



# 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

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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 the 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 13<sup>th</sup> 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

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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
<b>BASE TOTAL</b>	<b>100</b>	<b>74.3</b>	<b>63.7</b>	<b>53.9</b>

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



## 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

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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
<b>TOTAL</b>	<b>100</b>	<b>67.6</b>	<b>83.2</b>	<b>77.8</b>	<b>61.4</b>	<b>65.5</b>

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

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

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
<b>TOTAL</b>	<b>100</b>	<b>91.3</b>	<b>58.6</b>	<b>69.5</b>	<b>76.4</b>
<b>Rank</b>		<b>1</b>	<b>4</b>	<b>3</b>	<b>2</b>

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

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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
<b>TOTAL</b>	<b>100</b>	<b>79.2</b>	<b>78.3</b>	<b>62.3</b>

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





## 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

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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
<b>SCORE</b>	<b>100</b>	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





## 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

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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

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