgent state of the Highway Trust Fund. I now write to set forth the cash management procedures to be undertaken by the Federal Highway Administration in the event of a shortfall. Absent Congressional action, we will begin implementing these measures on August 1, 2014.

As I stated in my June 19 letter, the Department will continue to take every possible measure to fully reimburse your State for as long as we can. However, as we approach insolvency, the Department will be forced to limit payments to manage the reduced levels of cash available in the Trust Fund. This means, among other things, that the Federal Highway Administration will no longer make "same-day" payments to reimburse States.

We have attempted to provide states with the most equitable, straightforward approach possible for managing this crisis. To that end, we will distribute incoming funds in proportion to each State's Federal formula apportionment in this fiscal year. In addition, I am requiring the U.S. Department of Transportation to restrict travel and administrative spending until these issues are resolved.

These cash management procedures will begin on August 1, 2014, for programs funded out of the Highway Account, with States receiving notification of their first proportional share on August 11, 2014. This process will be repeated twice a month as additional tax receipts are deposited into the Trust Fund. At the beginning of each semi-monthly cycle, you will receive a new cash allocation. We will continue to administer this process until the Congress can reach a solution that provides adequate resources to the Fund. We may change some aspects of this process should an emergency situation arise or should a change be necessary to further protect the overall safety and efficiency of the national transportation system.

To assist you in this effort, I have asked the Federal Highway Administration to provide specific guidance on how it will implement this cash management plan. These details may be found on the U.S. Department of Transportation's website located at: <http://www.dot.gov/highway-trust-fund-ticker>. We hope this information will help you and your staff manage the process.

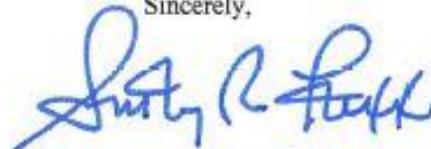
While this letter is specifically directed to State department of transportation officials, I am mindful that some of you either manage or allocate Federal funds to transit agencies within your State. In the event that the shortfall continues into the fall, the Mass Transit Account will also reach a critical point. Should that occur, the Department will be providing specific guidance on the Federal Transit Administration's approach in managing the resources available to transit agencies.

I believe the FHWA cash management plan is a sound one. It treats all States equitably and provides you with as much certainty as we can in a very uncertain situation.

There is still time for Congress to act on a long-term solution. Our transportation infrastructure is too essential to suffer continued neglect, and I hope that Congress will avert this crisis before it is too late. I urge you to stand with me in calling on Congress to ensure the solvency of the Highway Trust Fund while committing itself to a sound, bipartisan, and long-term solution that will ensure the stability of the surface transportation system of our Nation for the next several years.

If I can provide additional information on this matter please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony R. Foxx". The signature is fluid and cursive, with the first name "Anthony" being the most prominent part.

Anthony R. Foxx

LPA Highway Trust Fund Shortfall Q & A

1. **Will LPAs be responsible for paying contractors and consultants for work already performed if they are not reimbursed with federal funds?**

Yes, the LPA is responsible for making prompt payments to vendors even if there is not an immediate reimbursement of federal funds. LPAs should submit reimbursement requests for current expenditures as soon as possible to avoid potential delays in reimbursement that could start on August 1. Invoices will be processed in the order received.

2. **Should LPAs delay or cancel existing contracts?**

Each LPA will have to make individual decisions about the risk they are willing to take moving forward. FHWA's letter clearly indicates there is a risk that reimbursements will be delayed after August 1 so LPAs must determine if they have the ability to cash flow these delays if they occur. Congress will have to take action to avoid this situation and MoDOT does not know if or when this will occur.

3. **Do the reimbursement of MoDOT projects get priority over LPA projects?**

No, MoDOT will split the available funds based on a pro rata share of reimbursement requests for each period. LPAs will have the same opportunity for reimbursement as MoDOT.

4. **How will reimbursement requests be handled if there is not enough cash available during a reimbursement period?**

Reimbursement requests will be processed in the order received until all of the available cash is used for that period. Any remaining reimbursement requests will be put into a queue for reimbursement when the next allocation of cash is made available. Since the available cash disbursements are not known, MoDOT does not know the extent of future delays in reimbursement.

5. **How does this guidance impact future obligation requests?**

The shortfall in the Highway Trust Fund does not impact obligation of federal funds. LPAs can continue to request obligation of federal funds. The shortfall could potentially delay reimbursement of expenditures because there is less revenue coming in than the authorized expenditures.

6. **How does this guidance impact Off System projects where the County was allowed to have a negative balance?**

Once a project receives an obligation for expenditures, the reimbursement is guaranteed by the federal government. This guidance does not change that commitment, it only delays the timing of the reimbursement.

7. Will reimbursement requests be paid in full or as percentage of the available cash?

Reimbursement requests will be paid in full in the order received until all of the available cash is used. Remaining requests will be added to a queue until the next reimbursement period. No partial payments will be made.

8. How much less available cash does MoDOT expect to receive?

MoDOT does not know the amount of distributed cash that Missouri will receive. We do know that Missouri's share will be 2.41 percent of total cash available in the federal Highway Trust Fund.

9. How does Amendment 7 impact this guidance?

Amendment 7 and the federal Highway Trust Fund shortfall are two separate issues. This guidance does not impact the list of projects approved by the Missouri Highways and Transportation Commission.

This action is being taken because of the letter MoDOT received from the Secretary of Transportation that could potentially change the way reimbursements are handled. The federal Highway Trust Fund shortfall is a national issue that all states are facing.

10. Will the LPA receive interest for any delayed reimbursements?

MoDOT is still working with FHWA to determine if or how interest would be handled.

11. Will MoDOT inform the LPA of a delay in reimbursement?

Yes, MoDOT will inform the LPA of any delays in reimbursement due to these cash management procedures.

Study links best in class transportation to city economic growth

Posted by Liz Enbyk on 06/13/2014

A study commissioned by Council Associate Partner **Siemens** highlights the economic value that "best in class" public transportation systems bring to cities – and the numbers are huge. To come up with them, Siemens commissioned London-based transport consultancy Credo to put the public transportation systems of 35 global cities under the magnifying glass.



City leaders wanting to develop a business case for transportation improvements should find the study very useful.

The goal of *The Mobility Opportunity* undertaking was to quantify the potential economic uplift cities could realize by investing in transportation improvements. Here's a quick look at some of the key findings:

- Greater transportation efficiency across the 35 cities in the study would boost GDP already today by \$119 billion
- If all 35 cities studied would implement relative "best in class" transportation standards, they stand to gain an economic benefit of roughly \$238 billion annually from 2030
- Worldwide, major cities stand to gain around \$600 billion per year of economic opportunity from 2030 by upgrading their public transportation networks

Acknowledging that transportation is one of the major factors of a city's competitiveness, a Siemens press release points out that lack of financial resources often constrains cities' ability to invest in their transportation networks.

In analyzing the economics of transportation, some of the factors considered were journey times, crowding and network density, all of which impact a city's productivity. To have a reasonable comparison, the study groups cities into three categories to account for different levels of wealth and development.

Of the 35 cities studied, Credo determined the most cost-efficient cities are:

- Copenhagen, Denmark (Category "Well-established cities")
- Singapore (Category "High-density compact centers")
- Santiago, Chile (Category "Emerging cities")

By comparing cities to the leading city in their category, Credo then quantified the economic benefits that investments in transportation would bring, such as higher productivity and new economic activity.

"The best transportation systems are the ones that move people quickly, easily and comfortably to their destination," said Roland Busch, CEO of the Siemens Sector Infrastructure & Cities. "The leading cities are already achieving this with efficient transport networks that feature modern infrastructure, easy connections across various modes of transportation, and, above all, a clear strategy of how to meet future needs."

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