

CHICAGO METROPOLITAN AGENCY FOR PLANNING

RESOLUTION NO. 2016-01

WHEREAS, the Chicago Metropolitan Agency for Planning (“CMAP”), pursuant to the Regional Planning Act, 70 ILCS 1707/1 *et seq.*, is granted all powers necessary to carry out its legislative purposes in order to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation; and

WHEREAS, CMAP is constantly evaluating and accessing the land use information/attributes in the region; and

WHEREAS, the Cook County Assessor’s Office has a geographic information (“GIS”) database that it is willing to make available to CMAP at no cost; and

WHEREAS, GIS data sharing with the Cook County Assessor’s Office will allow CMAP to access GIS data from the Assessor that will facilitate CMAP’s decision making process with respect to planning for the region; and

WHEREAS, cooperation between and among governmental agencies and entities through intergovernmental agreements is authorized and encouraged by Article VII, Section 10 of the Illinois Constitution of 1970 and by the “Intergovernmental Cooperation Act” (5 ILCS 220/1 *et seq.*); and

WHEREAS, CMAP and the Cook County Assessor have negotiated an Intergovernmental Agreement, dated March 9, 2016, in substantially the form attached to this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the Chicago Metropolitan Agency for Planning Board as follows:

The Executive Director is authorized to finalize an Intergovernmental Agreement between the Chicago Metropolitan Agency for Planning and the Cook County Assessor’s Office in substantially the form of the agreement attached to this Resolution, and the Executive Director is authorized to execute said Intergovernmental Agreement.

Approved: _____
Chair

Date _____



MEMORANDUM

To: CMAP Board

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: March 2, 2016

Re: Contract Approval for O'Hare Subregion Truck Routing and
Infrastructure Plan

The CMAP local technical assistance (LTA) program is meant to advance the implementation of GO TO 2040 by providing resources to local governments. Over 120 projects have been completed through the LTA program, with over 40 more underway. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

In May 2014, CMAP released the [O'Hare Subregional Freight-Manufacturing Drill-Down Report](#), which outlined existing workforce, infrastructure, and development issues in the O'Hare International Airport subregion. The report identified opportunities for local governments in the subarea to work across jurisdictions to support growth in the freight and manufacturing industries, and specifically recommended the coordination of truck routing and planned infrastructure improvements across communities in that area. As a result of this CMAP report, the Village of Franklin Park led an effort by a number of municipalities in the O'Hare subregion, as well as Cook and DuPage Counties, to propose a project that would create a truck routing and infrastructure plan across their communities.

Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on November 13, 2015. Staff held a non-mandatory pre-bid information session for consultants on November 19. On December 18, CMAP received proposals from two consultants: Cambridge Systematics and T.Y. Lin International.

Proposals were reviewed by two staff members from the Village of Franklin Park, two staff members from DuPage County, one staff member from Cook County and two staff members

from CMAP. These individuals scored each proposal independently by January 25, 2016. The criteria for selection included the following.

1. The demonstrated record of experience of the consultant as well as identified staff in providing the professional services identified in this scope of work, including addressing the topical issues identified in the Project Background and Project Description sections.
2. The consultant’s approach to preparing the O’Hare Subregion Truck Routing and Infrastructure Plan, as communicated in the description of the process and the deliverables.
3. The quality and relevance of the examples of similar work.
4. The consultant’s integration of the principles of GO TO 2040 into the proposal.
5. Cost to CMAP, including consideration of all project costs and per-hour costs.

Table 1 shows the score of each firm that submitted a response to the RFP. The selection team decided to interview both firms, and interviews took place on January 27.

Table 1: Scoring

Criteria	Maximum Score	Cambridge	T.Y. Lin
Experience	35	29.5	27.4
Approach to process and deliverables	35	28.3	25.0
Other (sample projects and consistency with GO TO 2040)	15	12.1	10.5
Proposal cost	15	7.5 \$146,735	7.5 \$148,575
Total	100	77.3	70.3

Recommendation for contractor selection

Following the interviews, the team reached a consensus to select Cambridge Systematics as the contractor for the O’Hare Subregion Truck Routing and Infrastructure Plan.

Overall, the interview team felt that both firms had strong transportation planning qualifications, but Cambridge had more experience in truck routing, which is the specific need of this plan. The project team identified by Cambridge had extensive experience in planning for truck traffic. Cambridge also had a strong subcontractor, Sam Schwartz Engineering, who adds experience working with local governments. Cambridge’s proposal was also quite detailed, and they proposed a specific, workable approach to address the large number of stakeholders that will be involved in this plan.

The T.Y. Lin team also had strong transportation and freight experience, and was supplemented by the addition of freight experts from DAMA and the Urban Transportation Center at UIC. However, T.Y. Lin and their subcontractors lacked the depth of practical truck routing expertise that was demonstrated by Cambridge.

As shown above, the costs proposed by the two firms were very similar, and were both within the range identified by CMAP for this plan (\$100,000 to \$150,000).

It is recommended that the Board approve a contract with Cambridge Systematics in the amount of \$146,735.00 for the O'Hare Subregion Truck Routing and Infrastructure Plan. Support for this project is included in the FY14 UWP Contracts Budget.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: March 2, 2016

Re: Socioeconomic Forecast: Sub-Regional Allocation Solution

As a part of the long-range planning process, MPOs are required to develop a long-range socioeconomic forecast to ensure consistency with current and forecasted transportation and land use conditions and trends. Development of a regional socioeconomic forecast to the year 2050 is currently underway. Forecasted population and employment at the local level allows for modeling of future transportation networks and to evaluate how plan policies may affect growth patterns within the region over the planning period. RFP 149, *Socioeconomic Forecast: Sub-Regional Allocation Solution* was developed so that staff could select a firm capable of developing a tool or a process that would aid CMAP in disaggregating the 2050 region-wide socioeconomic forecast to the year 2050 to a scale appropriate for planning and modeling requirements.

Review Process

A Request for Proposals (RFP) was posted to the CMAP website on January 11, 2016. On January 19 a non-mandatory pre-bid information session was held for consultants. On February 3, 2016 CMAP received proposals from two consultants: Louis Berger Group, Inc., partnering with Economic Development Research Group (EDRG); and UrbanSim, Inc., partnering with S.B. Friedman.

The proposal review team consisted of three CMAP staff. Interviews of both firms were conducted at CMAP offices on February 19 and February 22. The review team scored the firms based on a combination of their submitted proposals and interviews. Selection criteria were as follows:

- Demonstrated experience, of both firm and personnel assigned to this project, in the fields of: econometric modeling and forecasting, demography, population projection methods and land-use modeling.

- Consistency with and demonstrated understanding of the strategies in the GO TO 2040 preferred scenario.
- Responsiveness of the proposal to the scope of work, as demonstrated through a clearly defined methodology, process, and timeline.
- Quality and relevance of examples.
- Cost to CMAP, including consideration of all project costs and per-hour rates.

Review team members independently scored the proposals based on the evaluation criteria, the final scores are reflected in the following table 1.

Table 1: Final Scores

Criteria	Maximum	Louis Berger/EDRG	Urban Vision/SB Friedman
Demonstrated experience, of both firm and personnel assigned to this project, in the fields of: econometric modeling and forecasting, demography, population projection methods and land-use modeling	30	23.0	26.0
Consistency with and demonstrated understanding of the strategies in the GO TO 2040 preferred scenario	20	16.0	16.0
Responsiveness of the proposal to the scope of work, as demonstrated through a clearly defined methodology, process, and timeline	20	14.7	12.0
Quality and relevance of examples	10	8.3	7.0
Cost to CMAP, including consideration of all project costs and per-hour rates	20	17.3 \$84,918	12.7 \$200,000
Total	100	79.3	73.7

Recommendation for contractor selection

The review team recommends **Louis Berger** as the contractor for the 2050 Forecast Sub-Regional Allocation Solution. Berger ranked highest of the two submittals, both with and without cost considerations. The approach proposed by Berger/EDRG is based on similar work performed for the New York Metropolitan Planning Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA), using a spreadsheet-based tool that leverages existing CMAP datasets along with user-defined weighting factors to allocate regional forecast totals to provide small-area results suitable for travel modeling and sub-regional planning purposes. Berger will work with CMAP to identify additional data and weighting factors to represent GO TO 2040 policy considerations as well as yet-to-be-determined ON TO 2050 priorities.

The UrbanSim team submitted a very competitive proposal. Their product is a land use model that has been in use for nearly twenty years. Concerns about this proposal were the feasibility

of fully implementing UrbanSim in a timely manner, given the deliverable deadline of December 2016. Conversations with modelers at other MPOs prior to the release of the RFP suggested that it could take a couple of years to develop a fully-functional land use model.

It is recommended that the Board approve a contract with Louis Berger to perform the Forecast Sub-Regional Allocation work in the amount of \$84,918. All of the work associated with this contract will be completed no later than December 31, 2016.

ACTION REQUESTED: Approval

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