



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning

Annotated Agenda

Wednesday, May 13, 2015

9:30 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order** 9:30 a.m.
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
Welcome to the Governor's Board Appointees
- 3.0 Approval of Minutes—March 11, 2015**
ACTION REQUESTED: Approval
- 4.0 Interim Executive Director's Report**
4.1 Local Technical Assistance (LTA) Program update
4.2 Current State Funding Cuts/Delays
4.3 IDOT Listening Tour
4.4 Other Announcements
- 5.0 Procurements and Contract Approvals**
5.1 Acceptance of Grant from Cook County for Planning Related to Stormwater Management
5.2 Approve Contract to Create a Form-Based Zoning Ordinance Overlay for the Village of Huntley
5.3 Approve Contract to Develop a Regional Truck Permitting Plan
5.4 Approve Purchase and Maintenance Agreement for Color Multifunction Digital Printer-Copiers
5.5 Approve Contract Approval to Develop a Bicycle and Pedestrian Plan in the Elgin-O'Hare Corridor
5.6 Approve Contract to Develop an Integrated Transportation Planning, Programming and Tracking Database and Visualizations Solution for TIP
5.7 Approve Purchase of Truck Origin and Destination Data
ACTION REQUESTED: Approval

6.0 Committee Reports

The chair of the Local Coordinating Committee will provide an update from the meeting held prior to the Board meeting. Written summaries of the working committees and the Council of Mayors Executive Committee will also be provided.

ACTION REQUESTED: Information

7.0 State Legislative Update

Staff will update the Board on relevant legislative activities and the bills that we will be monitoring based on our State Legislative [Principles](#) and [Agenda](#). Staff will also provide an update on FUND 2040.

ACTION REQUESTED: Approval

8.0 Draft FY 2016 Budget and Work Plan

Staff will present the proposed FY 2016 budget and work plan for discussion. Board approval will be requested at the June meeting.

ACTION REQUESTED: Discussion

9.0 Federal Transportation Reauthorization Updates

The current surface transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), is scheduled to expire on May 31, 2015. Staff will update the Board on progress on reauthorization and efforts toward dedicated funding for the national freight program.

ACTION REQUESTED: Discussion

10.0 FLIP (Future Leaders in Planning)

Future Leaders in Planning (FLIP) is a leadership development opportunity where high school students can contribute to a better future for our region. Staff will update the Board on this year's session, which will conclude Saturday, May 9, and the upcoming summer session.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

13.0 Closed Session

The Board will adjourn to a closed session for the purpose of discussing IOMA Sections 2(c)(1) and 2(c)(11).

ACTION REQUESTED: Discussion

14.0 Next Meeting

The CMAP Board is scheduled to meet next on June 10, 2015.

15.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair

___ Rita Athas

___ Frank Beal

___ Elliott Hartstein

___ Al Larson

___ Lisa Laws

___ Andrew Madigan

___ John Noak

___ Rick Reinbold

___ William Rodeghier

___ Carolyn Schofield

___ Peter Silvestri

___ Rae Rupp Srch

___ Thomas Weisner

___ Sean McCarthy

___ Brian Oszakiewski

___ Leanne Redden



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes March 11, 2015

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Board Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Elliott Hartstein-representing Lake County, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County, Rick Reinbold-representing South Cook County (via tele-conference), William Rodeghier-representing West Cook County, Rae Rupp Srch-representing DuPage County, Raul Raymundo-representing the City of Chicago, Carolyn Schofield-representing McHenry County (via tele-conference), Tom Weisner-representing Kane and Kendall Counties, and non-voting member Leanne Redden-representing the MPO Policy Committee.

Staff Present:

Jill Leary, Dolores Dowdle, Bob Dean, Gordon Smith, Ross Patronsky and Sherry Kane

Others Present:

Peter Skosey-Metropolitan Planning Council, Mike Albin-DMMC, Heather & Garland Armstrong-Access Living, Jennifer Becker-Kane/Kendall Council of Mayors, Len Cannata-WCMC, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County, Colin Fleming-Metro Strategies, Janell Jensen-McHenry Council of Mayors, Mike Klemens-WCGL, Patrick Knapp- Kane/Kendall Council of Mayors, Aaron Maertins-Metra, Ed Paesel-SSMMA, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, Charlie Smith-DMMC, Mike Walczak-NWMC, Tammy Wierciak-WCMC, and Barbara Zubek-Southwest Conference.

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:32 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

Raul Raymundo, representing the City of Chicago and one of the original members of the CMAP Board, a voice for business and the Latino community Board Chair Mayor Bennett stated, was recognized and thanked for his years of service to the agency and the Board.

3.0 Approval of Minutes

A motion to approve the minutes of the February 11, 2015, meeting of the CMAP Board as presented was made by Elliott Hartstein and seconded by Rae Rupp Srch. All in favor, the motion carried.

4.0 Interim Executive Director's Report

Interim Executive Director Jill Leary reported that the Local Technical Assistance (LTA) update had been included in the Board materials, that Tom Kotarac, formerly with Senator Durbin's office had joined CMAP as Deputy Executive Director of Policy and Programming, that Joe Szabo had been recognized for his contribution to the Railroad industry and that the Amtrak command center had been named in his honor, and that the FLIP Yearbook was published, marking the end of this year's program. Leary also reported that next year's program would be revamped and offered as a week-long session during the summer.

5.0 Collar County Wastewater Committee Member Appointment

Village of Romeoville Mayor John Noak, a recent CMAP Board appointment, had expressed interest in filling the collar county vacancy on the Waste Water Committee resulting from the recent resignation of Bolingbrook Mayor Roger Claar. A motion by Rae Rupp Srch was seconded by Mayor Tom Weisner to name Mayor Noak to that position. All in favor, the motion carried.

6.0 Committee Reports

Vice Chair Elliott Hartstein reported that the Regional Coordinating Committee had met earlier in the morning, had considered and would recommend approval of the Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment, that staff had given an update on the Illinois 53/120 Corridor Land Use Plan that is attempting to balance density with economic land uses, that staff had presented an overview of the results of a recent follow up report estimating the economic benefits associated with preserving the lands identified in the Green Infrastructure Vision (GIV) that CMAP developed in partnership with Chicago Wilderness and finally, the state legislative update was also presented by staff.

A written summary of the working committees and the Council of Mayors Executive Committee was also distributed.

7.0 CMAP & MPO Memorandum of Understanding (annual review)

One change to the CMAP & MPO Memorandum of Understanding was made that would include Sandwich and Somonauk townships in DeKalb County to the planning area was recommended. A motion by Elliott Hartstein was seconded by Rae Rupp Srch to reaffirm the Memorandum of Understanding with the MPO Policy Committee that would reflect the suggested change. All in favor, the motion carried.

8.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

CMAP staff, Ross Patronskey presented the Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment. Patronskey reported what is meant by conformity, that project changes this cycle were typical and that the analysis indicated conformity. The analysis and amendment were released for Public Comment, Patronskey continued, no comments were received, the residents of Homer Glen and Homer Glen Township spoke at the Transportation Committee encouraging delay on the Caton-Bruce corridor project, the Transportation Committee had considered and recommended approval of the amendment as presented, as did the Regional Coordinating Committee. A motion by President William Rodeghier was seconded by Rae Rupp Srch that the Board approve the Semi-Annual GO TO 2040 /TIP Conformity Analysis and adopt the TIP Amendment as presented. All in favor, the motion carried.

9.0 State Legislative Update

CMAP staff Gordon Smith reported that the 99th General Assembly convened on January 14, 2015, that following the State of the State address on February 4, Governor Rauner delivered his fiscal year 2016 budget proposal totaling \$65 billion, \$28.4 billion of which are General Funds, a 9.7 percent decrease from FY 2015. While the Governors' budget, as introduced, zeros out last year's line item for CMAP funding, assurances have been given that funding will be available through IDOT which has been customary in previous years. Smith went on to say that more than 6,000 bills have been introduced and that CMAP staff continues to monitor the progress and analyze bills with particular relevance to the agency. Bills in the memo contained in the board packet either impact CMAP's 2015 State Legislative Principles and Agenda or are of interest to CMAP and its partners. Staff recommends the Board support four (4) bills: HB299 (county-led consolidation); SB40 (coterminous township consolidation); SB1907 (MFT on other fuels); HB2685 (RTA working cash notes); and oppose one (1) bill: HB1375 (MFT split). A motion by Rae Rupp Srch to approve the State Legislative Update as presented by staff was seconded by Elliott Hartstein. All in favor, the motion carried.

Smith also reported on the progress of FUND 2040, indicating that staff continues to discuss the funding concept with the General Assembly, Governors' office and leadership that would place CMAP in the best position to advance this initiative at just the right time. A discussion ensued related to the Local Government Distributive Fund (LDGF) reductions and cuts made to transit agencies.

10.0 Local Match Requirements for the Local Technical Assistance (LTA) Program

CMAP staff Bob Dean described the staff proposal for assessing local match for LTA projects, emphasizing the purpose of the local match requirement was to ensure local commitment to LTA projects. Dean reported that the local match would be assessed on a sliding scale, with lower match requirements for smaller communities or those with lower incomes and tax bases, and added that there would also be opportunities for the local match to be waived entirely for communities that go through a more extensive screening and prioritization process.

Vice Chair Rita Athas reported briefly that the Local Coordinating Committee was pleased with the proposal to assess a local match on the LTA projects, and noted that staff's recommendation was responsive to the comments made by the committee.

11.0 Metropolitan Planning Council Presentation-Accelerate Illinois

Peter Skosey, Vice President-Metropolitan Planning Council, introduced "Accelerate Illinois", a public communication and legislative outreach program meant to raise awareness of and convincing the public of the need for investing in transportation in Northeastern Illinois. Specifically, Skosey asked that the CMAP Board sign on to the program and lend its logo to the web page in support of the initiative. A motion by Elliott Hartstein was seconded by Rae Rupp Srch to support the program. All in favor, the motion carried.

12.0 Other Business

CMAP Board Chair Mayor Bennett gave a brief reporting related to the search for a new Executive Director and that there would be no Board meeting in April.

Mayor Tom Weisner reported that he had very much appreciated that Bob Dean and CMAP staff were present at the Green Town conference recently.

13.0 Next Meeting

It is not like that the Board would need to meet in April; the next scheduled meeting is May 13, 2015.

14.0 Public Comment

Garland Armstrong reported that the signage at O'Hare related to the PACE bus shuttle is inadequate and appealed to the CMAP Board for assistance.

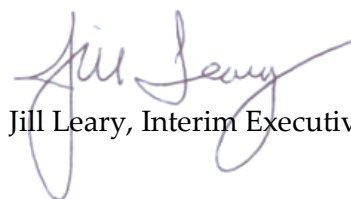
15.0 Closed Session

At 10:30 a.m., a motion to adjourn to a closed session to discuss a matter of litigation made by Rae Rupp Srch was seconded by Village President William Rodeghier. All in favor, the motion carried. At the conclusion of the closed session, a motion by Frank Beal was seconded by Village President John Noak to return to the regular meeting. All in favor, the motion carried.

16.0 Adjournment

At 10:34 a.m., a motion by Raul Raymundo was seconded by Rita Athas to adjourn the regular meeting. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Interim Executive Director

04-28-2015
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: May 6, 2015

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 162 local projects have been initiated. Of these, 102 projects have been completed, 49 are fully underway, and 11 will get actively underway in the near future.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAF lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan (see website)	Brian Daly	May 2014-Aug. 2015	Staff assistance	Village staff and the steering committee have reviewed the draft recommendations memo, which CMAF staff is finalizing. CMAF staff has begun the plan development phase of the project.
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Aug. 2015	Staff assistance	All Steering Committee comments, and Village staff responses to Steering Committee comments, incorporated into existing conditions report. Village has approved all revisions, and Steering Committee is currently reviewing. Key recommendations memo approved by Village and Steering Committee.
<i>Aurora downtown plan</i>	<i>Lindsay Bayley</i>	<i>May 2015-July 2016</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
Barrington area bikeway feasibility study	Jack Pfingston	June 2014-June 2015	Consultant assistance	Steering Committee met April 22 and decided the public will be given three alternatives to consider in the May public meeting. The preferred route will be determined after input from the public meeting is included.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-Sept. 2015	Staff assistance	Existing Conditions Report draft report sent to Steering Committee. Mid-May Steering Committee meeting planned.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-July 2015	Staff and consultant assistance	Staff submitted a draft zoning code for the City's review.
Blue Island capital improvement plan	Evy Zwiebach	Apr.-Dec. 2015	Staff assistance	A Steering Committee meeting to kick off the project was held on April 22. CMAF staff is working with the Steering Committee on developing a "wishlist" of projects, project selection criteria, and financial analysis. The next Steering Committee meeting will take place in June.
Calumet Park planning priorities report	Sam Shenbaga	May 2015-Feb. 2016	Staff assistance	Kick-off meeting with staff scheduled for May 12. Stakeholders currently being identified for interviews in late May. Existing conditions analysis to begin in early May.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Oct. 2015	Consultant assistance	The project has been put on pause and will be picked back up in May.

Project	CMAP lead	Timeline	Assistance type	Status and notes
CMMC infrastructure prioritization	Martin Menninger	Nov. 2014-May 2015	Staff assistance	The infrastructure subcommittee of the CMMC met on April 24 and unanimously selected the Touhy Avenue Improvements project as the TIGER application that the CMMC would support.
Carol Stream comprehensive plan (see website)	Trevor Dick	Feb. 2014-July 2015	Staff assistance	Staff has completed the recommendations memorandum and has begun the draft plan. Valerie Kretchmer Associates is now undertaking a market analysis of three key redevelopment areas.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Sept. 2015	Staff assistance	CMAP staff is working with DPD to prepare for community workshops scheduled for June.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-Sept. 2016	Consultant assistance	Six responses to the RFP were received. Staff and partners are reviewing the submissions. Interviews will be held in May. Recommendation for consultant selection will be brought to the Board in June.
Chicago West Pullman neighborhood plan (see website)	Evy Zwiebach	Oct. 2014-Sept. 2015	Consultant assistance	A Steering Committee meeting to discuss the Draft Goals, Objectives, and Projects was held on April 28. The consultant team is working on finalizing the recommendations and concept plans based on Steering Committee feedback.
<i>Chicago Heights comprehensive plan (see website)</i>	<i>Kendra Smith</i>	<i>Apr. 2013-May 2015</i>	<i>Staff assistance</i>	<i>Newly completed. Chicago Heights City Council adopted plan at their May 4 meeting.</i>
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-May 2015	Staff assistance	Final version of plan completed. Began planning for community signing ceremony (targeted for late May).
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Sept. 2015	Consultant assistance	A visioning meeting was held on March 11. The consultant is currently working on the key recommendations memo.
Crete comprehensive plan	Jack Pfingston	May 2014-Nov. 2015	Consultant assistance	Draft existing conditions report expected in early May, with CMAP and partner review completed by mid-May. Draft will go to the steering committee May 21.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Oct. 2015	Staff assistance	The steering committee is currently reviewing the Existing Conditions Report and will be meeting on May 7. The visioning workshop has been scheduled for June 17.
DuPage County/Addison	Kendra Smith	Sept. 2013-May 2015	Staff assistance	CMAP staff is working on layout of the final plan for publication.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Homes for a Changing Region project (see website)				
DuPage County / Hanover Park Homes for a Changing Region project	Drew Williams-Clark	Nov. 2014-Oct. 2015	Consultant assistance	CMAP staff have received and are reviewing existing conditions reports with consultants. After review, those reports will be distributed to municipal staff in May.
DuPage County Elgin-O'Hare bicycle and pedestrian planning	John O'Neal	May 2015-Sept. 2016	Consultant assistance	Consultant interviews were held April 24. Board approval of consultant selection will be sought at the May 13 meeting.
DuPage County sustainability guide (see website)	Louise Yeung	June 2014-July 2015	Staff assistance	CMAP staff is developing sustainability indicators and baselines for the County campus. The Steering Committee is reviewing the Guide.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Aug. 2015	Staff assistance	A Steering Committee meeting to kick off the project was held in February. Stakeholder interviews were completed in April.
Endeleo Institute planning priorities report (see website)	Kendra Smith	Feb.-Oct. 2015	Staff assistance	CMAP staff is currently scheduling and conducting key stakeholder interviews. A project market analysis is underway with Valerie Kretchmer Associates. Community data analysis is ongoing.
Fox Lake planning priorities report	Jack Pfingston	Dec. 2014-June 2015	Staff assistance	Drafting of context portion of the report underway, with recommendations to be incorporated later in May.
Franklin Park comprehensive plan	Jessica Gershman	Apr. 2015-June 2016	Staff assistance	Village Board passed a resolution approving the project scope and MOU on April 6. Internal research and mapping are underway.
Glenview natural resources plan	Brian Daly	May-Dec. 2015	Staff assistance	Scoping underway.
Governors State University green infrastructure plan	Holly Hudson	June 2015-May 2016	Consultant assistance	Eight proposals were received in late March and reviewed and scored by the primary project team (three CMAP, three GSU representatives). The top four consultant teams were interviewed on April 27. Additional deliberations among project team members and negotiations with the top-ranked consultant will occur during May. Board approval of the consultant selection is expected in June.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Harvard comprehensive plan (see website)	Nora Beck	May 2014-Nov. 2015	Staff assistance	The Steering Committee finalized the existing conditions report at their April meeting. The visioning workshop has been scheduled for May 20.
Huntley zoning update	Patrick Day	May 2015-Apr. 2016	Consultant assistance	Responses to RFP were reviewed in March and interviews were conducted in April. Board approval of consultant selection will be sought at the May 13 meeting.
Kane County health impact assessment (see website)	Stephen Ostrander	July 2014-May 2015	Staff assistance	CMAP staff awaited completion of final component of report by Kane County.
<i>Kendall County industrial market study</i>	<i>TBD</i>	<i>July 2015-Mar. 2016</i>	<i>Staff and consultant assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
Lake County Route 53/120 land use plan (see CMAP website and project website)	Jason Navota	Nov. 2013-Dec. 2015	Staff and consultant assistance	The land use planning effort is underway and approximately 75% complete. Corridor land use scenarios, including open space and natural resource networks, have been developed and are being discussed individually with municipalities. The Plan outline and a Plan implementation strategy are being researched and developed. The Land Use Committee met for the sixth time on April 16, and the next meeting is tbd.
Lake County / Round Lake Homes for a Changing Region project (see website)	Stephen Ostrander	July 2014-Oct. 2015	Staff assistance	Draft key recommendations memo completed internal review by project team (CMAP, MPC, MMC, and Lake County Community Foundation) and following revision, memo forwarded to project steering committee. Began scheduling of meetings to discuss memo (one meeting with municipal members and another with members from non-profits and Lake County government, to be followed by another with all members).
Lemont development review process analysis	Jake Seid	Jan.-June 2015	Consultant assistance	Internal interviews of staff were completed in April. External interviews will be completed by mid-May. Upon completion, consultant will begin analyzing techniques for streamlining the development review process.
Lyons comprehensive plan (see website)	Jason Navota	July 2013-May 2015	Staff assistance	Final plan has been formatted and is ready for public hearing and adoption, which are anticipated for May.

Project	CMAP lead	Timeline	Assistance type	Status and notes
McHenry County Comprehensive Economic Development Strategy (website)	Jonathan Burch	Jan.-Sept. 2015	Staff and consultant assistance	A meeting of the three-county steering committee was held in April. Another McHenry County steering committee meeting is planned for early May. A preliminary summary of existing economic conditions and key questions has been completed and will guide upcoming discussions.
North Aurora comprehensive plan	Jack Pfingston	Jan. 2014-June 2015	Consultant assistance	Steering Committee met to discuss draft plan April 8. Draft will go before the Plan Commission May 8, with Board adoption expected by early June.
North Chicago comprehensive plan (see website)	Jake Seid	May 2014-Oct. 2015	Staff assistance	Existing conditions report was presented to Steering Committee on March 31. A series of community visioning sessions will be scheduled in May and June to help address ongoing public outreach issues.
<i>O'Hare area truck route coordination</i>	<i>Jessica Gershman</i>	<i>TBD</i>	<i>Consultant assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
Oswego-Montgomery-Yorkville shared services study (see website)	Louise Yeung	May 2014-July 2015	Staff assistance	Municipal staff participated in a shared service roundtable that included a presentation from the Village of Glenview about the Municipal Partnering Initiative and discussions about implementing shared services in Oswego, Montgomery, and Yorkville.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-Aug. 2015	Staff and consultant assistance	Staff drafted sections of the UDO and expects to complete a draft ordinance for internal review in May.
Pingree Grove comprehensive plan	Jack Pfingston	Aug. 2014-Aug. 2015	Consultant Assistance	Received and reviewed the preliminary plan recommendations memo. Draft plan expected in June.
Regional truck permitting project	Jessica Gershman	Jan. 2015-June 2016	Consultant assistance	Consultant interviews occurred on April 24. Board approval of consultant selection will be sought at the May 13 meeting.
Richton Park zoning revisions	Jake Seid	Nov. 2014-Sept. 2015	Consultant assistance	Consultant provided an outline of the proposed Ordinance and is in the process of drafting new Ordinance language.
Roselle comprehensive plan	Dan Olson	Feb. 2015-Mar. 2016	Consultant assistance	Project kickoff and first Steering Committee meeting held April 13. Data collection and stakeholder interviews underway.
Rosemont comprehensive plan (see website)	Sam Shenbaga	Oct. 2013-June 2015	Staff assistance	Steering Committee meeting held on April 2. Comments received and edits completed. Public comment period underway. Web survey launched in early April, posters of Plan recommendations put up in several Village locations, senior citizens workshop scheduled for May 6.

Project	CMAP lead	Timeline	Assistance type	Status and notes
South Elgin zoning update	Patrick Day	Oct. 2014-May 2016	Staff assistance	Stakeholder interviews began in March and will conclude in late April. Existing conditions review has begun.
South Holland comprehensive plan	Stephen Ostrander	Apr. 2015-July 2016	Staff assistance	Village approved project scope and MOU, and formed project steering committee. CMAP staff prepared project website, began preparing full outreach strategy and planning for the existing conditions report.
SSMMA Calumet Green Manufacturing Partnership	Brian Daly	May 2014-May 2015	Staff and consultant assistance	CMAP has reviewed the Chicago Jobs Council's revised drafts of its existing conditions report and sustainability matrix and is awaiting the revised version.
SSMMA Complete Streets plan	John O'Neal	July 2014-Sept. 2015	Staff assistance	Outline for 'limited' ECR finalized and draft version of ECR currently in production. Focus group meeting with cycling groups in south suburbs being planned for May.
Steger planning priorities report (website)	Jonathan Burch	Feb.- Oct. 2015	Staff assistance	Efforts to date have focused on community outreach, conducting interviews and a focus group. Research on key economic development and infrastructure topics is underway.
<i>Summit comprehensive plan (see website)</i>	<i>Nora Beck</i>	<i>Dec. 2013-Apr. 2015</i>	<i>Staff assistance</i>	<i>Village Board adopted the Comprehensive Plan on April 6, 2015.</i>
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013-May 2015	Staff assistance	Final plan approved by Steering Committee on February 3 and is being formatted. No update.
Villa Park zoning ordinance	Patrick Day	July 2015-Oct. 2016	Consultant assistance	Responses to RFP were reviewed in April, and finalists selected for interviews in May. Board approval of consultant selection is expected in June.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012-May 2015	Staff assistance	No update (CMAP staff awaited City's decision on timing of final presentation of plan to City Council for approval).
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	June 2014-Sept. 2015	Staff assistance and small contract	No update.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-Oct. 2015	Consultant assistance	CMAP and Village staff provided feedback on the draft concepts report (recommendations memo), and a steering committee meeting is being scheduled.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Will County Preston Heights neighborhood plan	Trevor Dick	May 2015-May 2016	Staff assistance	The County is in the process of adopting the MOU/Scope of Work. A kick-off meeting with the Steering Committee is tentatively being scheduled in May.
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014-Sept. 2015	Staff assistance	Steering Committee meeting held on April 20 to go over existing conditions report. Comments received and edits underway. Public Visioning workshop scheduled for May 7 and meeting with State Representative, IDNR, and Lake County FPD scheduled for May 11.
Zion comprehensive plan (see website)	Nora Beck	Feb. 2014-June 2015	Consultant assistance	Draft plan under review by CMAP, and will be provided to steering committee following review.

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 6, 2015

Re: Acceptance of Contract from Cook County for Planning Related to
Stormwater Management

The County has received funds from the U.S. Department of Housing and Urban Development (HUD) for the County's Community Development Block Grant Disaster Recovery (CDBG-DR) Program and has awarded a grant to CMAP to conduct a study to better integrate stormwater management into decisions about land use, development, and transportation. The location and form of development patterns and transportation investments play a large role in the amount of stormwater runoff generated and can be a key part of the solution. The grant to CMAP will be for FY 2016, with two option years, for \$250,000 each year, a maximum of \$750,000.

The County requires a Board Resolution authorizing the Interim Executive Director to execute the Subrecipient Agreement. It is recommended that the Board of Directors adopt the attached resolution for authorizing execution of the Subrecipient Agreement with Cook County.

ACTION REQUESTED: Adoption

CHICAGO METROPOLITAN AGENCY FOR PLANNING

RESOLUTION NO. 02-2015

NOW, THEREFORE, BE IT RESOLVED BY THE Chair and Board of the Chicago Metropolitan Agency for Planning that the Interim Executive Director and the Clerk be and are hereby directed and authorized to submit the Subrecipient Agreement, all understandings and assurances and to execute the Community Development Block Grant Disaster Recovery Agreements with the County of Cook, Illinois for Project Number DR-PL-R2-01, a copy of which is on file with the Clerk.

BE IT FURTHER RESOLVED BY THE Chair and Board of the Chicago Metropolitan Agency for Planning that the Interim Executive Director be and is hereby directed and authorized to execute any and all additional documents necessary to carry out the Community Development Block Grant Disaster Recovery Program for the Chicago Metropolitan Agency for Planning.

Dated this 13th day of May, 2015.

ATTEST:

BY _____
Interim Executive Director
Jill Leary

BY: _____
Clerk
Sherry Kane



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.2

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 6, 2015

Re: Approve Contract to Create a Form-Based Zoning Ordinance
Overlay for the Village of Huntley

The CMAP local technical assistance (LTA) program is designed to implement GO TO 2040 through assistance to local government. The purpose of the LTA program is to provide assistance to communities across the Chicago metropolitan region to undertake planning projects that advance the principles of GO TO 2040. Since the initiation of this program in 2011, CMAP has completed over 100 local planning projects, with 50 more currently underway and 30 set to begin in the near future.

The Village of Huntley requested assistance in the LTA program to amend its zoning ordinance to include form-based zoning regulations for its downtown area and adjacent Illinois Route 47 gateway corridor. This project involves consultant assistance to update the Village of Huntley's zoning regulations. In September 2010, the Village of Huntley adopted the Downtown Revitalization Plan. The plan sets forth the overarching goals of creating a vibrant, mixed-use, pedestrian-oriented downtown, improving multi-modal transportation mobility and safety, offering a greater range of housing options, and achieving a balance between preservation and new development in the subject area. To advance these goals, the plan identifies a key recommendation to revise the existing zoning ordinance in furtherance of its goals, and recommends utilization of form-based zoning to regulate development in the downtown area.

A Request for Proposal (RFP) was issued to potential contractors as well as posted on the CMAP website. Three proposals were received from CodaMetrics, Houseal Lavigne Associates (HLA), and Teska Associates.

The proposals were reviewed by a team comprised of CMAP staff members Patrick Day and Kristin Ihnchak and representatives from the Village of Huntley — Charles Nordman, Director of Community Development, and James Williams, Planner. The team based the evaluation on the following criteria listed in the RFP:

- The demonstrated record of experience of the contractor as well as identified staff in providing the professional services identified in this scope of work. Expertise in preparing form-based and hybrid zoning codes is particularly necessary.
- The contractor's approach to preparing form-based zoning regulations that address the priorities identified in the Project Background and Project Description sections.
- The contractor's approach to the zoning ordinance development process, as specified in the Scope of Services section.
- The quality and relevance of the examples of similar work.
- The contractor's integration of the principles of GO TO 2040 into the proposal.
- The quality of the option(s) submitted.
- Cost to CMAP, including consideration of all project costs, option costs, and per-hour rates.

The review team reviewed and ranked all proposals. The team interviewed the two proposals receiving the highest scores—CodaMetrics and HLA. After interviewing the firms, the team discussed the results and followed up with relevant references.

Criteria	Maximum Score	CodaMetrics	HLA	Teska
Experience	30	25.3	18.3	16.3
Approach to priorities	15	11.8	8.8	8.5
Approach to process	15	11.2	10.0	7.3
Other (examples of similar work and consistency with GO TO 2040)	20	16.0	11.7	11.7
Cost	20	9.9 \$34,130	14.8 \$25,810	10.1 \$33,818
BASE TOTAL	100	74.3	63.7	53.9

It is recommended **CodaMetrics** be selected as the contractor to create the Village of Huntley form-based zoning ordinance overlay. CodaMetrics was ranked first overall before interviews occurred, with and without cost considerations. The team had a very strong interview performance, which demonstrated a depth of experience in form-based zoning issues and an ability to be flexible in the project approach to ensure an appropriate response to the potential design and form-based coding aspects of the project. The CodaMetrics team also spoke to a variety of innovative ways to engage the public on regulatory issues and reach consensus among interest groups and public officials, and discussed multiple methods to effectively integrate form-based zoning with an underlying traditional zoning ordinance, and multiple examples of success with such integrations.

It is recommended that the Board approve a contract with CodaMetrics for \$34,130 to create a form-based zoning ordinance overlay for the Village of Huntley. Support for the contract is in the UWP contract grants.

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.3

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 6, 2015

Re: Approve Contract for Regional Truck Permitting Plan

In December 2013, the leaders of the seven counties in northeastern Illinois and the City of Chicago convened with their economic development leadership to examine opportunities to collaborate around economic growth initiatives. One of the key issues that emerged from this meeting was the lack of a centralized and uniform system for overweight/oversized truck permits, which the County's leaders identified as an opportunity for regional collaboration.

As a result, a multi-jurisdictional proposal was submitted for the CMAP local technical assistance (LTA) program to investigate ways to streamline the multiple truck permit systems that are in place in northeastern Illinois, which is the freight and logistics hub of the nation. The project proposed to address these issues by creating a regional truck permitting action plan.

A Request for Proposal (RFP) was issued to potential vendors as well as posted on the CMAP website. Five proposals were received from the following vendors: AECOM, Cambridge Systematics, CDM Smith, DAMA, and Kimley-Horn.

The proposals were reviewed by a team comprised of CMAP staff, Alex Beata, Bob Dean and Jessica Gershman and two external reviewers, John Yonan, representing the Cook County Department of Transportation and Highways, and Doug Whitley, representing the Supply Chain Innovation Network of Chicago (SINC). The team based the following evaluation on the criteria listed in the RFP:

- The demonstrated record of experience of the consultant and their key staff in providing the professional services identified in this scope of work. The consultant team should include expertise in transportation engineering, management consulting, software design, truck freight planning, and outreach to the public and private sectors.
- The consultant's understanding of the goals identified in the Project Background and Project Description sections, and the effectiveness of the proposal at accomplishing these.

- The consultant's approach to each element of the plan development process as described in the Scope of Services section, including stakeholder engagement, review of existing conditions, vision development, alternatives analysis and selection, and preparation of the action plan. The consultant should lay out a clear process for accomplishing each of these steps, and should tie back the description of process to the overall goals of the project.
- Consistency with GO TO 2040.
- The quality and relevance of the examples of similar work.
- Cost to CMAP, including consideration of all project costs and per-hour costs.

The review team reviewed and ranked all proposals. Based on the initial scores, it was determined that the top two firms would be interviewed: Cambridge Systematics and CDM Smith. These two firms rated higher in their level of detail and relevant experience.

Criteria	Max. Score	AECOM	Cambridge	CDM Smith	DAMA	Kimley-Horn
Experience	35	27.0	31.8	29.6	23.4	24.6
Understanding of goals and purpose	22.5	14.4	19.1	18.2	14.9	15.2
Approach to process	17.5	11.0	16.2	13.8	10.0	12.1
Other (examples of similar work and consistency with GO TO 2040)	10	7.3	8.9	8.6	5.7	6.4
Cost	15	7.9 \$229,640	7.4 \$246,378	7.7 \$235,000	7.5 \$241,900	7.3 \$248,994
TOTAL	100	67.6	83.2	77.8	61.4	65.5

Staff recommends **Cambridge Systematics** as the contractor for the regional truck permitting project. Cambridge was ranked first overall before interviews occurred, with and without cost considerations. The team's interview reinforced the robust project management and transportation planning experience displayed in their proposal, and in particular the project manager has a wealth of relevant experience that will lend itself to this project. Cambridge presented a strong point of view about creating packages of alternatives rather than one solution, and overall their approach aligned well with what CMAP and the project steering committee hope to achieve. Their project team has direct proficiency in truck permit planning and technologies, and even as they have considerable recent experience with similar projects at the state scale, they acknowledged unprompted that the characteristics and challenges for this project are unique to the Chicago region.

It is recommended that the Board approve a contract with Cambridge Systematics for \$246,378 to create a regional truck permitting plan for northeastern Illinois. Support for the contract is primarily from UWP funding (\$206,378) with supplementary local match funding from participating counties (\$40,000).

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 6, 2015

Re: Approve Purchase and Maintenance Agreement for Color
Multifunction Digital Printer-Copiers

CMAP's multifunction copiers are a vital part of day to day operations for the agency. Staff members utilize these machines for scanning, copying, faxing, and printing various reports, emails, maps, brochures, plans, booklets, and more. In 2007 the Board approved the purchase of a fleet of copiers that consisted of one production machine, which is located in the print shop and four general use copiers throughout the office, one located in each quadrant of the floor. After heavy use for over seven years, the equipment needs to be replaced.

A Request for Proposal (RFP) was issued to firms to provide for the purchase or lease of multifunction color copiers. The RFP was sent to potential vendors as well as posted on the CMAP website. Four proposals were received from the following vendors: Proven (Canon), COTG (Xerox), Warehouse Direct (Ricoh + Kyocera), and Ricoh.

The proposals were reviewed by a team comprised of Matt Rogus, Lance Tiedemann, Ben Stromberg, and Jake Brown. The team based the following evaluation on the criteria listed in the RFP:

- The firm's demonstrated record of experience in providing office solutions as described in the Scope of Services.
- The firm's ability to provide equipment that meets or exceeds that as described in this RFP.
- The firm's capacity for managing varying technologies with regard to manufactures and product lines.
- The firm's depth of staff and availability of resources in the areas identified in the Scope of Services.
- The reputation of the firm based on references.
- Cost to CMAP.

The review team reviewed all proposals and then conducted site visits with COTG, Proven, and Ricoh. Warehouse Direct was not selected for a site visit as the production copier they were

proposing was the same model as Ricoh's. During the site visits each vendor was given a set of CMAP publications to print on their proposed machines. The following cost analysis of the minimum equipment configuration was completed for lease versus purchase based on the full five-year period.

Cost Factors	COTG	Proven	Ricoh	Warehouse Direct
Purchase				
Equipment	\$63,665	\$66,216	\$74,843	\$67,380
Installation	---	---	\$2,387	\$1,500
Maintenance	\$162,967	\$196,537	\$167,030	\$161,873
TOTAL	\$226,632	\$262,753	\$244,260	\$230,753
Lease				
Equipment	\$100,158	\$80,977	\$144,361	\$102,980
Installation	---	---	---	\$1,500
Maintenance	\$162,967	\$196,537	\$167,030	\$161,873
TOTAL	\$263,275	\$277,514	\$311,391	\$266,353

Based on the analysis, it is most cost effective to purchase the equipment from any of the vendors. The ranking for the cost is based on the proposed purchase and maintenance for the five year period. The other rankings of the proposals are based on the submitted proposals and site visits.

Criteria	Maximum Score	COTG	Proven	Ricoh	Warehouse Direct
Experience of firm and staff	10	8.4	8.5	8.2	7.7
Provided equipment that met/exceeded needs of CMAP	40	38.0	18.7	25.3	25.3
Depth of Staff/Availability of resources	10	7.6	7.7	7.7	7.7
Reputation based on references	10	7.3	8.7	6.3	7.7
Cost	30	30.0	15.0	22.0	28.0
TOTAL	100	91.3	58.6	69.5	76.4
Rank		1	4	3	2

Based on the strength of proposal, cost, and performance during the site demonstrations, staff recommends that COTG be selected for this procurement.

It is recommended that the Board approve the contract for the purchase of new copiers and maintenance from COTG. The contract will be for the purchase of five machines and a five-year maintenance agreement. The total expenditure for the first year of the contract will be \$96,258. Support for the contract is included in the FY 2015 and FY 2016 UWP operating grant. The maintenance cost for the remaining four years will be approximately \$32,600 each year.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 6, 2015

Re: Approve Contract to Develop a Bicycle and Pedestrian Plan in the Elgin-O'Hare Corridor

The CMAP local technical assistance (LTA) program is meant to advance the implementation of GO TO 2040 by providing resources to local governments. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise. This project involves consultant assistance to plan for bicycle and pedestrian improvements near a major new transportation facility in northeastern DuPage County.

The purpose of this project is to plan for bicycle and pedestrian improvements in the Elgin O'Hare Expressway (IL 390) corridor to complement and improve non-motorized transportation infrastructure along this corridor. These improvements will connect with existing and planned bicycle and pedestrian infrastructure and improve access to public transit. The Elgin O'Hare Western Access (EOWA) project will dramatically change the transportation system and development environment in surrounding communities. This major investment creates an opportunity to make significant improvements in the bicycle and pedestrian environment in the corridor.

A Request for Proposal (RFP) was issued to potential vendors as well as posted on the CMAP website. Three proposals were received from the following vendors: Alta, Sam Schwartz Engineering (SSE), and TY Lin.

The proposals were reviewed by a team comprised of CMAP staff, Bob Dean and John O'Neal and two external reviewers from DuPage County's transportation department, John Loper and Dan Thomas. The team based the following evaluation on the criteria listed in the RFP:

- The demonstrated record of experience of the contractor and their key staff in providing the professional services identified in this scope of work.
- The contractor's understanding of the goals identified in the Project Background and Project Description sections, and the effectiveness of the proposal at accomplishing these.

- The contractor's approach to each element of the plan development process as described in the Scope of Services section, including stakeholder engagement, existing conditions analysis, identification and prioritization of improvements, development of policies and standards, and plan preparation and adoption.
- Consistency with GO TO 2040.
- The quality and relevance of the examples of similar work.
- The quality of the option(s) submitted.
- Cost to CMAP, including consideration of all project costs and per-hour costs.

The review team reviewed and ranked all proposals. Based on the initial scores, it was determined that the top two firms would be interviewed: Alta and SSE.

Criteria	Max. Score	Alta	SSE	TY Lin
Experience	25	21.8	21.0	19.0
Approach to project goals	15	13.1	10.6	9.0
Approach to process	25	21.5	18.9	16.8
Other (examples of similar work and consistency with GO TO 2040)	15	11.0	12.5	11.9
Cost	20	11.8 \$168,862	15.3 \$120,584	5.6 \$301,870
TOTAL	100	79.2	78.3	62.3

Staff recommends **Alta** as the contractor to prepare the Elgin-O'Hare bicycle and pedestrian plan. The Alta team had a very strong interview performance, which demonstrated a depth of experience in bicycle planning. The team has a wealth of experience in outreach and engagement around bicycle and pedestrian issues and proposed different approaches to effectively engage both municipalities and transportation agencies in the planning process. Alta described a flexible approach to bicycle planning that would result in a cohesive network integrated with the new EOWA facility. The team emphasized the need to understand the local policy environment and laid out a thorough process for reviewing local policies in the initial assessment of existing conditions. The Alta team also demonstrated a robust methodology for identifying and prioritizing transportation improvements that accounted for both long term maintenance and cost benefits.

Firms were also permitted to submit options which were not part of the base cost but which could be included at the discretion of CMAP and the County. It is recommended that one of the options proposed by Alta – preparation of a high-quality executive summary and fold-out map – be included. An attractive, glossy handout that summarizes the key recommendations of the final plan will improve communication of the recommendations to the public and the affected communities. This option would cost \$4,946 and DuPage County will contribute funding to cover the cost of this option, pending final approval of the cost by the County. (If the County is not able to commit this funding, this option will not be pursued.)

CMAP and DuPage County determined that both agencies could commit staff time to some of the tasks in their scope, specifically management of the oversight committees, data collection and existing conditions analysis, and development of policies and standards. Therefore, the cost of these tasks could be reduced. Following discussions with Alta, a revised base cost of

\$154,670 (from UWP), plus \$4,946 (from DuPage County) for the optional task described above, was resubmitted, for a total cost of \$159,616.

It is recommended that the Board approve a contract with Alta to prepare the Elgin-O'Hare bicycle and pedestrian plan for \$154,670, with the option supported by DuPage County at \$4,946. Support for the contract is from UWP contract funding with the option activity supported by DuPage County.

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.6

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 6, 2015

Re: Approve Contract for an Integrated Transportation Planning,
Programming and Tracking Database and Visualizations Solution for TIP

As part of its Metropolitan Planning Organization (MPO) responsibilities, CMAP develops a long range transportation plan. The plan includes policies that guide the selection and implementation of the fiscally constrained multi-modal Transportation Improvement Program (TIP) for the region. The TIP identifies and tracks federally funded and regionally significant transportation projects over a six-year period for the seven county Chicago region. It is a multimodal list of projects that includes highway, rail, bus facility improvements, signal synchronizations, intersection improvements, bicycle and pedestrian projects, and other transportation-related activities. CMAP has developed a TIP database to coordinate more than 40 Federal, State, regional and local programming agencies representing over 300 implementing agencies in tracking more than 1,900 transportation improvement projects within the region. In addition to collecting information required for the Transportation Improvement Program, the TIP database also collects project-level data that are key inputs into the conformity modeling process and acts as a reporting vehicle for the federally required Annual Obligations Report.

The TIP database needs to be redesigned as an integrated transportation planning, programming and tracking database. The new application needs to provide data visualizations, enhanced reporting and a mapping component. The new application should have both a public-facing website and a secured user interface with the capacity to interface with other partner agencies and their database applications.

A Request for Proposals (RFP) was sent to potential consulting firms and posted to the CMAP website. CMAP received proposals from six consultants: Cambridge Systematics, Data Transfer Solutions, EcoInteractive, Esri, Parsons Brinkerhoff, and STA Group.

The proposals were reviewed by a team comprised of Kama Dobbs, Alex Beata, Jesse Elam, Ross Patronsky, Noel Peterson, Russell Pietrowiak, and Lance Tiedemann.

The team based the following evaluation on the criteria listed in the RFP:

- The firm's demonstrated understanding of the TIP process and regional planning.
- The firm's demonstrated record of experience and responsiveness in providing consulting services in the areas identified in the Scope of Services.
- The qualifications of the firm's personnel to be assigned to CMAP's work in the areas identified in the Scope of Services and their training and experience.
- The firm's depth of staff and availability of resources in the areas identified in the Scope of Services.
- The reputation of the firm based on references.
- Cost to CMAP.

The RFP requested the proposer respond with how it would develop the enhanced database and how the database would be housed. As a result, the proposals varied in approach. Cambridge Systematics, ESRI, Parsons Brinkerhoff and STA Group would build the database and have the new database utilize CMAP IT infrastructure. Both Data Transfer Solutions and EcoInteractive proposed customizing the TIP databases they have developed and maintain for other MPOs. The difference of those two proposals is that Data Transfer Solutions has the database utilize CMAP IT infrastructure and EcoInteractive would maintain their database on their IT infrastructure. The cost to CMAP if the database utilizes its IT infrastructure would be \$325,000--\$25,000 for the required hardware and an annual maintenance and service cost of \$60,000. The cost proposal ratings were adjusted to recognize this added cost.

Criteria	Maximum Score	Cambridge Systematics	Data Transfer Solutions	Eco Interactive	ESRI	Parsons Brinkerhoff	STA Group
Demonstrated Understanding of the TIP process	40	25	35	37	22	26	16
Record of experience and responsiveness	15	11	13	13	9	11	8
Qualifications of personnel	10	8	8	8	8	8	8
Depth of staff and availability of resources	15	12	11	10	11	13	7
Cost to CMAP	20	13	15	17	8	12	0
Proposal Cost		\$399,611	\$238,700	\$549,960	\$858,000	\$434,252	\$3,908,000
CMAP Cost		<u>\$325,000</u>	<u>\$325,000</u>	<u>0</u>	<u>\$325,000</u>	<u>\$325,000</u>	<u>\$325,000</u>
Total		\$724,611	\$563,700	\$549,960	\$1,183,000	\$759,252	\$4,233,000
SCORE	100	71	83	88	60	71	40

Staff recommends the selection of **EcoInteractive**. EcoInteractive demonstrated the best understanding of TIP processes and requirements. EcoInteractive offers the opportunity to leverage a proven product that can be customized to meet the unique needs of CMAP and has been successfully implemented by multiple MPOs and State DOTs throughout the country for more than ten years. Use of an established product will reduce the commitment of CMAP staff and computer hardware, software, and infrastructure resources. Customizing a proven product presents a much lower risk for ongoing bug resolution and schedule changes than the full

development of a database, mapping, and visualization solution and will result in more timely completion of the project. Additionally, EcoInteractive offers a fixed annual fee covering initial development, as well as ongoing maintenance and enhancements. EcoInteractive updates changing federal requirements to their software.

It is recommended that the Board approve the contract for the development, implementation and maintenance of the Integrated Transportation Database from EcoInteractive. The annual cost is \$109,992 for the EcoInteractive service. The contract is awarded for three years with two one-year options for renewal, for a total cost of \$549,960. Funds for the 5-year contract are included in the FY 2015 and FY 2016 UWP contract grants.

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.7

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 6, 2015

Re: Approve Purchase of Truck Origin and Destination Data

A Freight Plan is being developed to build on strategies adopted in the GO TO 2040 Regional Comprehensive Plan. As part of the freight component of the advanced urban model, staff needs data on truck tour information from a large sample of trucks moving within and through the Chicago region. The modeling area for this study consists of twelve full counties in Illinois (Boone, Cook, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry, Will and Winnebago) and three partial counties (LaSalle, Lee and Ogle); three full counties in Indiana (Lake, LaPorte and Porter); and three full counties in Wisconsin (Kenosha, Racine, and Walworth). Data of truck origin and destination is necessary to support the following activities.

1. The calibration and validation of the truck tour component of the CMAP tour-based supply chain freight model.
2. The Freight Existing Conditions report, including routing and origin/destination information
3. Freight operations studies, including work of truck routing, truck permitting, and overnight delivery/travel.

The American Transportation Research Institute (ATRI) provides national trucking-related research. For each ATRI-monitored truck moving within or through the CMAP modeling area, ATRI will provide CMAP the following information, approximately once per minute: Vehicle ID; reading time stamp (including date and time); speed in miles per hour; and location, indicated by one of the 1,944 CMAP modeling zones. There is no other source for this information.

It is recommended that the Board approve the \$25,000 purchase of the truck origin and destination data for the CMAP modeling area from American Transportation Research Institute (ATRI). The purchase of the data will be from the FY 2015 UWP operating funds.

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: May 6, 2015

Re: State Legislative Update

On March 27, 2015, the State of Illinois enacted [Public Act 99-0001](#) and [Public Act 99-0002](#) to close gaps in the state budget for Fiscal Year 2015. Under Public Act 99-0001, appropriations for FY15 are reduced by 2.25 percent across line items funded by General Funds (i.e., the General Revenue Fund, Common School Fund, and Education Assistance Fund). Public Act 99-0002 transfers to the General Revenue Fund \$1.3 billion from 106 special funds. Among the special fund sweeps are several accounts important to transportation programs that benefit northeastern Illinois, including \$250 million from the Road Fund, \$50 million from the State Construction Account Fund, \$50 million from the Motor Fuel Tax Fund, and \$10 million from the Grade Crossing Protection Fund. Staff [analysis](#) examined the provisions of the bill, fiscal impact, and potential implications of future infrastructure investments.

Following the introduction of over 6,000 bills, numerous initiatives have failed to meet legislative deadlines, including several bills previously reported to the Board. The deadline for substantive Senate bills to be out of committee in the House is Friday, May 8; House bills must be out of Senate committees by Friday, May 15. The third reading deadline for both chambers is Friday, May 22.

CMAP staff continues to monitor the progress and analyze bills with particular relevance to the agency. Bills included in the following pages of this memorandum either impact CMAP's 2015 State Legislative [Principles](#) and [Agenda](#) or are of interest to CMAP and its partners.

Staff recommends the Board continue to support four bills that assist in the implementation of GO TO 2040 by providing consensus-driven processes to pursue local government consolidation, enabling the state to collect additional user fees for transportation, and supporting public transit.

ACTION REQUESTED: Approval

May 2015 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PURSUE COORDINATED INVESTMENTS				
County-led consolidation	HB229	<p>Rep. Jack Franks (D-Woodstock) Sen. Pam Althoff (R-McHenry)</p> <p>Provides McHenry and Lake counties with the power to dissolve a local government under certain conditions. Currently, only DuPage County has these powers, established by PA 98-0126 signed into law in 2013. Also, requires the transfer of all former employees of the dissolved unit of government to the receiving unit and preserves those employees' existing collective bargaining agreements.</p> <p>GO TO 2040 recommends analyzing the effects of consolidating local governments and sharing services. The bill would provide an avenue for additional counties to implement local government consolidation.</p>	<p>4/28/2015 Senate Referred to Assignments</p>	Support
Coterminous township consolidation	SB40	<p>Sen. Pamela Althoff (R-McHenry)</p> <p>Provides a process by which a single township that is within a coterminous municipality could dissolve. Currently, only Evanston may use the process outlined in statute, PA 98-127. If a township were dissolved under this process, the coterminous municipality would have to take on its duties. If the municipality is coterminous with the township, there will likely be no township roads that need to be maintained. The municipality would have to provide general assistance programs and assessor services, which are only provided at the township level.</p> <p>GO TO 2040 recommends the consolidation of government, where appropriate. This legislation provides a process for combining a coterminous township and municipality, and promotes locally driven efforts to find potential efficiencies.</p>	<p>2/19/2015 Senate To Subcommittee on Governmental Operations (Note: Rule 2-10 establishes the 3rd Reading Deadline as May 15, 2015 for this bill.)</p>	Support

Subject	Bill	Summary	Status	Agency Position
INVEST STRATEGICALLY IN TRANSPORTATION				
New bill TIF for select transit projects	SB277	Sen. Heather Steans (D-Chicago) Amends the TIF statute to create a Transit Facility Improvement Area (TIA) designation, with initial establishment limited to Chicago's Union Station, Red and Purple Modernization, Blue Line Modernization and Extension, and Red Line south Extension. The District would last for 50 years. The Chicago Public Schools would be exempt from the TIF. Additionally, 20 percent of incremental revenues to underlying districts.	4/15/2015 Senate Placed on Calendar Order of 3rd Reading April 16, 2015	
MFT on other fuels	SB1907	Sen. Don Harmon (D-Oak Park) Rep. Elaine Nekritz (D-Buffalo Grove) Amends the Motor Fuel Tax statute to include compressed natural gas, liquefied natural gas, and propane to the motor fuel tax base when used as motor fuel. Under the bill, compressed natural gas utilized as motor fuel would be taxed at a rate of 19 cents per gallon, like regular motor fuel, and liquefied natural gas or propane used as motor fuel would be taxed at a rate of 21.5 cents per gallon, just like diesel fuel. GO TO 2040 supports the implementation of user fees for transportation. This legislation would enhance the MFT's ability to act as a use fee for road usage through broadening the base to include other types of motor fuel usage.	4/29/2015 House Referred to Rules Committee	Support
INCREASE COMMITMENT TO PUBLIC TRANSIT				
RTA working cash notes	HB2685	Rep. Al Riley (D-Hazel Crest) Sen. Michael E. Hastings (D-Matteson) Allows the RTA to sell additional Working Cash Notes before July 1, 2018 (now 2016) that are over and above and in addition to the	4/29/2015 Senate Assigned to Transportation	Support

Subject	Bill	Summary	Status	Agency Position
		\$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses.		

Previously reported bills that have missed legislative deadlines

[HB174](#) Non-home rule consolidation

[HB3174](#) MFT and sales tax on motor fuels

[HB420](#) Rail crossings

[SB1773](#) Rail crossings

[HB1375](#) MFT split (*CMAP opposed*)

[SB1865](#) Rail crossings

[HB1517](#) Land banks for public uses

###



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: May 6, 2015

Re: Federal Transportation Reauthorization Updates

The current surface transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), is scheduled to expire on May 31st. The House and Senate Transportation Committees are debating a short-term extension of MAP-21 while they work on a longer-term reauthorization bill.

The CMAP Board adopted their [2015 Federal Agenda](#) on March 11, 2015. The Federal Agenda calls for the next transportation bill to provide sustainable transportation revenues, implement performance-based funding, streamline project reviews, create a robust freight program, and give MPOs tools to support the transportation system. CMAP staff traveled to D.C. in April to meet with our Congressional Delegation and Committee Staff to discuss our priorities and ways to incorporate them into MAP-21 reauthorization.

MAP-21 Extension

Congress must act to extend MAP-21 by May 31st to avoid a shutdown of federal highway and transit programs. Additionally, the Congressional Budget Office (CBO) estimates the Highway Trust Fund (HTF) will face insolvency sometime this August if additional revenues are not deposited into both the highway and mass transit accounts of the HTF. CBO estimates an extension of MAP-21 until the end of the fiscal year will require \$3 billion in new revenues. An extension through the end of the calendar year will require approximately \$10 billion in new revenue.

The Administration and Congress are currently debating the duration of the next extension. The Administration, Senate Environment and Public Works Chairman Jim Inhofe (R-OK) and Ranking Member Barbara Boxer (D-CA) prefer a very short-term extension of MAP-21 through July to create a more urgent deadline where authorization of MAP-21 will expire concurrently with the HTF becoming insolvent. If the HTF does not have enough revenue to pay incoming

bills, DOT would be required to implement a cash management system to slow down payments to state and local governments for ongoing construction work.

House Transportation Committee Chairman Bill Schuster (R-PA), Ranking Member DeFazio (D-OR), and House Republican Leadership are advocating for an extension through the end of the year, arguing a longer-term extension will give states and contractors more certainty to plan transportation projects. To date, there has been no discussion of what revenue offsets will be used to raise the billions necessary for an extension beyond August.

The transportation authorization Committees in Congress will likely step-up their activities by holding additional hearings, releasing legislative text, and holding mark-ups of a long-term reauthorization bill after the extension is signed into law. The revenue Committees have been slower and will likely move cautiously as they address the main obstacle to a new, long-term transportation bill: new revenue.

CBO estimates a six year bill funded at current spending levels will require nearly \$100 billion in new revenues just to support current spending levels. Congress has struggled with the imbalance in revenue coming into the HTF and the spending levels authorized in law since 2008. In the past eight years, Congress has supplemented the HTF with \$65 billion in general funds. With more than 20 percent of funds coming into the HTF from the general fund over this period, Congress continues to move away from the user-fee approach that began in the first Federal-Aid Highway Act of 1956.

MAP-21 Reauthorization: New Federal Freight Program

MAP-21 laid the groundwork for a new national freight program. The law directed DOT to develop a national freight policy, identify a national priority network for investment, and create incentives for states to prepare their own freight plans. However, MAP-21 missed opportunities to make these early initiatives comprehensively address freight network challenges by limiting this preliminary work to highways and not dedicating funding to a federal freight program.

The House Transportation Committee, the Senate Commerce Committee, and the Senate EPW Committee have shown strong interest in building on this earlier work and creating a new stand-alone freight program that is funded through the HTF. Given the outsized role the CMAP region plays in the movement of freight, CMAP has joined other major MPOs in calling on Congress to dedicate \$2 billion/year to a new freight program. Many of these major MPOs, including CMAP, have also joined the Coalition of America's Gateways and Trade Corridors (CAGTC), a national organization of state DOTs, MPOs, ports, and engineering firms that have come together to improve national freight policy. CMAP is represented on the Board of CAGTC.

The Senate Environment and Public Works (EPW) and House Transportation Committees have begun negotiations and drafting of the next transportation bill and each Committee has communicated a strong interest in funding a new freight program. The CMAP Board has made this new program a major component of its Federal Agenda, specifically CMAP Staff has promoted:

- **Dedicating Funding to the Freight Program**

A freight program should be funded with contract authority at a level of at least \$2 billion/year.

- **Multi-modal or Mode-neutral Funding Eligibility**

A freight program should allow states, local communities, and regional planning organizations to fund projects that help move goods and people in the most efficient and safe way, regardless of whether they are road, rail, or port projects.

- **Major Metropolitan Area Focus**

Major metropolitan areas play a critical role in managing goods movement. These regions, like the Chicago region are key transportation hubs where bottlenecks can impact the entire country. A freight program should provide a key role for Metropolitan Planning Organizations (MPOs) in prioritizing and selecting freight projects. This role should include eligibility to apply for new national competitive grants and should ensure MPOs are involved in the planning and programming of funds in these regions.

- **Formula Funding and Chicago Region**

If a freight program includes a formula component, the metrics used to distribute those funds should recognize the outsized role Chicago plays in our national freight system. Chicago is the nation's freight network, where we transfer shipments between modes, have the physical capacity to handle large freight volumes, extensive warehousing and logistics centers, and the appropriate skilled workforce to coordinate and manage goods movement.

- **Competitive Grant Funding Program**

A freight program should include a competitive grant program that is also funded with contract authority and include wide-eligibility for projects of all modes, not just highways. MPOs should be eligible applicants for these grant funds.

CMAA Staff will continue working with implementers and local governments in our region to promote this federal freight program through research, analysis, and outreach.

ACTION REQUESTED: Discussion

###