VILLAGE OF BENSENVILLE

Village of Bensenville, Illinois
BOARD OF TRUSTEES
MEETING AGENDA
6:30 P.M. Tuesday, January 11, 2011

Bensenville Village Hall, 12 S. Center Street, Bensenville IL 60106

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC COMMENT (3 minutes per person with a 30 minute meeting limitation)

V. APPROVAL OF MINUTES

December 7, 2010 - Board of Trustees
December 14, 2010 – Board of Trustees

VI. WARRANT – January 11, 2011 #11/01 - $1,371,675.68

VII. **CONSENT AGENDA – CONSIDERATION OF AN "OMNIBUS VOTE"**

1. *Ordinance Amending Village Code Title 3 – Chapter 3 – Liquor Regulations – Reducing Number of Class A Liquor Licenses*

VIII. **REPORTS OF STANDING COMMITTEES**

A. Community and Economic Development Committee – No Report

B. Infrastructure and Environment Committee

1. *Resolution Authorizing the Execution of a Purchase Order and a 12 Month Contract Extension for Dial-A-Bus Transportation Services from First Transit, Inc.*

2. *Resolution Authorizing the Execution of a Purchase Order and Contract for Engineering Design Services for Water Main & Lighting Improvements at Irving & York to Baxter & Woodman*

C. Administration, Finance and Legislation Committee – No Report

D. Public Safety Committee – No Report

IX. INFORMATION ITEMS

A. PRESIDENT'S REMARKS

Authorization of a F.A.A Airport Impact Consulting Team.

B. VILLAGE MANAGER'S REPORT

Introduction of Public Works Director Joseph Caracci.

C. VILLAGE ATTORNEY'S REPORT

X. UNFINISHED BUSINESS

XI. NEW BUSINESS

XII. EXECUTIVE SESSION

A. Review of Executive Session Minutes [5 ILCS 120/2 (C)(21)]

B. Personnel [5 ILCS 120/2(C)(1)]

C. Collective Bargaining [5 ILCS 120/2 (C)(2)]

D. Property Acquisition [5 ILCS 120/2(C)(5)]

E. Litigation [5 ILCS 120/2(C)(11)]

XIII. MATTERS REFERRED FROM EXECUTIVE SESSION

XIV. ADJOURNMENT

Please Note - The Village of Bensenville is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of this meeting or the facilities, are requested to contact Village Hall (630-766-8200) at least 3 days prior to the meeting to allow the Village of Bensenville to make reasonable accommodations for those persons.

Village of Bensenville

Board Room
12 South Center Street
Bensenville, Illinois 60106
Counties of DuPage and Cook

MINUTES OF THE VILLAGE BOARD OF TRUSTEES MEETING

December 7, 2010

CALL TO ORDER:

1. Village Clerk, JoEllen Ridder, called the meeting to order at 6:30 p.m.

ROLL CALL:

2. Upon roll call by Village Clerk, JoEllen Ridder, the following Board Members were present:

   Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

   Absent: President Soto

   A quorum was present.

   Trustee Peconio made a motion to appoint Trustee O'Connell as President Pro Tem. Trustee Adamowski seconded the motion.

ROLL CALL:

AYES: Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

PUBLIC HEARING:

3. President Pro Tem O'Connell called the public hearing for the proposed annual budget for 2011 to order at 6:32 p.m.

   Village Manager, Michael Cassady gave an explanation of the 2011 budget.

   Director of Finance, Tim Sloth, made a presentation regarding the 2011 budget

   President Pro Tem O'Connell asked if there were any members of the audience that had any questions or comments. There were none.

   Trustee Peconio made a motion to adjourn the public hearing. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

President Pro Tem O'Connell adjourned the public hearing at 6:45 p.m.

PUBLIC COMMENT:

Xhemal Sadiku – 750 Brentwood Drive
Mr. Sadiku addressed the Village Board with his concern regarding the proposed ordinance increasing the amount of liquor licenses in town.

Patrick Coyne – 276 S. Center Street
Mr. Coyne addressed the Village Board with his concerns of the potential hiring of an outside service to conduct inspections for the Village of Bensenville.

Irene Bahr – 1751 S. Naperville Road, Wheaton, IL
Ms. Bahr was present as council for Walgreens and was available for questions and comments in regards to the ordinance increasing the amount of liquor licenses in town.

APPROVAL OF MINUTES:

4. There were no minutes for approval.

WARRANT NO. 10/40:

5. President Pro Tem O'Connell presented **Warrant No. 10/40** in the amount of $1,410,270.62.

Motion: Trustee Peconio made a motion to approve the warrant as presented. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Resolution No. R-98-2010:

6. President Pro Tem, Martin O'Connell, gave the summarization of the action contemplated in **Resolution No. R-98-2010** entitled **A Resolution Adopting the 2011 Village of Bensenville Meeting Schedules.**

Motion: Trustee Johnson made a motion to approve the resolution as presented. Trustee Bartlett seconded the motion.

ROLL CALL: AYES: Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Motion:

7. Trustee Bartlett made a motion to cancel the scheduled Board Meeting for December 21, 2010. Trustee Wesseler seconded the motion.

ROLL CALL: AYES: Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. _____:

8. President Pro Tem, Martin O'Connell, gave the summarization of the action contemplated in **Ordinance No. _____** entitled **An Ordinance Amending the Bensenville Village Code, Title 3 – Chapter 3 – Section 5 – Class F – Liquor Regulations.**

Village Attorney, Mary Dickson, read a statement from President Soto requesting this item remain tabled until he is present at the next Village Board Meeting. No action was taken on this ordinance.

PRESIDENTS REMARKS:

Resolution No. R-99-2010:

9. President Pro Tem, Martin O'Connell, gave the summarization of the action contemplated in **Resolution No. R-99-2010** entitled **A Resolution Petitioning the West Central Municipal Conference for Associate Membership for the Village of Bensenville.**

Motion: Trustee Peconio made a motion to approve the resolution as presented. Trustee Bartlett seconded the motion.

ROLL CALL: AYES: Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

MANAGERS REPORT: Village Manager, Michael Cassady, stated that the Village has received a petition from building owners in Special Service Area Number 9 stating their objections to the SSA.

NEW BUSINESS: Trustee Wesseler held a moment of silence for Pearl Harbor Day.

EXECUTIVE SESSION: Village Attorney, Mary Dickson, called for an Executive Session for the purpose of discussing pending, probable, or imminent litigation, acquisition of real estate property, personnel, and collective negotiating matters. No actions will take place as a result of the discussions.

ADJOURNMENT: Trustee Wesseler made a motion to adjourn the meeting and go into Executive Session. Trustee Johnson seconded the motion

All were in favor.

Motion carried.

President Pro Tem O'Connell adjourned the meeting at 7:10 p.m.

JoEllen Ridder
Village Clerk
PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville this _____day, January 2011

Village of Bensenville

Board Room
12 South Center Street
Bensenville, Illinois 60106
Counties of DuPage and Cook

MINUTES OF THE VILLAGE BOARD OF TRUSTEES MEETING

December 14, 2010

CALL TO ORDER:

1. President Soto called the meeting to order at 6:35 p.m.

ROLL CALL:

2. Upon roll call by Village Clerk, JoEllen Ridder, the following Board Members were present:

   Adamowski, Johnson, O'Connell, Peconio, Wesseler

   Absent: Bartlett

   A quorum was present.

PUBLIC COMMENT:

Casey Hunt

Mr. Hunt was present as council for I.S. Discount Liquors and addressed the Village Board regarding his concerns with reference to the proposed ordinance increasing the amount of liquor licenses in town.

ESDA Coordinator, Don Schultz, presented certificates to Linda Bratland, Oscar Chavz, Haydee Miller, Florentino Munoz, Linda Schloderback, and James Schloderback.for the completion of the Community Emergency Response Team training course.

APPROVAL OF MINUTES:

3. The November 23, 2010 Village Board Minutes were presented.

Motion:

Trustee Johnson made a motion to approve the minutes as presented. Trustee Peconio seconded the motion.

All were in favor.

Motion carried.

WARRANT NO. 10/41:

4. President Soto presented **Warrant No. 10/41** in the amount of $2,746,768.96.

Motion: Trustee Wesseler made a motion to approve the warrant as presented. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Motion:

5. Trustee Peconio made a motion to set the Consent Agenda as presented. Trustee Johnson seconded the motion.

All were in favor.

Motion carried.

Resolution No. R-100-2010: **A Resolution Approving Modifications to the Village of Bensenville Personnel Policy Manual Providing for Christmas Eve and part of New Year's Eve Days as paid Holidays and Clarifying the Use of the Paid "Floating" Holidays. (Consent Agenda)**

Ordinance No. 92-2010: **An Ordinance Amending Village Code Title 5, Traffic and Motor Vehicles Chapter 2, Stopping, Standing or Parking Section 5-2-13, No Parking Zones Subsection G, School Days. (Consent Agenda)**

Motion: **A Motion to Approve Fraud Risk Assessment Program Final Findings. (Consent Agenda)**

Motion: Trustee Wesseler made a motion to approve the Consent Agenda as presented. Trustee O'Connell seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. 93-2010:

6. President Soto gave the summarization of the action contemplated in **Ordinance No. 93-2010** entitled **An Ordinance Establishing Village of Bensenville Special Service Area Number 3**

Motion: Trustee Wesseler made a motion to adopt the ordinance as presented. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. 94-2010:

7. President Soto gave the summarization of the action contemplated in **Ordinance No. 94-2010** entitled **An Ordinance Establishing Village of Bensenville Special Service Area Number 4**

Motion: Trustee Wesseler made a motion to adopt the ordinance as presented. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. 95-2010:

8. President Soto gave the summarization of the action contemplated in **Ordinance No. 95-2010** entitled **An Ordinance Establishing Village of Bensenville Special Service Area Number 5**

Motion: Trustee Peconio made a motion to adopt the ordinance as presented. Trustee Wesseler seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. 96-2010:

9. President Soto gave the summarization of the action contemplated in **Ordinance No. 96-2010** entitled **An Ordinance Establishing Village of Bensenville Special Service Area Number 6**

Motion: Trustee Wesseler made a motion to adopt the ordinance as presented. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. 97-2010:

10. President Soto gave the summarization of the action contemplated in **Ordinance No. 97-2010** entitled **An Ordinance Establishing Village of Bensenville Special Service Area Number 7**

Motion: Trustee Johnson made a motion to adopt the ordinance as presented. Trustee O'Connell seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. 98-2010:

11. President Soto gave the summarization of the action contemplated in **Ordinance No. 98-2010** entitled **An Ordinance Establishing Village of Bensenville Special Service Area Number 8**

Motion: Trustee Wesseler made a motion to adopt the ordinance as presented. Trustee O'Connell seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. _____:

12. President Soto gave the summarization of the action contemplated in **Ordinance No. _____** entitled **An Ordinance Establishing Village of Bensenville Special Service Area Number 9**

Motion: Trustee Wesseler made a motion to adopt the ordinance as presented. Trustee O'Connell seconded the motion.

Motion: Trustee Peconio made a motion to table this ordinance to the February 22, 2011 Village Board Meeting. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. 99-2010:

13. President Soto gave the summarization of the action contemplated in **Ordinance No. 99-2010** entitled **An Approving the Grant of a Conditional Use Permit and Related Variances to Allow Construction and Operation of a Bank and Drive Through Facility at 1151 S. York Road, Bensenville, Illinois**

Motion: Trustee Peconio made a motion to adopt the ordinance as presented. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Resolution No. _____:

14. President Soto gave the summarization of the action contemplated in **Resolution No. _____** entitled **A Resolution Authorizing the Execution of a Contract for Building Plan Review and Inspectional Service with TPI Building Code Consultants, Inc.**

Motion: Trustee Peconio made a motion to table this resolution and refer it back to Committee. Trustee Wesseler seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Resolution No. _____:

15. President Soto gave the summarization of the action contemplated in **Resolution No. _____** entitled **A Resolution Authorizing the President to Execute the Contract for sale of Municipally Owned Real Estate at 540 Countyline Road, Bensenville, Illinois.**

Motion: Trustee Peconio made a motion to table this resolution until January 11, 2011. Trustee Wesseler seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. 100-2010:

16. President Soto gave the summarization of the action contemplated in **Ordinance No. 100-2010** entitled **An Ordinance Adopting the Annual Budget for the Village of Bensenville for the Fiscal Year Commencing January 1, 2011 and Ending December 31, 2011**

Motion: Trustee Wesseler made a motion to adopt the ordinance as presented. Trustee Johnson seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Resolution No. R-101-2010:

17. President Soto gave the summarization of the action contemplated in **Resolution No. R-101-2010** entitled **A Resolution Approving Budget and Financial Policies in Conjunction with the Calendar Year 2011 Budget Process.**

Motion: Trustee Peconio made a motion to approve the resolution as presented. Trustee Wesseler seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Resolution No. R-102-2010:

18. President Soto gave the summarization of the action contemplated in **Resolution No. R-102-2010** entitled **A Resolution Authorizing the 2011 Paratransit Service Provider Agreement with PACE Suburban Bus Division**

Motion: Trustee Johnson made a motion to approve the resolution as presented. Trustee O'Connell seconded the motion.

ROLL CALL: AYES: Adamowski, Johnson, O'Connell, Peconio, Wesseler

NAYS: None

Motion carried.

Ordinance No. _____:

19. President Soto, gave the summarization of the action contemplated in **Ordinance No. _____** entitled **An Ordinance Amending the Bensenville Village Code, Title 3 – Chapter 3 – Section 5 – Class F – Liquor Regulations.**

No action was taken on this ordinance. The Ordinance remains tabled for action at a future Village Board Meeting.

PRESIDENTS REMARKS: President Soto thanked staff for their hard work all year long.

President Soto wished all Residents Happy Holidays.

President Soto spoke about a recent trip he made to Springfield where he participated on a panel in regards to prevention of corruption in Government.

MANAGERS REPORT: Village Manager, Michael Cassady, reported that the sales tax for the month of August had a 21% increase. The highest since 2008.

NEW BUSINESS: Trustee Wesseler wished all Residents Happy Holidays.

EXECUTIVE SESSION: Village Attorney, Mary Dickson, called for an Executive Session for the purpose of discussing pending, probable, or imminent litigation, acquisition of real estate property, personnel, and collective negotiating matters. No actions will take place as a result of the discussions.

ADJOURNMENT: Trustee Johnson made a motion to adjourn the meeting and go into Executive Session. Trustee O'Connell seconded the motion

All were in favor.

Motion carried.

President Soto adjourned the meeting at 7:20 p.m.

JoEllen Ridder
Village Clerk

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville this _____day, January 2011

TYPE: Ordinance **SUBMITTED BY:** Village Clerk's Office **DATE**: 1/11/11

DESCRIPTION: Ordinance Amending The Bensenville Village Code Title 3 – Chapter 3 – Liquor Regulations

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

	Financially Stable Government	X	*Safe Place to Live*
	Cost Effective Services Responsive to Citizens		*Downtown as a Community Focal Point*
	Open Government w/ Involved Citizens		*Regional Partnerships*

COMMITEE ACTION: Appeared at the Public Safety Committee Meeting this evening on January 11, 2011 **DATE: January 11, 2011**

BACKGROUND

La Casa De Campo located at 1208 W. Irving Park Road informed the Village Clerk's office via phone on December 28, 2010 that they will not renew their class A liquor license in 2011. Country Inn & Suites located at 777 E. Grand Avenue informed the Village Clerk's Office via phone on December 28, 2010 they will not renew their class A liquor license in 2011.

KEY ISSUES:

The current Village Code allows twelve (12) class A licenses to be issued and outstanding at one time. Currently only ten (10) class A are in use.

RECOMMENDATION:

Staff recommends the approval of an ordinance amending the Bensenville Village Code Title 3 – Chapter 3 –Liquor Regulations. This will decrease the number of class A licenses to allow ten (10) licenses to be issued and outstanding at one time.

BUDGET IMPACT:

N/A

ACTION REQUIRED:

Motion to approve the adoption of an ordinance amending the Bensenville Village Code Title 3 – Chapter 3 – Liquor Regulations.

Ordinance_____

AN ORDINANCE AMENDING THE BENSENVILLE VILLAGE CODE
TITLE 3 – CHAPTER 3 – LIQUOR REGULATIONS

BE IT AND IT IS HEREBY ORDAINED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, as follows:

SECTION ONE: That Section 3-3-5 of the Bensenville Village Code, entitled "License classifications; fee; number" is hereby amended by the deletion of two (2) class A licenses and the following language shall be inserted in lieu thereof:

"A. Class A:

3. There shall be no more than ten (10) class A licenses issued and outstanding at any one time."

SECTION TWO: All Resolutions and Ordinances in conflict herewith are replaced to the extent of said conflict.

SECTION THREE: This Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees at the Village of Bensenville, this 11th day January, 2011.

_____
Frank Soto, Village President

ATTEST:

_____
JoEllen Ridder, Village Clerk

AYES:_____

NAYS:_____

ABSENT:_____

TYPE: Resolution **SUBMITTED BY:** K. Rubach **DATE**: 1/6/11

DESCRIPTION: Resolution to approve a contract with Baxter and Woodman to perform engineering design services for water main and lighting improvements at the intersection of Irving & York

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

X	*Financially Stable Government*		*Safe Place to Live*
X	*Cost Effective Services Responsive to Citizens*		*Downtown as a Community Focal Point*
	Open Government w/ Involved Citizens		*Regional Partnerships*

COMMITTEE ACTION: **DATE:**

BACKGROUND

Baxter & Woodman had been previously tasked with plan review and comment of the proposed grade separation at the intersection of Irving Park Rd and York Rd. As part of the grade separation project underground utilities will need to be relocated and lighting standards must be brought into compliance with IDOT specifications. As this project is scheduled to be bid by IDOT in June 2011 all design work must be presented to IDOT within the next six weeks for inclusion in their project. Baxter & Woodman has presented a design proposal that will satisfy the IDOT requirements and mitigate any conflicts that may exist with underground utilities.

KEY ISSUES:

Baxter & Woodman proposes to perform lighting and water main design for $98,000.00

RECOMMENDATION:

Staff recommends approval of the contract proposed by Baxter & Woodman of Crystal Lake, IL to perform water main and lighting design services for the Irving and York grade separation project.

BUDGET IMPACT:

This is a budgeted item for FY 11.

ACTION REQUIRED:

A motion to approve a Resolution authorizing the Village Manager to execute a purchase order and other associated documents to Baxter & Woodman of Crystal Lake, IL for water main and lighting design services for the Irving and York grade separation project.

VILLAGE OF BENSENVILLE, ILLINOIS
IL ROUTE 19 (IRVING PARK ROAD) AND YORK ROAD
WATER MAIN REPLACEMENT AND LIGHTING IMPROVEMENTS

ENGINEERING SERVICES AGREEMENT

THIS AGREEMENT is made this _____ day of _____ 2011, by and between the Village of Bensenville, Illinois, hereinafter referred to as the VILLAGE, and Baxter & Woodman, Inc., Consulting Engineers, hereinafter referred to as the ENGINEERS, for engineering services required by the VILLAGE for the design of water main and lighting improvements on Irving Park Road and York Road, hereinafter referred to as the PROJECT.

WITNESSETH that in consideration of the covenants herein, these parties agree as follows:

SECTION 1. The PROJECT consists of water main replacement and lighting improvements, as more completely described in Exhibit A, attached hereto. After written authorization by the VILLAGE, the ENGINEERS shall provide professional services for the PROJECT. These services will include serving as the VILLAGE's representative in all phases of the PROJECT, providing consultation and advice, and furnishing customary engineering services, as enumerated in Exhibit B, attached hereto.

SECTION 2. The VILLAGE shall compensate the ENGINEERS for the professional services enumerated in Exhibit B hereof as follows:

2.1 The ENGINEERS' fee for the final design services for the water main on Irving Park Road and York Road to be included with the improvements described in Exhibit B Sections 1 through 15 and for the lighting improvements on Irving Park Road and York Road, as described in Exhibit B Sections 16 through 17 shall be a lump sum amount of $98,000, ENGINEERS' Project No. 100943.40.

SECTION 3. The parties hereto further mutually agree:

3.1 The ENGINEERS may submit requests for periodic progress payments for services rendered. Payments shall be due and owing by the VILLAGE in accordance with the terms and provisions of the Local Government Prompt Payment Act, Illinois Compiled Statutes, Ch. 50, Sec. 505, et. seq.; and the ENGINEERS may, after giving seven (7) days written notice to the VILLAGE, suspend services under this Agreement until the ENGINEERS have been paid in full all amounts due for services, expenses, and

BAXTER & WOODMAN

late payment charges as provided in such Act.

3.2 This Agreement may be terminated, in whole or in part, by either party if the other party substantially fails to fulfill its obligations under this Agreement through no fault of the terminating party; or the VILLAGE may terminate this Agreement, in whole or in part, for its convenience. However, no such termination may be effected unless the terminating party gives the other party (1) not less than ten (10) calendar days written notice by certified mail of intent to terminate, and (2) an opportunity for a meeting with the terminating party before termination. If this Agreement is terminated by either party, the ENGINEERS shall be paid for services performed to the effective date of termination, including reimbursable expenses. In the event of contract termination, the VILLAGE shall receive reproducible copies of Drawings, Specifications and other documents completed by the ENGINEERS.

3.3 The ENGINEERS agree to hold harmless and indemnify the VILLAGE and each of its officers, agents and employees from any and all liability claims, losses, or damages including reasonable attorney's fees to the extent that such claims, losses, damages or expenses are caused by the ENGINEERS' negligent errors, acts or omissions, but not including liability, claims, losses or damages due to the negligence of the VILLAGE or other consultants, contractors or subcontractors working for the VILLAGE, or their officers, agents and employees.

In the event claims, losses, damages or expenses are caused by the joint or concurrent negligence of the ENGINEERS and the VILLAGE they shall be borne by each party in proportion to its negligence.

The VILLAGE acknowledges that the ENGINEERS is a Business Corporation and not a Professional Service Corporation, and further acknowledges that the corporate entity, as the party to this contract, expressly avoids contracting for individual responsibility of its officers, directors, or employees.

The VILLAGE and ENGINEERS agree that any claim made by either party arising out of any act of the other party, or any officer, director, or employee of the other party in the execution or performance of the Agreement, shall be made solely against the other party and not individually or jointly against such officer, director, or employees.

3.4 For the duration of the PROJECT, the ENGINEERS shall procure and maintain insurance for protection from claims under worker's compensation acts, claims for damages because of bodily injury including personal injury, sickness or disease or death of any and all employees or of any person other than such employees, and from claims or damages because of injury to or destruction of property including loss of use resulting therefrom, alleged to arise from the ENGINEERS' negligence in the performance of services under this Agreement. The VILLAGE shall be named as an additional insured on the ENGINEERS' general liability insurance policy. The limits of liability for the insurance required by this Subsection are as follows:

(1) Worker's Compensation: Statutory Limits

(2)	General Liability	
	Per Claim:	$1,000,000
	Aggregate:	$2,000,000
(3)	Automobile Liability	
	Combined Single Limit:	$1,000,000
(4)	Excess Umbrella Liability	
	Per Claim and Aggregate:	$5,000,000
(5)	Professional Liability	
	Per Claim and Aggregate:	$5,000,000/$5,000,000

3.5 Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, the total liability, in the aggregate, of the ENGINEERS and their officers, directors, employees, agents, and any of them, to the VILLAGE and anyone claiming by, through or under the VILLAGE, for any and all claims, losses, costs or damages whatsoever arising out of, resulting from or in any way related to the PROJECT or the Agreement from any cause or causes, including but not limited to the negligence, professional errors or omissions, strict liability or breach of contract or warranty express or implied of ENGINEERS or their officers, directors, employees, agents or any of them, hereafter referred to as the "VILLAGE's Claims", shall not exceed the total insurance proceeds available to pay on behalf of or to the ENGINEERS by their insurers in settlement or satisfaction of VILLAGE's Claims under the terms and conditions of ENGINEERS' insurance policies applicable thereto, including all covered payments made by those insurers for fees, costs and expenses of investigation, claims adjustment, defense and appeal.

The VILLAGE and ENGINEERS agree to waive against each other all claims for special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to the PROJECT.

3.6 The compensation for engineering services set forth in Section 2 hereof does not include the costs of railroad insurance or railroad flaggers that may be required by the ENGINEERS for the PROJECT. The ENGINEERS shall make all necessary arrangements, subject to the prior approval by the VILLAGE, and purchase railroad insurance and employ railroad flaggers meeting the requirements of the railroad. The costs of such railroad insurance and railroad flaggers is a separate expense to the VILLAGE and the VILLAGE shall reimburse the ENGINEERS for the actual costs of the insurance and flaggers.

3.7 The ENGINEERS are responsible for the quality, technical accuracy, timely completion, and coordination of all Designs, Drawings, Specifications, Reports, and other professional services furnished or required under this Agreement, and shall endeavor to

perform such services with the same skill and judgment which can be reasonably expected from similarly situated professionals.

3.8 The VILLAGE may, at any time, by written order, make changes within the general scope of this Agreement in the services to be performed by the ENGINEERS. If such changes cause an increase or decrease in the ENGINEERS' fee or time required for performance of any services under this Agreement, whether or not changed by any order, an equitable adjustment shall be made and this Agreement shall be modified in writing accordingly. No service for which an additional compensation will be charged by the ENGINEERS shall be furnished without the written authorization of the VILLAGE.

3.9 All Reports, Drawings, Specifications, other documents, and electronic media prepared or furnished by the ENGINEERS pursuant to this Agreement are instruments of service in respect to the PROJECT, and the ENGINEERS shall retain the right of reuse of said documents and electronic media by and at the discretion of the ENGINEERS whether or not the PROJECT is completed. Reproducible copies of the ENGINEERS' documents and electronic media for information and reference in connection with the use and occupancy of the PROJECT by the VILLAGE and others shall be delivered to and become the property of the VILLAGE upon request; however, the ENGINEERS' documents and electronic media are not intended or represented to be suitable for reuse by the VILLAGE or others on additions or extensions of the PROJECT, or on any other project. Any such reuse without verification or adaptation by the ENGINEERS for the specific purpose intended will be at the VILLAGE's sole risk and without liability or legal exposure to the ENGINEERS, and the VILLAGE shall indemnify and hold harmless the ENGINEERS from all claims, damages, losses and expenses including attorneys' fees arising out of or resulting therefrom. Any furnishing of additional copies and verification or adaptation of the ENGINEERS' documents and electronic media will entitle the ENGINEERS to claim and receive additional compensation from the VILLAGE. Electronic media are furnished without guarantee of compatibility with the VILLAGE's software or hardware, and the ENGINEERS' sole responsibility for such media is to furnish replacements of defective disks within 30 days after initial delivery.

3.10 The VILLAGE shall obtain from others and furnish to the ENGINEERS complete legal descriptions and plats of property surveys for the PROJECT which shall include, but not be limited to, location and staking of all necessary property lines and corners, public rights-of-way and secured easements, and zoning and deed restrictions.

3.11 The ENGINEERS are an equal opportunity employer and hereby incorporate the requirements of 44 Ill. Adm. Code 750 APPENDIX A if applicable.

3.12 Any provision or part thereof of this Agreement held to be void or unenforceable under any law shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the parties. The parties agree that this Agreement

shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision which comes as close as possible to expressing the intention of the stricken provision.

3.13 This Agreement contains and embodies the entire and integrated agreement between parties hereto and supersedes all prior negotiations, representations, or agreements, either written or oral.

IN WITNESS WHEREOF, the parties hereto have caused the execution of this Agreement by their duly authorized officers as of the day and year first above written.

BAXTER & WOODMAN, INC.	**VILLAGE OF BENSENVILLE, ILLINOIS**
By _____	By _____
Vice President	President
_____	_____
Date of Signature	Date of Signature
(SEAL)	(SEAL)
ATTEST:	ATTEST:
_____	_____
Deputy Secretary	Clerk

Attachment

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(Latest update 10-04-10)

VILLAGE OF BENSENVILLE, ILLINOIS
IL ROUTE 19 (IRVING PARK ROAD) AND YORK ROAD
WATER MAIN REPLACEMENT AND LIGHTING IMPROVEMENTS

EXHIBIT A

PROJECT DESCRIPTION

The PROJECT includes replacing approximately 2100 lineal feet of existing 8-inch and 10-inch water main with new 12-inch diameter water main on IL Route 19 (Irving Park Road) and York Road as part of Illinois Department of Transportation (IDOT)'s Irving Park Road at York Road Grade Separation Project. The proposed route includes installing the new water main in the north parkway of Irving Park Road and west parkway of York Road to avoid conflicts with the proposed IDOT improvements. All fire hydrants and valves will be replaced and new water services will be installed to the property line. The PROJECT will be constructed as part of the IDOT improvements and thus, restoration will not be included in the design of the water main work.

Street and pedestrian lighting will be provided on IL Route 19 and York Road for the length of the proposed pavement improvements (approximately 4800 feet).

IDOT has scheduled the Grade Separation Project for a June, 2011 letting. Final plans are due to IDOT's consultant by March 1, 2011.

VILLAGE OF BENSENVILLE, ILLINOIS
IL ROUTE 19 (IRVING PARK ROAD) AND YORK ROAD
WATER MAIN REPLACEMENT AND LIGHTING IMPROVEMENTS

EXHIBIT B

SCOPE OF SERVICES

WATER MAIN REPLACEMENT: IL ROUTE 19 (IRVING PARK ROAD) AND YORK ROAD – NORTH OF ROOSEVELT AVENUE

PRELIMINARY DESIGN

1. PROJECT MANAGEMENT – Plan, schedule and control the activities that must be performed to complete the PROJECT. These activities include, but are not limited to, budget, schedule, and scope. Submit a regular status report via email that describes the tasks completed and outlines goals for the following period.

2. CONDUCT PROJECT KICK-OFF MEETING – A PROJECT kick-off meeting with VILLAGE staff and the PROJECT team will be held for the PROJECT. The purposes of the meeting are to establish clear lines of communication, introduce the VILLAGE staff to the team members, and establish the VILLAGE's detailed needs, objectives, and goals for the PROJECT. The meeting will also be utilized to obtain information, plans, atlases, and other data to be supplied by the VILLAGE, and set schedules and guidelines for future design meetings.

3. EXISTING CONDITIONS/IN-HOUSE REVIEW
   - Review existing plans, atlases, plats, and reports.
   - Create lists of missing or conflicting data.
   - Obtain and utilize existing topography from IDOT's consultant to use as base sheets for the design of the water main improvements.

4. SITE VISITS FOR DESIGNERS
   - Conduct site visits by designer(s) of water main during the design phase to clarify any discrepancies on the plans, select routes for pipe, and investigate pipe installation methods.

5. MEETINGS WITH VILLAGE STAFF AND IDOT
   - Conduct meetings with staff at times during the design of the PROJECT to clarify staff wishes, design questions, and/or construction methods.
   - Design meetings will normally consist of one preliminary "red" line meeting, where the initial layout of the water main is approved prior to insertion in to the plans and one final meeting at 95 percent completion

- Meet with IDOT and their consultant as necessary to review the design and coordinate the improvements with IDOT's proposed roadway improvements.
- Coordinate with IDOT staff to enable the VILLAGE to receive partial reimbursement for the water main costs.

6. UTILITIES – CONTACTS AND COORDINATION
   - Conduct a Design Locate with JULIE, which consists of obtaining names and phone numbers of all utilities located within the work area.
   - Contact utilities, obtain atlases where available, and provide preliminary plan sheets to utility companies for their markup and return.

DETAILED DESIGN

7. PROJECT MANAGEMENT - Plan, schedule and control the activities that must be performed to complete the PROJECT. These activities include, but are not limited to, budget, schedule, and scope. Submit a regular status report via email that describes the tasks completed and outlines goals for the following period.

8. CADD FOR DETAILED DESIGN
   - Provide detailed computer-aided drafting of water main and appurtenances locations and construction requirements.
   - Indicate location of all utilities that can be obtained from utility company atlases.
   - Create all legends, general notes, and designer instructions to contractors, to create a final set of construction drawings.

9. PLANS
   - Prepare Design Documents consisting of Drawings showing the general scope, extent and character of construction work to be furnished and performed by the Contractor(s) selected by IDOT. The Drawings will be sent to IDOT for inclusion in the plans for the roadway improvements.

10. SPECIFICATIONS
    - Prepare for review and approval by the VILLAGE specifications for inclusion in IDOT's bidding documents.

11. PEER AND CONSTRUCTABILITY REVIEWS
    - Conduct QA/QC peer reviews of drawings and specifications.
    - Utilize Construction Department personnel to provide a review of drawings and specifications.
    - Make corrections based upon comments from both engineering and construction department comments.

12. ENGINEER'S OPINION OF PROBABLE COST
    - Prepare a final opinion of the probable total PROJECT cost including construction cost, construction engineering services, and contingencies.

AGENCY PERMIT SUBMITTALS

13. IEPA/DPWS
    - Submit the design documents to the agency for permit to construct, own, and operate the PROJECT.

14. IDOT
    - Contact, and meet with Illinois Department of Transportation to review proposed work and determine if any IDOT permits are required for the PROJECT.
    - Submit for permits if any are required.
    - Coordinate with the proposed IDOT roadway improvements project.

15. COUNTY HIGHWAY
    - Submit drawings and specifications to DuPage County Highway Department for review and approval, and obtain necessary permit.

STREET LIGHTING IMPROVMENTS

16. STREETSCAPE/ LANDSCAPE PLANS - Prepare special provisions for proposed decorative façade on the retaining walls and stamped concrete sidewalk brick patterns. No details will be prepared.

17. STREET LIGHTING PLANS – Perform field visit to inspect existing street lighting system and controllers. Prepare photometric calculations, general lighting layout, lighting plans, cost estimates, special provisions, and electrical details for proposed pedestrian and street lighting systems. Proposed drawings will be overlaid on Illinois Department of Transportation (IDOT) base Microstation files. Obtain IDOT approval for proposed lighting on IL Route 19. Obtain DuPage County approval for the proposed lighting on the north leg of York Road. Street light pole and fixture to be selected by the VILLAGE.

Resolution No.

Authorizing the Execution of a Purchase Order and Contract for engineering design services for water main & lighting improvements at Irving & York to Baxter & Woodman

BE IT RESOLVED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois as follows:

THAT the Village Board authorizes the Village Manager to execute a purchase order and other associated documents to Baxter & Woodman of Crystal Lake, IL for engineering designs services for improvements at Irving & York for an amount of $98,000.00.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, Illinois, _____, 2011.

APPROVED:

_____
Frank Soto
Village President

ATTEST:

_____
JoEllen Ridder
Village Clerk

AYES: _____

NAYS: _____

ABSENT: _____

TYPE: Resolution **SUBMITTED BY:** J. Anderson **DATE**: 1/5/11

DESCRIPTION: Resolution to approve a 12-month contract extension for Dial-A-Bus transportation services.

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

X	*Financially Stable Government*		*Safe Place to Live*
X	*Cost Effective Services Responsive to Citizens*		*Downtown as a Community Focal Point*
	Open Government w/ Involved Citizens		*Regional Partnerships*

COMMITTEE ACTION: **DATE: January 11, 2011**

BACKGROUND

First Transit has provided Dial-A-Bus transportation services to the Village since 2005. Their office is out of Schaumburg, Illinois where they operate transit services for both Schaumburg and Bensenville. The shared service location is beneficial in that it reduces the overhead attributed to the Bensenville program.

KEY ISSUES:

The current Dial-A-Bus program is based on 402 service hours per month. The current hourly rate for the service is $53.81 per hour. The new service rate for 2011 is $55.16, represents an increase of 2.5%, and continues Saturday service hours. The Saturday service includes 6 hours gate to gate on the first and third Saturdays of each month from 10:00AM to 3:00PM. The total service hours per month will be 402. The 12-month contract extension is for the period of January 1, 2011 through December 31, 2011 and represents a value of $266,091.84. Additionally, a fuel surcharge exists for fuel costs above $2.42 per gallon. The contract includes a 60-day cancellation clause engaged upon the written notice by First Transit or the Village. Furthermore, the hours of service can be modified with First Transit by issuing 30 days written notice.

RECOMMENDATION:

Staff recommends the approval of a 12-month contract extension with First Transit, Inc. of Cincinnati, Ohio to provide Dial-A-Bus transportation services.

BUDGET IMPACT:

The purchase of transportation services is accounted for in the fiscal year 2011 budget.

ACTION REQUIRED:

Motion to approve a Resolution authorizing the Village Manager to execute a purchase order and other associated documents to First Transit, Inc. of Cincinnati, Ohio

Resolution No.
Authorizing the Execution of a Purchase Order and a 12-Month Contract Extension for Dial-A-Bus Transportation Services from First Transit, Inc.

BE IT RESOLVED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois as follows:

THAT the Village Board authorizes the Village Manager to execute a purchase order and other associated documents to First Transit Inc. of Cincinnati, Ohio for Dial-A-Bus transportation services for $266,091.84.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, Illinois, _____, 2011.

APPROVED:

_____
Frank Soto
Village President

ATTEST:

_____
JoEllen Ridder
Village Clerk

AYES: _____

NAYS: _____

ABSENT: _____

TYPE: Motion **SUBMITTED BY:** M. Cassady **DATE**: 01.11.11

DESCRIPTION:
Selection of a consultant to perform a Village-wide Airport Compatibility Study.

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

X	*Financially Sound Village*	X	*Enrich the lives of Residents*
X	*Quality Customer Oriented Services*	X	*Major Business/Corporate Center*
X	*Safe and Beautiful Village*	X	*Vibrant Major Corridors*

COMMITTEE ACTION: New **DATE:** 01.11.11

BACKGROUND: The Village was awarded a grant from the Federal Aviation Administration to prepare an Airport Compatibility Study. The $800,000 grant with a $200,000 Village match will position the Village to best capture the future benefits of our location adjacent to O'Hare Airport while preserving our quality of life. A Request For Proposals was distributed and six teams submitted proposals. The proposals for the study ranged in cost from a low of $780,000 to a high of $935,000. Four firms were "short-listed" and made public presentations on November 22, 2010.

KEY ISSUES: Identifying a consultant to complete the various tasks of the Airport Compatibility Study including Land Use planning, Code Revisions, Infrastructure evaluation and planning, multi-modal transportation mapping and analysis and a comprehensive Economic Development Strategy.

ALTERNATIVES:
1. Select one of the four "short-listed" consultant teams.
2. Schedule additional presentations by some or all of the "short-listed" teams.

RECOMMENDATION: The staff recommends awarding the contract to AECOM at a cost of $800,000 (a copy of their proposal along with a copy of their November 22, 2010 presentation is attached). AECOM has the in–house technical expertise in all disciplines, facilitating coordination between team members and resulting in increased efficiencies. Additionally AECOM has experience with similar projects and the specific the tasks associated with the study and will position the Village of Bensenville for continued positive growth. Their up-front work exhibited at the November 22 presentation as well as the initial proposal exhibited an exceptional understanding of our situation and a strategy to accomplish our vision.

BUDGET IMPACT: The Village will be reimbursed for the direct cost of the study through the grant provided by the FAA. The $200,000 match requirement is being met through in–kind services by staff and through existing professional service contracts.

ACTION REQUIRED: Board action authorizing the Village Manager to negotiate a contract with AECOM consistent with the terms and direction outlined in the request for proposals.

AECOM

Airport Compatibility Study

September 30, 2010

AECOM
303 East Wacker Drive
Suite 600
Chicago, IL 60601
www.aecom.com

312.373.7558 tel
312.373.6800 fax

September 30, 2010

Mr. Scott R. Viger
Village of Bensenville
12 S. Center Street
Bensenville, IL 60106-2130

Dear Mr. Viger:

AECOM sincerely appreciates the opportunity to present the following proposal to deliver a comprehensive, reality-based land use and economic development strategy and an airport compatibility plan to the Village of Bensenville. Over the past several months, professionals from AECOM and other consulting firms have been engaged in an informal dialogue with Village leaders, businesses and citizens about the future of the community in light of its changing context. Throughout this process, we have recognized and respected the fact that the ultimate goal of these discussions and the work that will follow is a desire to improve the quality of life of those who call your community home, whether as businesses or residents. We believe that this project comes at an opportune time for the Village and its stakeholders, a critical moment when careful analysis and sound decision-making can position the Village for economic growth and improvements to your quality of life.

We also believe that a partnership between the Village of Bensenville and the AECOM team assembled specifically for this project will be a key element in achieving these positive outcomes. We have assembled a team that responds directly to our understanding of Bensenville, your unique character and aspirations, your natural strengths and your competitive challenges, as well as your unique position in the geography and economy of the Chicago metropolitan area. As we assembled this team, we considered the following critical qualifications for any team seeking to be your partner:

- An understanding of the unique challenges and opportunities of planning in a multi-modal environment. With the influence of the O'Hare Modernization Program, continued evolution of freight rail facilities and the ongoing development of surface transportation infrastructure in and around Bensenville, your partner must know how these systems work and how they can contribute to or detract from your economic vibrancy. As the following pages illustrate, few firms can claim the depth of multi- and inter-modal planning, design and development experience. We have participated in highly integrated projects in municipalities such as Bensenville's across the country and around the world. With in-depth and long-standing relationships in the freight industry including Canadian Pacific, as well as global experience driving economic growth in urban and aviation-influenced environments, **AECOM is uniquely qualified to partner with Bensenville on this project.**

- Integration of multiple disciplines and perspectives to provide a dynamic and comprehensive approach. It is too easy to view a project such as this as strictly an economic development strategy, a land use plan or a compatibility study. In reality, this project is as complex and multi-dimensional as the Village of Bensenville itself. You require a partner that brings the varied perspectives and industry connections of economists and marketing professionals, urban designers, regional planners, freight experts, transportation and water engineers and aviation planners to the table in a collaborative environment. At the core of AECOM is the belief that bringing these varied areas of expertise to the table at the outset of a project will yield a more efficient and effective program. Because we work together, collaborating on a daily basis, we have developed a unique and highly integrated approach to our work – an approach that will yield a sound, comprehensive and reality-based outcome for the Village of Bensenville. With us, you have one company...one AECOM, not a variety of companies representing pieces of the puzzle and trying to figure out how to fit together.

- An ability to recognize, adapt and respond to rapidly changing trends and conditions. If the past few years have taught us anything, it is that insight and adaptability are critical factors in success. While we can predict future plans and patterns, we must also be highly adept at recognizing when new trends are surfacing, new circumstances unfolding and new opportunities developing. With more than 600 employees in Northern Illinois and 55,000 around the world, we have the local presence and the global reach to identify early and respond quickly to changing circumstances. Whether the change originates in O'Hare's Modernization Program, at the Tollway, local freight railroads, IEPA, METRA, IDOT or in global freight or financing markets, we are there and are singularly positioned to enable Bensenville to respond proactively.

The following pages describe our approach and understanding of your project and present the qualifications of this team as a whole and of the individuals we have assembled for this project, including Chris Brewer, our project leader. Chris brings decades of leadership and expertise in economic development and strategic planning for communities in the region and across the country. He will be supported by Meghan Harte, Lee Hutchins and Andre Brumfield, each of whom bring critical expertise to this project, including capital program planning and management, freight analysis and systems planning and urban design and planning. Each of these senior leaders is based in AECOM's Chicago office, supported by a highly qualified team of specialists and is prepared to focus their expertise on you and your unique needs and expectations. In addition we have included Carolyn Grisko & Associates Inc. to round out our capabilities in public involvement and meeting facilitation.

It is clear from your RFP that you understand the importance and potential benefits of this project. It is also clear that you understand the value the right partner can bring to this effort. We also hope that, after reviewing the following proposal, you will agree that AECOM is the right partner for the Village of Bensenville at this critical moment in its history.

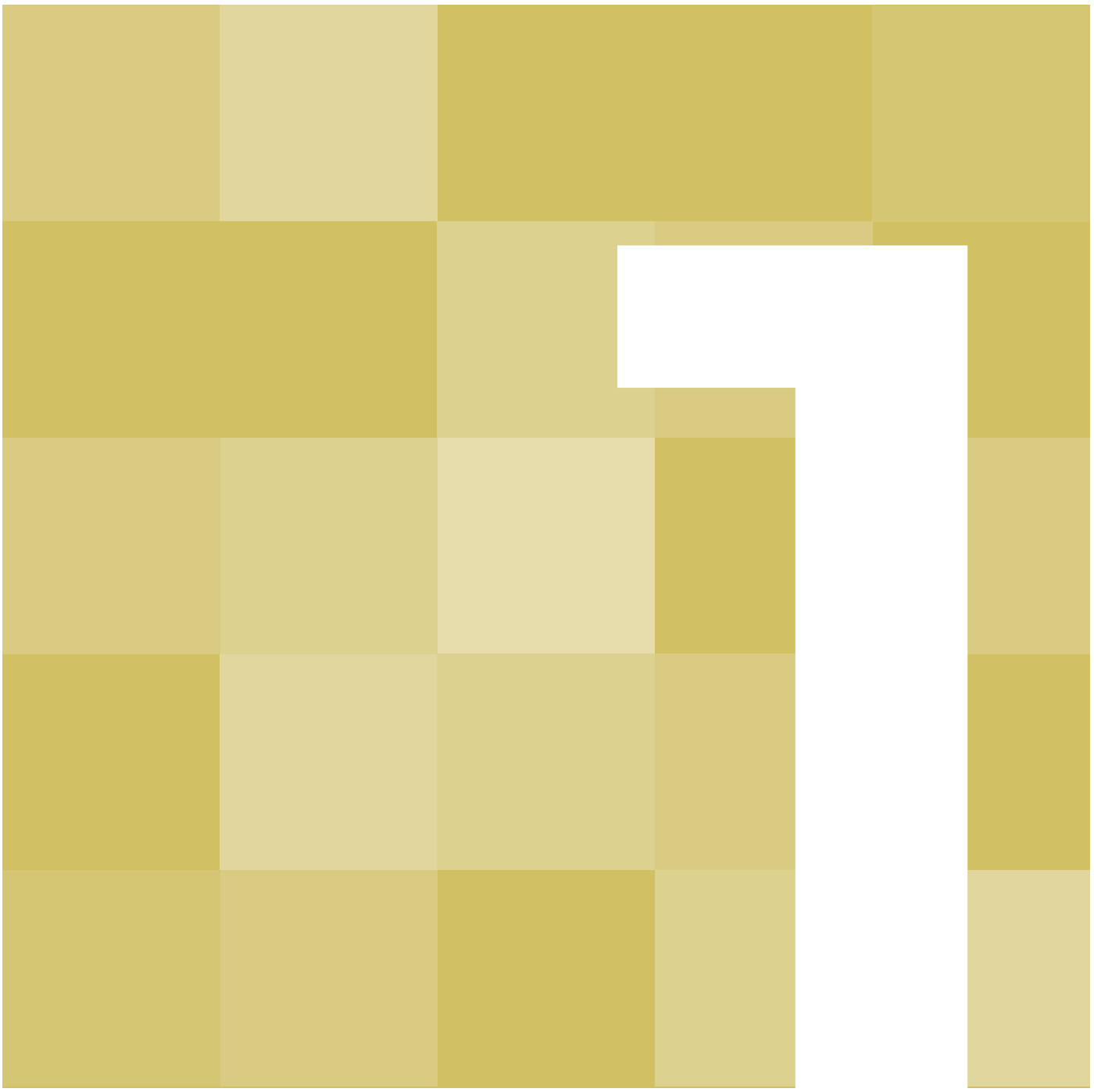
Thank you again for the opportunity to work with the Village of Bensenville on this important project. We look forward to the opportunity to discuss this project further and continue our collaboration.

Sincerely,

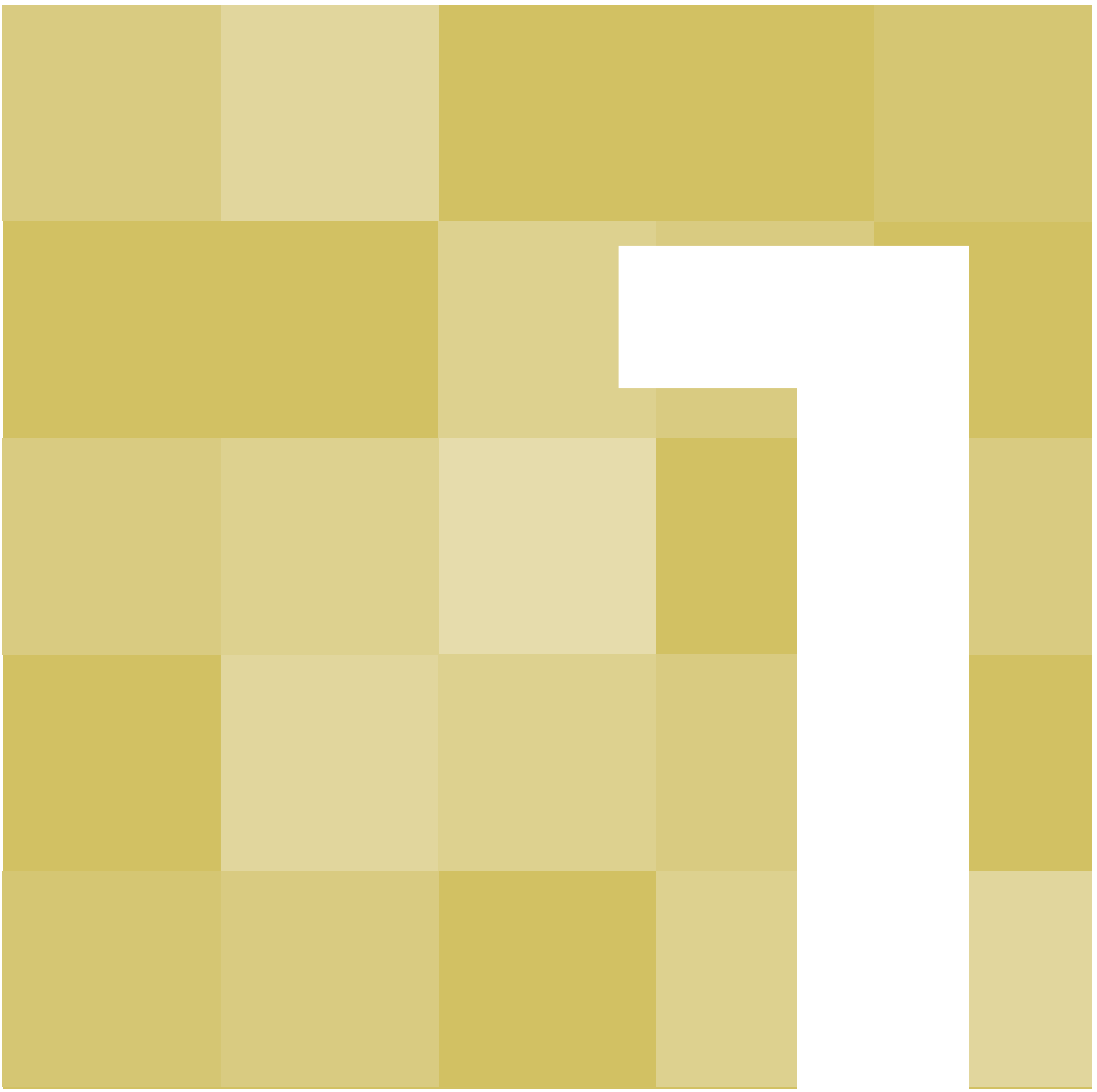
Christopher Brewer
Principal-in-Charge / Project Director

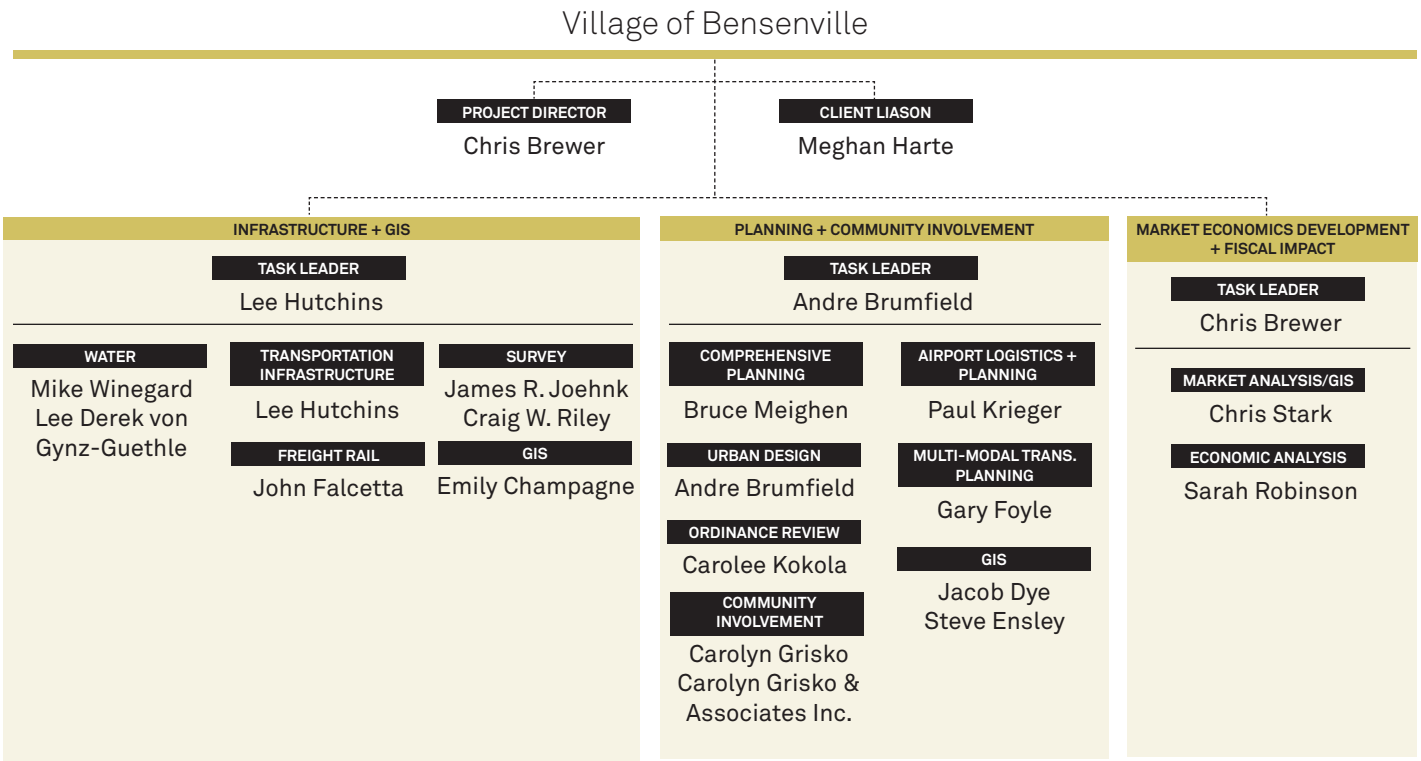
TABLE OF CONTENTS

SECTION 1: AECOM Team



SECTION 1: AECOM Team





Staffing Introduction

The AECOM team developed for this effort is one that you will be familiar with from the start. Key leadership positions have been assigned to people who participated in the planning charrette back in June of 2010, including Chris Brewer in economic development, Lee Hutchins and John Falcetta in transportation and freight movement, and Andre Brumfield and Meghan Harte in planning and urban design. In addition, we have added core skills in response to your RFP, including:

- Sanitary and storm sewer evaluation
- Infrastructure rate study experience
- GIS and field survey capacity
- Airport logistics + planning
- Public involvement

Chris Brewer

Principal in Charge/ Project Director

MS, Resource Economics, University of New Hampshire, 1993
BS International Relations and Economic Development, Drake University, 2001

Affiliations
Urban Land Institute

Awards
APA Iowa – Millworking District Master Plan Market and Financial Analysis

Professional History
1994 – 1995 – Thorne Consultants, Washington DC
1995 – 1999 – Associate, Economics Research Associates
1999-2007 – Senior Associate – Economics Research Associates
2008 – Promoted to Principal
2008 – ERA acquired by AECOM / ERA Becomes AECOM Economics
2009 – Promoted to Managing principal of the Chicago office of AECOM Economics

Mr. Brewer has 15 years of experience in the economic analysis of real estate and land use issues, along with project and office management responsibilities. Recent project experience has focused on:

- Analysis of demographic trends, economic indicators, and real estate market data for transportation, industrial, retail, office, mixed use, and transit-oriented projects, many with downtown/corridor redevelopment implications.
- Financial analysis of real estate development projects, covering revenues, expenses, development costs, and return on investment calculations on public and private investment. The impact of tax credits on projects has also been considered.
- Completion of economic development strategies for communities and regions that have been impacted by closing military installations, or the loss of key employers.
- Evaluation of economic and fiscal impacts of major capital projects, expanding industries, and destination recreational amenities, including trail systems and tourist attractions.
- Analysis of recreational programs and facilities, such as golf, from an operational perspective, covering revenues, expense, and visitation.

Experience

Genesee County Economic Strategy
Flint, Michigan
For Genesee County, development of an economic strategy to help the area revitalize and diversify beyond historic dependence on General Motors. The effort included intensive stakeholder meetings, significant analysis of existing conditions, strengths, and weaknesses of the local economy, and identification of strategies for moving forward, including a focus on transportation and intermodal.

Will County Center for Economic Development, Inland Port Economic Impact Study
Will County, IL
For the Will County Center for Economic Development, an analysis of the economic development impacts of Will County's emergence as a global inland port. The County's success in attracting the logistics industry has been an important driver of recent population and employment growth, as well as dramatic Industrial space development, and corresponding increases in freight volumes. When compared with the nation's top maritime ports, Will County would rank in the top 5 in 2008.

County-wide Economic Development Strategy
St. Clair County, IL
As part of a comprehensive plan for St. Clair County, Illinois, an economic development strategy was completed. The effort benchmarked industrial development in St. Clair County compared to other counties in Midwestern markets. Metrics under study included population, industrial and distribution space inventory and vacancy, employment and wages.

Freight System Analysis and Economic Strategy
Rockford, IL
for the Rockford Metropolitan Agency for Planning, an evaluation of the regional freight transportation system in Rockford, encompassing the Rockford airport, proposed rail consolidation to the east of the airport and track systems within 3 to 5 miles, and highway connections. The entire logistics network was evaluated to identify strategic transportation investments and operating practices to support industrial and economic development in the region. Existing economic linkages across the northern Illinois freight transportation network were also studied.

Warehouse District Master Plan
Dubuque, IA
For the City of Dubuque, an analysis of public and private sector return on investment related to plans to renovate about 1.6 million square feet of warehouse space in downtown Dubuque. The plan evaluated used of tax credits to facilitate building renovations, as well as targeted public investments for utilities, streets, and parking.

Miamisburg Mound Reuse Strategy
Miamisburg, OH
A market and financial analysis for the Miamisburg Mound, a closing Department of Energy (DoE) facility in Miamisburg, Ohio, used for testing of nuclear weapons components, as well as other energy-related programs. The mission was to determine the financial feasibility of redeveloping the Mound into a private-sector light industrial/R&D park.

Airport Expansion Impact Analysis
Minneapolis, MN
In 1995, the Metropolitan Airports Commission had identified three alternatives for expansion of Minneapolis International Airport (MSP), including expansion, as well as construction of a new airport in rural Dakota County. Mr. Brewer evaluated the array of real estate, fiscal, and economic impacts of each alternative, to aid in the airport site selection process. The analysis evaluated regional real estate and socio-economic trends, as well as cargo and passenger activity trends and forecasts. Case studies of real estate development surrounding other major airports were developed, and conclusions were formed regarding the extent to which new airport construction would influence regional development patterns. The year-long analysis was used by the State of Minnesota to choose a $2.5 billion expansion of the existing airport instead of a $4.5 billion new airport program in Dakota County.

Brooks AFB Realignment Analysis & Strategy
San Antonio, TX
An evaluation of market opportunities for development of a high technology park at Brooks Air Force Base in San Antonio, which has been targeted by the Pentagon for conversion to city ownership, with Air Force R&D tenants remaining as tenants. The assessment considered recent growth in biotechnology firms across San Antonio, as well as linkages with current Air Force Missions.

Army Ammunition Plant Reuse Strategy
Ankeny, Iowa
For the Town of Ankeny, a market and financial assessment for the 1,000-acre Prairie Trails Master Plan, noting demand potentials for a town center, as well as financial performance of the "new urbanist" project. The approach also considered timing and costs of public sector roads and sewer systems in relation to revenue generation.

Meghan Harte

Client Liaison

JD, Loyola University
BS, Human Resources, Vanderbilt University

Licensed Lawyer, Illinois

Professional History
12/2006 - present, AECOM, Vice President
02/2001 - 12/2006, Chicago Housing Authority, Managing Director of Resident Services
08/1994 - 02/2001, City of Chicago, Office of the Mayor, Deputy Chief of Staff and Assistant to the Mayor
10/1992 - 07/1994, Chicago Host Committee, Word Cup USA 1994, Manager of Operations
07/1991 - 07/1994, Mayor's Office of Special Events

Ms. Harte has 19 years of experience in managing projects for municipalities. She specializes in working with municipalities as her past experience working for the City of Chicago gives her great insight into issues facing municipal clients. She is focused on customer interface communications, satisfaction, and providing resources to serve clients.

Experience

Confidential Client, *Lynwood, Illinois*
Principal-in-charge for revenue analysis, economic impact study and conceptual master planning for leisure, entertainment and retail district.

Illinois Capital Development Board, Truman College Student Services Center, *Chicago, Illinois*
Principal-in-charge for project involving implementation of an environmentally sound and sustainable design for a new student services center and parking garage for one of the City Colleges of Chicago. The project involves the owner agency, user agency, designers and construction manager all working together to optimize the energy efficiency and lessen the environmental impact of the building. The project will be submitted for permit under Chicago's Green Permit Program.

Chicago Department of Construction and Permits
Chicago, Illinois
Principal-in-charge for an on-site team responsible for facilitating permit issuance for new construction and renovations of small to medium projects; including residential, commercial, and mixed use buildings. Team managed plan reviews for architecture, plumbing, electrical and ventilation of self-certified projects, daily intake review meetings and issuing permits. The team also supported the Department by training incoming project managers, assisting in daily customer service inquires, assisting with the on-line application process, formulating training materials and generating new ideas to improve the overall operations within department.

Chicago Board of Education, Capital Program, Program Manager and Design Manager
Principal-in-charge for an on-site team managing the annual capital program of $150 million in school renovations for the Chicago Public Schools. In the role of program and design manager, the team established the 5-year capital plan, performed facility assessments, determined priority projects and managed the design process and construction management process including an extensive JOC program. The team determined the schedule for design and construction so that a large portion of the work could be completed during the summer break.

Schaumburg Public Works and Fire Station #5
Schaumburg, Illinois
Principal-in-charge for the design of a $15 million expansion of an existing public works facility and construction of new fire station for suburban facility. The new facility included new offices, workshops, locker rooms, exercise room, two bay fire station, fire station hose tower, vehicle storage area. Site improvement included a new salt dome, retention pond, material storage bins, precast concrete screen fencing, and extensive landscaping improvements.

Chicago Transit Authority, Forest Glen Bus Facility/ Rosemont and Howard Train Car Washers, *Chicago, Illinois*
Project director for construction management services for the 59,000-square-foot Forest Glen bus facility and the Rosemont and Howard maintenance facilities in accordance with construction management services as set by CTA CM requirements. The upgrade of the Forest Glen bus facility at completion will accommodate the daily requirement of washing and removing garbage from 270 buses daily. The upgrading the Rosemont and Howard maintenance facilities will accommodate washing of approximately 300 individual train cars. Key elements in the construction management include phased construction so that existing washing systems are kept in operation, demolition of the existing system after all washing system components are delivered to the site, and identification of all mechanical, electrical, and other apparatuses affected by construction so they are kept in service even if through temporary connections.

Naperville Department of Public Works, *Naperville, Illinois*
Principal-in-charge for project involving programming, estimating, schematic design, LEED consultation and design-build oversight of a major public works facility. [12/2006 - 2008]

Naperville Park District, South Parks Facility
Naperville, Illinois
Principal-in-charge for a $4.5 million maintenance facility (Silver LEED certified), including a new 23,000-square-foot main building (maintenance space, office space, and community area), 4000-square-foot storage building, 50 vehicle/equipment storage spaces, 8000-square-foot canopy, material bins and site improvements. The facility has a central fueling station. [2007]

Chicago Housing Authority, Resident Services
Chicago, Illinois
Responsible for social services and housing related services to over 50,000 families in public housing and the Housing Choice Voucher program. Administered and managed the Housing Choice Voucher program, a rental subsidy program providing services and homeownership opportunities to families living in the private market. Developed cooperative, beneficial relationships with U.S. Department of Housing and Urban Development, community representatives and elected officials regarding resident services and Housing Choice Voucher programs.

Chicago Housing Authority, Public Housing Relocation
Chicago, Illinois
Conceived, designed, and implemented relocation services for more than 6,000 public housing families as part of the nation's largest overhaul of public housing. The relocation process included families moving out of deteriorated buildings into temporary locations and then back into rehabilitated public housing apartments, redeveloped mixed income communities and private market apartments. All building were closed and demolished on schedule. Leveraged over $160 million in social services from public/private agencies, contracted social service agencies, collaborated with the human capital departments at the city of Chicago and developed partnerships with private and not-for-profit agencies to ensure that families receive access to needed services during the transformation process.

Dr. J. Lee Hutchins, Jr.

Task Leader for Infrastructure + GIS

Doctor of Science degree and Master of Science degree in Transportation and Urban Planning, Bachelor of Science degree in civil engineering, Civil Engineering Department, Washington University, St. Louis, 1970-79

Registered Professional Engineer, States of Texas, Illinois; Certified Planner (1992), American Institute of Certified Planners; Certified Auditor (1996), Institute of Environmental Assessment & Management, London

Chairman, Transportation Research Board Committee AR020(1), Railroad Environmental Issues, 2008
Member, Intermodal Advisory Task Force, Chicago Metropolitan Agency for Planning, Chicago, IL
Member, Upper Midwest Freight Transportation Advisory Committee, University of Wisconsin, Madison, WI
Member, International Ship Masters Association, Lodge 3, Chicago, IL

Senior strategic and transportation executive with an extensive record of identifying, implementing and leading company initiatives. Expertise in transportation, urban systems and environmental management for operating and investment decisions resulting in an increased asset value and utilization. Diverse leadership experience with industrial and professional service firms in domestic and international transportation industries. Specific expertise includes:

- Port and intermodal development
- Environmental restoration and closure
- Industrial port and terminal operations
- Environmental impact statements
- Industrial and commercial Brownfield restoration
- Environmental management systems and asset/liability valuations
- Site and regional transportation studies, airport and transit development
- Project team and joint venture development and operation
- Strategic and operational planning
- Joint venture Board memberships
- Industrial facility design and development
- Team building, leadership and mentoring

Lee Hutchins' career demonstrates a broad and thorough understanding of the links between transportation operations and planning, land use, environmental management, municipal administration and industrial development for the private and public sector. His experience comes from a history of working with varied stakeholders in numerous international settings. The common theme in Lee's vast career is the merging of private and public sector objectives seen in core urban cities to form sustainable, resilient communities.

Experience

- Directed the integration of local, national and international strategic issues for the planned Intermodal Terminal on Pelican Island (TX). The $700,000 joint Ports of Houston / Galveston study carefully examined the strengths, weaknesses, opportunities and threats for the estimated $400 million port. Logistics, international trade and the effectiveness of the greater Houston area rail and roadway transportation network figured prominently in the alternative's evaluation.
- Prepared a port and intermodal development program integrating industry, freight logistics, and transportation with employment, environmental and community development objectives. Developed investment alternatives and a $100 million statement of port development needs resulting in a regional economic value of $800 million and 7,900 jobs.
- Directed a railroad consolidation study for an urbanized industrial and logistics center served by two Class 1 and two shortline railroads. The $2.8 million alternative consolidated railroad operations while maintaining access to industrial sites. 4.5+ miles of rail line, more than five grade crossing/separation structures and two railroad river bridges were made available for alternative development.
- Jointly negotiated a three party joint venture agreement for blending and packaging lubricating oils. The initial capital investment of $20 million had an 18% ROI. Design improvements included automated plant operating control and plant piping for process flow control of base oils.
- Jointly negotiated a two party joint venture agreement for a public, non-proprietary, petroleum products distribution terminal. Program innovations included new applications of flow control and measurement technologies, facility layout, operating procedures and information management systems. The $14 million facility was designed, permitted and constructed in less than one year, ahead of schedule and under budget.
- Performed three facility utilization studies that evaluated local market conditions for bulk liquid supply and distribution, asset use and service flexibility, labor and administrative productivity, as well as estimated market value and return on invested capital. The studies resulted in revised $26 million capital investment programs. Directed the assessment of petroleum fuels market on the lower Mississippi River to evaluate changing product origins and economies of scale for the refining industry.
- Managed the development of design and evaluation services for transportation and industrial clients. Industrial facility design and construction management for investment projects exceeding $34 million per year. One example included the design and construction supervision for a $14 million petroleum product loading facility that included software system development, innovative equipment installation and facility layout. The 24-7 facility has successfully navigated changes in technology, operating requirements and market conditions to reach more than twice the initial operating volume of 1 million barrels per month with the original infrastructure. Managed the planning and engineering for two pipelines and terminals in Florida.
- Responsible for the development of the annual strategic plan for a $180 million annual revenue, bulk liquid storage company with fourteen (14) domestic and nine (9) international locations. The plan for the $1.2 billion company addressed the impact of market conditions on the company customer base, significant changes in freight logistics, supply and distribution economics and the company's competitive position.
- Completed the transportation and land use portions of the environmental impact statements for infrastructure facilities, including the $2 million freeway conversion of an urban arterial roadway, a 65 mile natural gas pipeline, a $180 million convention center, a $6 million railroad/ roadway grade separation and a combined cycle power generation station. Directed the noise impact evaluation of a state tollway section and an urban area freeway

Andre Brumfield

Task Leader for Planning + Community Involvement

Master of Urban Planning, University of Washington
Graduate Certificate in Urban Design
Bachelor of Science, University of Wisconsin-Milwaukee,
Architecture Undergraduate Certificate in Urban Planning

American Institute of Architects (AIA), Associate
American Planning Association (APA)
Urban Land Institute, Member, Inner City Council Member
Lambda Alpha International, Ely Chapter
Board Member, Illinois Chamber of Commerce
Board Member, 53rd Street TIF Advisory Council
National Urban League, Chicago Chapter

Congress for New Urbanism Award, Stateway Gardens Redevelopment Plan, 2002
American Institute of Architects, Chicago Chapter, Sustainable Design, Special Recognition, Southworks/Lakeside Master Development Plan, 2007
American Institute of Architects, Honor Award for Regional and Urban Design Southworks/Lakeside Master Development Plan, 2008

Mr. Brumfield is Principal in Charge of Urban Design and Planning for AECOM Design + Planning's Chicago office, and also leader of the US East Region Masterplanning practice. He applies his broad experience in the fields of urban design, planning and architecture to focus on neighborhood redevelopment and urban revitalization. He has addressed urban design and transportation issues in a variety of downtown mixed-use projects, neighborhood and community development, large-scale, high density urban infill projects, brownfield redevelopment and regional master planning. Mr. Brumfield is highly skilled in developing context-sensitive design solutions to a broad range of projects and consensus-building among multiple stakeholders in both the public and private sector. Realizing the challenges that municipalities across the nation are facing related to fiscal budgeting, economic development, sustainable planning and at times repurposing their economic engine, Mr. Brumfield's current practice is dedicated to developing creative planning solutions to address these issues.

Experience

Detroit Works Project, *Detroit, MI*
AECOM is part of a four firm design team that has been hired by the City of Detroit to develop a long-term master plan for its metropolitan area. AECOM will focus primarily on developing district level framework plans for various neighborhoods throughout Detroit and working with the city and other sub-consultants to develop a long range plan that will impact the neighborhoods, the city, southeastern Michigan and the greater Tri-State area. Mr. Brumfield serves as Principal in Charge and Senior Urban Designer for this effort. Client: Detroit Economic Growth Corporation.

North End Neighborhood Master Plan, *Detroit, MI*
Sponsored by the Detroit Local Initiatives Support Council, this project addressed the urban design, master planning and urban infill for a distressed residential neighborhood north of downtown Detroit. The master plan will include a new transit oriented development on the neighborhood's edge and introduces 1,400 residential units and 100,000 sf of commercial development into the Northend Neighborhood

located north of Downtown Detroit. Mr. Brumfield served as the Principal-In-Charge and Senior Urban Designer for this effort. Client: Detroit Local Initiative Support Council.

North Charleston Neighborhood Revitalization Plan
Charleston, SC
The Lowcountry Alliance for Model Communities engaged AECOM to perform the urban design and master plan for a seven neighborhood area. The site was negatively impacted by vacant brownfield sites within and adjacent to the surrounding community. The master plan will introduce workforce and affordable housing, streetscape and infrastructure improvements and retail development to a distressed community. Client: Lowcountry Alliance for Model Communities.

Park Hill Corridor Study, *Louisville, KY*
Principal Planning Advisor, evaluated physical and market opportunities and constraints affecting the potential redevelopment of a 1,400-acre industrial corridor. Client: Louisville/Jefferson County Metro Government EDD.

30th Street Industrial Corridor Master Plan, *Milwaukee, WI*
Mr. Brumfield is serving as the Principal in Charge of planning assisting the City of Milwaukee to develop a long range master plan for the 30th Street Industrial Corridor on located in a residential area on Milwaukee's North Side. The goal of the master plan is to create a realistic vision, based on an economic strategy, to develop key sites in the Corridor and successfully blend the edges of new development so not to negatively impact the adjacent neighborhood. Client: City of Milwaukee, Dept of Planning.

Poplar Point Master Plan, *Washington, DC*
An initiative sponsored by the D.C. Department of Planning & Economic Development, this project consisted of a large scale, 110 acre master plan on Washington, D.C. largest brownfield site introduces more than 5 million square feet of office, commercial and retail use along the Potomac River. The master plan, developed around and existing Metro Transit Station, calls for more than 900 units of mixed-income housing and will serve as an extension and revitalization of Anacostia, the District's historic African-American neighborhood. Mr. Brumfield served as the Principal-In-Charge and Senior Urban Designer. Client: District of Columbia Department of Planning.

North Harbor Neighborhood Master Plan,
East Chicago, IN
Sponsored by the Community Builders/Hispanic Housing Development Corporation, the project scope included the urban infill master plan of a working-class neighborhood located on the border of East Chicago and Gary, IN. The 84-acre master plan will include more than 700 residential units, 90,000 sf of retail and commercial development, the renovation of two city parks and a new community center. This master plan is the first phase of three separate master planning efforts for the Northwest Indiana region. AECOM has been retained by the Community Builders to develop a master plan for Phase II, the redevelopment of Harborside public housing complex. Mr. Brumfield served as the Principal-In-Charge and Senior Urban Designer for this project. Client: The Community Builders.

Legacy of West Washington Park Master Plan, *Chicago, IL*
Mr. Brumfield served as the Principal-In-Charge/Urban Designer for a residential and mixed-use master plan for a 20-acre site located on Chicago's South Side. The transit oriented plan calls for 275 residential units and 55,000sf of residential and office balanced between two existing Green Line CTA transit station located within a 5 minute walks within both stations. Client: New South Partners, LLC.

Southworks Master Development Plan, *Chicago, IL*
Master planning and urban design for a 375-acre former steel plant located on Lake Michigan on Chicago's South Side. The Plan calls for 5,600 units of housing, 500,000 sf of retail and commercial uses and more than 90 acres of park land. Mr. Brumfield was the Senior Urban Designer for this effort. Client: McCaffrey Interests.

Michael Winegard

Water

MBA, Finance, Loyola University
BS, Civil Engineering, Marquette University

Principal Engineer: WV, IL, OH, WI, IN, MI, PA
American Water Works Association
Mid Central Water Works Association
National Association of Water Companies
Ground Hog Club of Chicago
American Metropolitan Water Association

Mr. Winegard is a vice president and technology leader in water distribution systems. He has 30 years of experience in municipal water systems and has been responsible for the design and analysis of entire potable water systems including supply, treatment, distribution, and storage. His experience includes the design of improvements to more than 20 surface water plants that treat water from various sources. Mr. Winegard is also very familiar with the current Safe Drinking Water Regulations.

Experience

Design and expansion of village water distribution system
Glenview, IL
Served as project manager for the design of four pump station projects all in conjunction with expanding the village of Glenview water distribution system in order to serve the former Glenview Naval Air Station property. The projects consisted of the construction of the West Lake Avenue pump station (25.4 mgd) and 6-million-gallon reservoir, the Rugen Jr. pump station (22.5 mgd) and 3-million-gallon reservoir, the Laramie Avenue pump station expansion to 22.75 mgd, and the Rugen Sr. pump station expansion to 21.6 mgd.

Greater Northwest pressure zone design, *Wheeling, IL*
Responsible for the design of approximately 3.5 miles of water main, four pressure connection valves, a 2.0-million-gallon elevated tank, and booster pump station for the creation of a new pressure zone within the water distribution system for the village of Wheeling.

Center Point Intermodal Center, *Elwood, IL*
Serving as project director, responsible for program management and construction engineering services for the Center Point Intermodal Center currently under construction on the old Joliet Arsenal site, which when completed will feature up to 17 million square feet of modern industrial space and cross-dock facilities adjacent to a 621-acre multimodal rail facility. Coordinating the design and construction performed by others of $32 million in water and wastewater infrastructure to serve the center, a new industrial park, and the adjacent village of Elwood. Included

in the facilities a 1.0-mg elevated water tank; a 1.3-mgd (expandable to 4.5 mgd) wastewater treatment plant; a 3-mgd water softening plant; approximately 40,000 feet of 8- to 16-inch diameter water main; approximately 40,000 feet of sanitary sewer and force mains with two lift stations; outfall sewer; rehabilitation of two existing deep sandstone wells with new well houses; manhole rehabilitation in the village; and a meter replacement program.

DuPage Reservoir, *Elmhurst, IL*
Process managed the design of a 34-million-gallon finished water reservoir for the DuPage Water Commission, which allowed for future ozone-injection facilities adjacent to the existing 30-million-gallon reservoir.

Liberty Ridge east and west metering stations
DuPage County, IL
Served as project director responsible for project coordination; preparation of plans, specifications, cost estimate, permit applications; and construction services for the design of two metering stations for the DuPage Water Commission, to provide water to Citizens Utilities. Provided underground metering stations with meter, piping, and required appurtenances.

Water main, *Glenview, IL*
Managed the design of 14,000 feet of 42-inch-diameter water main for Glenview, Illinois, for a busy thoroughfare with many existing utilities, and included a river crossing and a railroad crossing.

West Lake Avenue water main, *Glenview, IL*
Served as project manager responsible for design of 4,000 feet of 36-inch-diameter water main along a busy thoroughfare; connected a newly constructed reservoir and pump station to the former Naval Air Station in Glenview, which has been redeveloped by the village of Glenview, and provided coordination between the Illinois Department of Transportation and Northfield Township.

Water system improvements, *Skokie, IL*
Provided design and construction management of 3,100 feet of water transmission main for the Village of Skokie, Illinois.

Water and sewer system improvements
Arlington Heights, IL
Managed design and construction of 3,650 feet of water transmission main, and 1,400 feet of sanitary sewer main, for the city of Arlington Heights, and assisted in various project management tasks, including cost estimates and permitting.

East-west connection of water main, *Oak Brook Terrace, IL*
Served as project manager for design of 3,500 feet of 16-inch-diameter water main that connected the east and west water distribution systems in Oak Brook installed primarily in easements obtained by the city.

East Lake Avenue transmission main, *Glenview, IL*
Managed design for 14,000 feet of 42-inch-diameter water main in a high-traffic roadway corridor, as part of the Cook County Highway Department's roadway improvements project. Connected the supply transmission main from the village of Wilmette to the Rugen Road pump station in the village of Glenview, involving an extremely congested right-of-way with existing utilities, the majority of the transmission main routed in the pavement, and two railroad crossings and two river crossings in the route. Oversaw several lateral water main improvements, various storm and sanitary sewer improvements as well as lighting and other streetscape improvements.

Lee Derek von Gynz-Guethle

Water Modeling

MS, Civil Engineering, University of California Davis
BS, Civil Engineering, The University of Texas at Austin

Certified Floodplain Manager, IL
Illinois Association for Floodplain and Stormwater Management
Engineers Without Borders
American Society of Civil Engineers

Mr. von Gynz-Guethle is a water resources engineer with experience in hydraulics, hydrology, and water quality modeling for flood control and water resources management. His expertise focuses on the development of computer models to better understand complex urban and natural water resource systems, including open and closed channels, bridges, dams, levees, and pump stations. He also has experience in GIS, programming, and general civil engineering design.

Experience

Sugar Creek Hydraulic and Hydrologic Analysis and Watershed Plan, *Village of Villa Park, Illinois*
Responsible for the analysis of flood problems and potential solutions for the Village of Villa Park on the Salt Creek tributary to the West Branch of the DuPage River. Specific tasks include identification of problem areas, damage analysis, FEQ modeling of historic and design storm events, preliminary design and cost estimation of alternatives, and development of watershed plan documents.

Spring Brook Tributary Hydraulic and Hydrologic Analysis
DuPage County, Illinois
Responsible for updating the existing FEQ hydraulic model of the Spring Brook tributary to Salt Creek. Specific tasks include updating the model with new survey, contour, land use, and rainfall data, calibrating and verifying the updated model, and running to model to determine historic flows and stages for use in developing new Digital Flood Insurance Rate Maps.

Downtown Chicago Flooding Study, *Chicago, Illinois*
Responsible for analyzing flood scenarios throughout downtown Chicago and the Chicago Area Waterway System for the U.S. Army Corps of Engineers Chicago District. The 90-mile natural and engineered waterway includes four navigation locks serving recreational, industrial, and commercial boat traffic for Northern Illinois. Specific roles include project management and development of a HEC-RAS unsteady flow model to simulate historic and design storm

events. Modeling tasks include conversion from UNET, development of lock operation rules, calibration, and presentation of results.

Wheaton Sanitary District Hydraulic Analysis
DuPage County, Illinois
Responsible for modeling proposed improvements to the Wheaton Sanitary District wastewater treatment plant along the Spring Brook No.1 tributary to the West Branch of the DuPage River. Modeling tasks included updated the existing FEQ and HEC-2 models to ensure that DuPage County and FEMA permit guidelines were met. Also responsible for coordinating with the county and FEMA to resolve stormwater permit questions and issues.

Little Calumet River Watershed Management Plan
Chicago, Illinois
Responsible for developing geo-referenced, unsteady flow HEC-RAS and single-event HEC-HMS models within the 265-square-mile Little Calumet River watershed in Cook County, including roughly 70 tributaries and 10 main-stem reaches totaling 240 miles. Developing two of the main-stem reaches as well as an integrated, watershed-scale HEC-RAS model. Supported the development of recommendations for the modeling methodologies and will be providing quality assurance review for the remainder of the project team.

Strategy to Meet Water Quality Standards for Chicago Area Waterways, *Illinois*
Responsible for developing integrated solutions to meet water quality standards throughout the Chicago Area Waterway System for the Metropolitan Water Reclamation District of Greater Chicago. Working with the district to develop and evaluate a list of technologies that may be used to meet dissolved oxygen requirements throughout the CAWS. The evaluation includes literature reviews, cost analyses, reviews of modeling results, and planning level designs.

Evaluation of Public Safety at Run-of-River Dams
Statewide Illinois
Inspected three dams and developed guidelines for informational and safety signage at all dams within the program, for the Illinois Capital Development Board, developed in 2006 to address public safety at 25 run-of-river dams throughout the state. Assessed the feasibility of structural solutions to improve public safety at each dam, including the placement of large rock downstream of each dam, bypass channels, modification of the dam face, and dam removal; sized each solution and reviewed cost estimates for each dam.

Buffalo Creek Reservoir Expansion Feasibility Study
Chicago, Illinois
Developed a HEC-RAS unsteady flow model and HEC-2 model to assess the feasibility of expanding the Buffalo Creek flood control reservoir for the Metropolitan Water Reclamation District of Greater Chicago. The proposed expansion would have included the construction of a 476 ac-ft reservoir and five 100 cfs pumps to divert flow to the existing reservoir. Optimal pump operation criteria determined to reduce stages on Buffalo Creek during a 24-hour storm event and on the main-stem Des Plaines River during a 10-day storm event. Dam breach analyses were also performed to assess damages downstream under various scenarios.

John Falcetta

Freight Rail + Transportation Expert

MBA, Graduate Studies, Edinburgh Business School
Post-graduate Diploma, Edinburgh Business School

Professional Designation, Transportation and Logistics Management - CITT
Project Management
Accounting
Organizational Behavior
Negotiating
International Finance
Marketing
Economics
Physical Distribution
Locomotive Engineman
Train Conductor
Various safety and first aid programs

Mr. Falcetta has 25 years of experience with a significant railway corporate, operations, logistics, trucking, warehouse management and business management background. Before joining AECOM, he held executive positions within transportation, logistics and warehousing in Eastern Canada. He has a wide array of railway experience. He has been involved in commercial and operations roles in numerous areas of the railway business. He has been a project leader for rail terminal re-design and expansion projects, rail line capacity studies on various corridors, and rail line dispositions and acquisitions. Mr. Falcetta has also served as lead negotiator for mergers and acquisitions with Tshiuetin Railway. Also he has significant experience with intra-city commuter rail projects, intercity passenger rail projects, and international movement of marine containers and acquisition of grain dependant branch lines.

Experience

Bloom Lake Railway Construction, Project director

New Millennium Mining Railway, Project director

BHP Potash Supply Chain Study, Project director

Tshiuetin Railway. Provided strategic planning and development

Transport Canada, Marinova Study, Canada. Advisor for a study of movement of containers in Canada

Transport Canada, China Backhaul. Advisor for logistics marketing

Canadian Pacific Railway, Eastern Network Resurgence. Participated in the management. Led marketing teams resulting in significant revenue growth in key corridors.

St. Lawrence and Hudson Railway, Scheduled Railway Concept. Participated in the development of a concept effecting significant operational efficiency and cost reductions while improving service.

Canadian Pacific Railway, Eastern Network Integration. Led the process of integrating operations and engineering plan, significantly reducing engineering and operations costs.

Canadian Pacific Railway, Operating Plan Development, Eastern Network. Participated in the development of the freight service operating plan and local service operating plans on CPR's Eastern Network.

Canadian Pacific Railway, Equipment Identification. Participated in the implementation radio frequency identifications of railcars or Automatist Equipment Identification (AEI).

Canadian Pacific Railway, Various Projects, *Canada.* Project lead for a study of the feasibility of inland intermodal terminal in Northern Ontario, rail terminal(s) redesign and expansions, and rail line capacity studies on various corridors. Led rail line dispositions and acquisitions, led negotiations for mergers and acquisitions, led intra-city commuter rail projects and inter-city passenger rail projects. Studied the international movement of marine containers and served as project lead for acquisition of grain dependant branch lines.

Canadian Pacific Railway, Track Abandonment. Project manager for track abandonment on CPR system.

Canadian Pacific Railway, Railway Co-production. Project manager for development and execution of railway co-production.

Canadian Pacific Railway, *North America.* Project manager for removal of diamonds between CPR and CN in North America.

Canadian Pacific Railway, Yard Relocation. Project manager for development of yard relocation strategies.

Canadian Pacific Railway, *Quebec.* Project manager for development of re-load to serve Quebec region.

Chemical Company Expansion, *Brandon, Manitoba.* Developed and implemented a plant expansion.

Canadian Pacific Rail, Greater Montreal Commercial and Operational Redevelopment Plan. Project manager.

Canadian Pacific Railway, Business Development, *Montreal.* Worked on relocation of AMT from Glen Yard to Sortin Yard.

Canadian Pacific Railway, Business Development, *Ottawa.* Assisted with implementation of intercity rail transit in Ottawa. Accepted on behalf of CPR the American Public Works Association Engineering project of the year, CPR Eastern Unit.

Canadian Pacific Railway, Automatic Equipment Identification, *Western North America.* Project coordinator for the development and implementation of RFID technology.

St. Lawrence and Hudson Railway. Commercial lead for General Motors distribution strategy southwest and Midwest United States.

Canadian Pacific Railway, *Port of Montreal.* Operational advisor for the port redevelopment plan for the St. Lawrence & Hudson Railway (CPR Eastern Unit).

Canadian Pacific Railway, Montreal-Chicago Corridor Capacity Study. Operational advisor for the study, St. Lawrence and Hudson Railway (CPR Eastern Unit). [1999]

Canadian Pacific Railway, Intermodal Rail Service. Project lead for development and implementation of train service from Toronto-Montreal-St. John. St. Lawrence & Hudson Railway (CPR Eastern Unit).

Canadian Pacific Railway, Conrail Integration. Intermodal Rail Service Development and Implementation of Train Service from Toronto-Montreal-St. John, St. Lawrence and Hudson Railway (CPR Eastern Unit). Project lead for contingency plan and execution of Conrail integration in northeastern United States.

Canadian Pacific Railway, Operations Planning. Project lead for engineering/operations planning and execution of integrated engineering, and operation plan with all connecting railway. St. Lawrence & Hudson Railway (CPR Eastern Unit). [1998, $100 million]

James R. Joehnk

Survey

BS, Civil Engineering, University of Wisconsin - Madison, 1987

Register P.E in Wisconsin

National Association of Industrial and Office Parks (NAIOP)
Wisconsin Society of Professional Engineers (WSPE)
National Society of Professional Engineers (NSPE)
American Council of Engineering Companies of Wisconsin (ACEC)

As a Practice Leader for Civil Engineering within the AECOM Midwest Region Community Infrastructure Group, Mr. Joehnk is responsible for the overall technical, administrative and financial performance of the group. He has more than 23 years of recognized civil engineering experience working for the public and private sectors. Specifically, he has significant experience in all phases of site development and water resources-related work which includes site layout, street/roadway design, grading, erosion control, storm water management/detention facilities, sanitary and storm sewer, water distribution, structural design/soil stabilization related to dam rehabilitation, hydrology/hydraulic computer modeling, and land surveying work. In addition, Mr. Joehnk has significant experience and knowledge with sustainable design practices for civil engineering projects.

Experience

Street/Highway Design Projects

- Project Manager and Principle in Charge for The Brewery Sustainable Public Infrastructure Project in Milwaukee, Wisconsin: The approximate 23 acre redevelopment of the historic Pabst Brewery in downtown Milwaukee is bounded by Highland Avenue to the south, 11th Street to the west, Winnebago Street to the north, and 8th Street/Juneau Avenue to the east. The project centered around transforming the previously industrial block areas into a mixed-use redevelopment with sustainable “Green” modifications to the public infrastructure; such as vegetative bioswales, porous pavement/stormwater storage areas, community pocket parks, water quality initiatives of combined sewer overflow (CSO) separation and downspout disconnections of storm water from sanitary wastewater, and reuse of construction/demolition material into various components of the innovative streetscape and roundabout designs. The project has been submitted for gold certification as a LEED-Neighborhood Design (ND) pilot project through the United States Green Building Council. We worked closely with both the City of Milwaukee DPW/DCD and the client to ensure both parties interests were reflected in the final design. The project included various phases from

Conceptual design and feasibility analysis for cost estimating TIF purposes, to Construction Document preparation, and through select services of Construction Administration.

- Project Manager and Principal in Charge for the Wheaton Way Roundabout in the City of Franklin, Wisconsin: The new public street was proposed as a boulevard, "round-a-bout type" design and is located off of STH 241 (27th Street) approximately 1,250 feet north of West Oakwood Road. We were hired by the City of Franklin to prepare a public street right-of-way plat and construction documents (CD) for the design of the pavement, streetscape, and public utilities (water, sanitary and storm sewer) for a 600 foot long roadway/roundabout that fed the new Wheaton Franciscan Hospital and a future commercial/retail development to the north. The streetscape for the project included a substantially improved landscape and street lighting design that complimented the higher end developments of the Hospital and the Commercial Park.
- Project Manager and Principle in Charge for the STH 100 Improvements project in the City of Wauwatosa, Wisconsin: This project included design, plan preparation and permit submittals to the applicable agencies for modifications to the median boulevard, creation of numerous left/right turn lanes, proposed ingress/egress locations from the new St. Joseph Outpatient Center, access/median closures, public utility modifications, traffic control and signage plan, and landscaping revisions with the highway.

Business and Mixed-Use Development Parks

- Project Manager for the Towne Corporate of Granville in the City of Milwaukee, Wisconsin: The mixed-use development was approximately 160 acres in size and included corporate/office, multi-family and single family residential land use. Responsibilities included various levels of Project Management and specific lead design engineering for the street and drainage/stormwater management efforts. In addition, I coordinated the submittals for all permit approvals.
- Project Manager for the Towne Corporate Park of New Berlin, New Berlin, Wisconsin: The corporate park was approximately 210 acres in size. Responsibilities included various levels of Project Management and specific lead design engineering for the street, grading and drainage/ stormwater management efforts. In addition, I coordinated the submittals for all permit approvals.
- Project Manager and Principle in Charge for the River Creek Commercial Park, Johnson Creek, Wisconsin: The commercial park was approximately 110 acres in size and was designed as a destination location for hotels, restaurants, theater, water and amusement parks. Responsibilities included project management and lead design for all public street, utility design including a sanitary lift station along the Rock River, and site grading/erosion control efforts. In addition, project management and project consensus between Owner, City and WDNR was coordinated in order to obtain permit approval.
- Project Manager for the Centennial Park Multi-Use Development, Oak Creek, Wisconsin: The multi-use development was approximately 55 acres in size and included retail, light commercial, federal US Post Office, and multi-family land use. Responsibilities included various levels of Project Management and specific lead design engineering for the street, drainage/stormwater management, floodplain study, and wetland evaluation efforts. In addition, I coordinated the submittals for all permit approvals.
- Project Engineer for the Kenosha Business Park, Kenosha, Wisconsin: The business park was approximately 275 acres in size and was zoned for office, light and heavy manufacturing businesses. Responsibilities included lead designer for the grading, drainage, and stormwater management efforts during Concept through Construction Documents phases.

Craig W. Riley

Survey

BS, Automated Manufacturing Technology,
ITT Technical Institute, 1992
AS, Electronic Engineering Technology, ACME Institute of Technology, 1990

Professional Land Surveyor, WI
Wisconsin Society of Land Surveyors
American Congress on Survey & Mapping
National Society of Land Surveyors

As a Senior Project Surveyor, Mr. Riley has 30 years experience providing project survey and mapping support for design and construction projects, including 15 years of experience as a plat coordinator. His activities have included documentation surveys, right-of-way plat preparation, ALTA and CSM preparation, building construction, construction staking, section corner recovery, topography survey and monumentation. Specific project experience includes:

Experience

Large Scale Design Projects

- Senior Project surveyor in charge of multiple large scale American Transmission Company Line Projects which include full documentation surveys, control networks, full topographic surveys, real estate staking and final construction staking. The projects include a 35 mile long Madison beltline project, 20 mile long Jefferson County line project, 25 mile long Paddock to Rockdale line project along with numerous other transmission projects.
- Senior Project Surveyor responsible for all survey efforts for the Miller Park construction project. Survey efforts included complete infrastructure layout, all building construction layouts, caisson layout and the retractable roof layout. The office work included the detailed checking of the all the plans provided prior to field staking.
- Senior Project Surveyor responsible for all survey efforts for the General Mitchell International Airport runway and taxiway staking. Survey efforts included all rough grading, pavement and concrete staking, runway light staking,and utility staking. Survey effort was on a 24 hour schedule and included extensive effort to minimize airport downtime.
- Senior Project Surveyor responsible for all survey efforts for the CarMax projects. Survey efforts included ALTA surveys and design surveys, rough grading, pavement and concrete staking, building layouts and utility staking.
- Senior Project Surveyor responsible for all survey efforts for the Milwaukee Aloft hotel staking. Survey efforts included rough grading, pavement and concrete staking, building layouts, riverwalk staking,and utility staking.

- Senior Project Surveyor responsible for the 20 mile long We Energies Port Washington to Jackson, Wisconsin Gas Pipeline project including all construction staking, topographic surveying and boundary surveys using conventional and GPS methods.
- Project management and support for the We Energies Port Washington Power Plant project including construction staking, boundary surveys, utility surveys and topographical surveys. Field effort included field surveying all underground steam tunnels, coal piles and along the lake front.

Milwaukee Metropolitan Sewerage District & Metropolitan Water Reclamation District of Greater Chicago

- Project support performing design survey and acquisition plats and legal description for watercourse improvement projects. Projects included numerous Stormwater/Flood Control projects involving river and conveyance drop structures. Responsible for survey control, topographic surveys, cross-section survey, location of groundwater monitoring wells, and soil boring locations. Development of project base maps, hydraulic and transportation infrastructure survey information.
- Graphical creation of all government landlines, existing property lines and existing right-of-way plat lines for the plat preparation. Title reports, old state right-of-way plats, recorded plats and any old records were used in this information.
- Verification of utilities located by survey against the utility system maps. Determined proposed fee lines, permanent easements, flood easements, temporary construction easements, maintenance easements and access easements along with providing exhibit drawings for recorded documents.
- Coordinated field survey including horizontal and vertical control, topographic (including septic vents and wells), utilities, section corners, boring locations, and appraisal staking.
- Creation and closure of all legal descriptions. Provided exhibit files for legal recording.

Wisconsin Department of Transportation

- Responsible for design survey and right-of-way plat preparation USH 10 from Fremont to Waupaca, Wisconsin. Responsible for topographic, wetland and cross-section field survey, deed research, development of existing right-of-way base map and design of proposed right-of-way to accommodate planned improvements. Activities included base map, plat development, production and legal descriptions.
- Registered Land Surveyor responsible for coordinating field survey including horizontal and vertical control, topographic (including septic vents and wells), utilities, section corners, boring locations, and appraisal staking.
- Graphically created all government landlines, existing property lines and existing right-of-way lines needed for the plat preparation. Title reports, tax records, recorded state right-of-way plats, recorded plats (Certified Survey Maps and subdivisions) and existing government road records were used in this determination. Resolved conflicting title overlaps or gaps.
- Determined proposed right-of-way lines, temporary interests, compensable utilities, sign parcels and access restrictions. Adjusted right-of-way to reduce impacts to various constraints (such as cemeteries, wetlands, buildings, etc.) if possible.

Emily Champagne

Infrastructure GIS Specialist

Masters Certificate, GIS, University of Wisconsin, Madison, 2000
BS, Natural Resources and Environmental Studies, University of Minnesota, St. Paul, 1996

GISP, 2009 – 2013 from GISCI
Board of Directors, Wisconsin Land Information Association, 2008 - 2010
Wisconsin Land Information Association, 2001-current
ESRI Wisconsin User Group, Vice-President, 2001-current

ArcGIS Server Enterprise Configuration and Tuning for SQL Server, 2007
Storing Raster Data in ArcSDE GDB, 2005
SQL Server Administration, 2004
ArcGIS Spatial Analyst, 2004
ArcGIS 3D Analyst, 2004
ArcSDE Administration for SQL Server, 2003
Learning ArcIMS, 2003
Customizing ArcIMS, 2003
Programming ArcObjects with VBA, 2003
Programming with AML, 2000

Ms. Champagne has over 10 years experience in the GIS industry. She is a certified GIS Professional with a high level of technical expertise utilizing GIS (both ESRI software and open source software) and project management experience. She manages GIS projects for municipal clients in Wisconsin. She is proficient in the use of ArcGIS Desktop, ArcGIS Server, ArcSDE, ArcPad/ Trimble GeoXT, ArcIMS, ArcView, ArcExplorer, 3D Analyst, Spatial Analyst, Network Analyst, SQL Server, Python, VBA, and JavaScript.

Experience

Village of Fox Point, Geographic Information System
Fox Point, Wisconsin
Project manager for conversion of local municipality infrastructure and property information to an integrated GIS. Work included:

- Converted individual CAD data, archive drawings and hard-copy maps into common GIS database format.
- Created individual GIS layers: designed and populated geodatabases for infrastructure asset systems.
- Coordinated field crew survey using GPS to capture locations of storm, sanitary, and water sewer systems assets using ArcPad software.
- Converted and post-processed GPS data into the GIS design geodatabase schema.
- Acquired and created GIS data layers including property parcels, LiDAR elevation contours, planimetric layers, land use, zoning, and performed heads up digitizing for custom GIS data layers.
- Created custom GIS interactive website application for internal client use. Website built using open source GIS technology.
- Performed geospatial analysis and created maps for custom requests and reports (e.g., land use studies for economic development, zoning compliance, and hydrologic modeling studies).
- Developed a GIS training plan and conducted ESRI and open source GIS software training for Village staff.

- Assisted Village staff with grant applications to support Village GIS services.

City of Racine, Sanitary and Storm Sewer System GIS
Racine, Wisconsin
Project manager for the City's sewer system data model conversion project. Managed migration of both the Sanitary Sewer and Stormwater Sewer System to a GIS geodatabase model design. Developed geometric network connectivity and set up pipe flow direction. Managed migration of existing sewer database information (including inspection, CCTV videos, and maintenance databases). Coordinated configuration and migration of sewer GIS data in to a Cityworks Enterprise module SQL Server database.Compiled and linked past City sewer project documents and reports to the GIS. Managed metadata creation for all GIS layers in the project.

General Mitchell International Aiport, Enterprise Geographic Information System (eGIS)
Milwaukee, Wisconsin
Local Project Manager for airport GIS project to convert existing airport GIS data to FAA geospatial standards; design, develop and implement enterprise GIS web application to serve MKE and MWC infrastructures and facility information; integrate GIS with property management system. Phase 1Work included:

- Interviewed GMIA staff on GIS related workflows
- Participated in requirements gathering for GIS webs application
- GIS data compilation and conversion
- QA/QC of existing GIS data conversion to FAA standards

City of Racine, Migration to SQL Server and GIS Consulting
Racine, Wisconsin
Manager for GIS project to convert existing GIS and CADD data to common ArcSDE geodatabase format. Provide on-call technical GIS expertise and support to City staff. Work included:

- Installed and configured SQL Server and ArcGIS ArcServer/ ArcSDE software.
- Migrated Oracle GIS data and custom applications to SQL Server environment.
- Created, updated, and organized base map data including parcels, topographic contours, land use, PLSS, sewer systems, water systems, hydrology, land cover, and planimetric data.
- Compiled and organized aerial imagery raster data. Coordinated new aerial photography flight in 2007.
- Converted GIS programming custom scripts languages from AML, Visual Basic, and Javascript to Python and .NET.
- Migrated and updated custom GIS website mapping application to new web server and software version.

Bruce Meighen, AICP

Comprehensive Planner

Master of City Planning, Georgia Institute of Technology
Thesis, Statistical Modeling for Environmental Impacts
Bachelor of Arts, Geography Urban Systems, McGill University, Montreal, Quebec
Commerce Degree, Champlain College, Montreal, Quebec

Certified Planner (AICP), 1995
Community Viz, 2002, 2005

Member, American Institute of Certified Planners
Member, American Planning Association
Member, Colorado Planning Association
Member, Larimer Land Trust Project ID Team
Member, Nature Conservancy
Member, Larimer + Weld County State Demographer Population and Employment Forecasting Committee

Bruce Meighen is a certified planner who specializes in local and regional land use planning, and has effectively applied the concepts of economic development, redevelopment, transit, neighborhood revitalization, urban design, public participation and quality growth to his planning projects. Mr. Meighen leads the community practice line for the AECOM eastern region

Experience

McCarran International Airport Land Use + Disposal Plan
Las Vegas, NV
Environmental planner for the economic market analysis, interim disposal plan, land use plan, environmental analysis, infrastructure analysis, and strategic management policy for a 5,234-acre site, which is compatible with the airport environs, including such uses as open space, golf courses, commercial, office, retail, industrial, manufacturing, warehousing, easements and rights-of-way. Client: McCarran International Airport/Clark County Department of Aviation.

Flint Hills Regional Growth Coordination Plan
Flint Hills Region, KS
Project manager for a comprehensive assessment and management plan for the three-county region intended to address the growth impacts of mission expansion at Fort Riley. Client: City of Manhattan, KS.

Northeast Master Plan, *Osceola County, FL*
Principal-in-charge of detailed master plan for one of Orlando's highest growth areas. A new mixed-use urban community will be located on the 300,000-acre Deseret Ranch near the St. John's River. The project will include a direct transit link to the new Medical City and Orlando Airport. Client: Osceola County

Salt Lake County Cooperative Plan, *Salt Lake County, UT*
Assistance with a county-wide cooperative plan that will interlace housing, transportation, infrastructure and employment across Salt Lake County. The plan utilizes AECOM's Crosswalk Cooperative Planning TM web interface tool, a web-based forecasting system created by AECOM to integrate land use and transportation datasets from dozens

of jurisdictions into one seamless layer. The Cooperative Plan will culminate in a living plan that helps guide communities in the Valley. Bruce is the Principal-in-Charge of this effort. Client: Salt Lake County.

Westside Transit Plan, *Salt Lake County, UT*
We are working with AECOM Transportation to prepare a build-out transit plan for undeveloped areas on the west side of Salt Lake Valley. We have developed a demographic and land use model that considers future land use and redevelopment. The plan will include an evaluation of a new 20-mile transit corridor, the light rail extension to the Salt Lake City airport, and the new Mountain View Corridor. Mr. Meighen was principal-in-charge of this project. Client: Utah Transit Authority.

Johnstown Comprehensive Plan/Downtown Plan, *Johnstown, CO*
Land use planner involved in the creation of new comprehensive plan that represents the latest quality growth development forms. Key considerations included gateways, redevelopment of downtown and new economic districts. Client: Town of Johnstown.

City Plan Update, *Fort Collins, CO*
Project manager of an update to the Fort Collins' Comprehensive Plan, known as City Plan. Hard issues of maintaining the current growth management boundary vs. modifying it, and how the city wants to handle future growth are at the forefront of the update. Another focus for the update is on redevelopment and infill opportunities within the community. The project was integrated with the Transportation Master Plan update. Client: City of Fort Collins.

Fort Collins Redevelopment Project Analysis
Fort Collins, CO
In conjunction with City of Fort Collin's Planning and Economic Development staff, AECOM is identifying key redevelopment sites, barriers, visions and the financial recommendations necessary to incentivize the redevelopment of catalyst sites. The team is working directly with the private sector to create recommendations. Information will be contained in marketing materials and on the City's economic development website. Mr. Meighen was principal-in-charge of this project. Client: City of Fort Collins.

Olathe Comprehensive Plan Update, *Olathe, KS*
Principal-in-charge of a comprehensive plan update for a city of approximately 120,000 residents outside of Kansas City, Kansas. Plan includes refinement of the downtown plan focusing on sustainability, and an intensive interactive website component. Client: City of Olathe.

West Bench General Plan, *Salt Lake City, UT*
Principal-in-charge of the general plan for 75,000 acres of undeveloped land adjacent to Salt Lake City that will be the home to 500,000 new residents. Key plan elements include land use, transportation, natural resources, cultural resources, housing, and parks and recreation. The plan includes mixed-use centers located along a proposed 20-mile transit boulevard that will consist of bus rapid transit and light rail. Client: Kennecott Land Company/Salt Lake County.

South College Corridor Plan, *Fort Collins, CO*
Principal-in-charge of the long-term solutions for major city corridor were developed within the context of regional economic, transportation, and conservation initiatives, as well as regional support. The study determined how design factors, policy and planning processes can encourage redevelopment within the area. The plan includes the creation of a new TOD commercial center connected to a BRT corridor. Client: City of Fort Collins.

Narcoossee Community Plan, *Osceola County, FL*
AECOM kicked off this Community Plan in 2009 with a three-day workshop and to informally discuss growth pressures this rural community is facing. Possible solutions to these growth pressures were identified, such as rural ranching and agricultural overlay zoning areas, conservation and cluster development enclaves, and transitional density and buffering policies were analyzed through an illustrative summary, and will be further detailed and adopted through the Community Plan.

Paul Krieger, AIA LEED AP

Airport Logistics and Planning

Master of Architecture, University of Illinois, Chicago
Bachelor of Architecture, University of Kansas, Lawrence

Registered Architect - Illinois

As an Architect and Planner, Paul's role focuses on project concept development, programming, schematic design, strategic planning assignments, feasibility studies, facility assessments, complex master planning, multi-use facilities and non-typical project types as well as project architect and project management roles. His experience ranges from aviation-related projects, special economic zone planning, airport industrial parks, industrial facilities, multi-use commercial buildings and mixed-use residential projects.

Experience

Logistics Service Center – *Edmonton, Canada*
Programming and conceptual planning strategy for an advanced cargo center at the Edmonton International Airport based on the inland port concept for Port Alberta.

Dallas/Fort Worth International Airport – *Texas, USA*
Architect responsible for providing strategic planning and engineering services for the development of a 120-acre West Cargo site. This project included an evaluation of trends and the definition of a modular development plan for the creation of a world-class air cargo complex for one of the top five world airports.

Port San Antonio Logistics Platform and Logistics Park – *San Antonio, Texas, USA*
Architect responsible for providing strategic and conceptual planning for the redevelopment of KellyUSA, as a multimodal logistics platform. The plan includes an intercontinental air capability together with a major intermodal yard and associated transportation feeders. Additional elements included aircraft MRO operations, manufacturing-distribution, residential and commercial-office activities in addition to creating secure and bonded areas.

Air Cargo Development Analysis – *Atlantic City International Airport*
Consulting input to master plan revisions for development of air cargo opportunities at the airport.

Pudong International Airport and Logistics Park - *Shanghai, China*
Consulting input involving master planning and recommended land uses for RFP development for an air cargo/logistics park at the airport.

Dube TradePort and King Shaka International Airport – *La Mercy, KwaZulu-Natal, South Africa*
Architect responsible for planning, design and business plan definition for the creation of a 2,000 hectare industrial development zone and international airport as a Logistics Gateway. This includes a CyberPort, with an associated cyber village, hotel, commercial, industrial and logistics projects, as part of an overall master plan including business and finance requirements as part of a public – private sector initiative.

Integrated Freight Rail Link (IFRL) and Inland Port – *Durban, South Africa*
Architect responsible for the feasibility and planning analysis for improving the levels of service while increasing the amount of intermodal container by rail from the Port of Durban (the largest container terminal in sub Saharan Africa) to City Deep (a bonded Inland Port) Johannesburg/ Gauteng. The scope of work included an evaluation of the market characteristics, operational and organization issues including customs and regulatory requirements. The concept utilized a ring-fenced approach which could be implemented as a Concession or PPP (Public-Private Partnership).

International and Regional Transportation and Logistics Hub – *Hong Kong*
Architect responsible for planning and development of the competitive strategy and master plan to ensure Hong Kong's lead role as the "TradePort of the Future". This addressed physical, cyber and human resource requirements as part of an overarching plan defining initiatives and target projects. These include the creation of:

- An "Integrator" express freight hub
- An Integrated Operational System
- Value Added Logistics Parks
- Waterborne Ro-Ro and high speed boat feeders
- A Port Rail Link and Inland Port

Kaesong Industrial City and Special Economic Zone – *Kaesong, North Korea*
Architect responsible for providing consulting and design engineering services for the development of a 8,000 hectare industrial city as a principal element of Korea's development as a North East Asia manufacturing, trade and transportation location. This included the definition of the Competitive Strategy, Operational Concept and overall Master Plan which addressed both technical and business issues in creation of a multifunctional living and working environment. Consideration was given to source of origin, customs-regulatory and security issues as part of an overall plan.

Lingang Logistics Park and Harbour City – *Shanghai, China*
Architect responsible for planning and design services for the definition of the conceptual plan, multimodal logistics requirements and development strategy for a 2,700 hectare site as part of the new Lingang Harbour City. This involved the master planning of a deepwater port to handle 25 million TEUs p.a. as one of the largest in the world.

Navi Mumbai Special Economic Zone – *India*
Architect responsible for the definition of competitive strategy and master plan to create a Logistics Gateway and Multifunctionopolis including the design and engineering of work, residential and recreation elements of the project on a 8,000 hectare site.

Port Rail Line/Terminal and Inland Port/Freight Distribution Centre – *Hong-Kong-Shenzhen*
Architect responsible for planning and initial design of the logistics master plan for the development of a Port Rail Line twinned with and Inland Port in Shenzhen by means of a sprinter rail service and bonded logistics pipeline.

O'Hare Capital Improvements Program – *Chicago, Illinois*
Project Manager for various capital improvement projects including relocation of fire pumping operations for Terminals 1, 2 and 3.

South Suburban Airport – *Chicago, Illinois*
Project Manager for Tier 2 Environmental Impact Statement for greenfield development of new airport for the Chicagoland area.

Gary Foyle

Multi-modal Transportation Planning

MA, Economics, Western Illinois University
BA, Economics (Mathematics minor), Lewis University

American Planning Association

01 - SH&E Orientation 10/08/2007
03 - Defensive Driving Awareness Training 03/31/2008
13 - Field Safety 4-Hour 07/02/2007
14 - Office Ergonomics Training 11/28/2007
Employee Substance Abuse Training 03/21/2008
Project Management Training - Basic 10/20/2006

Mr. Foyle has 36 years of professional planning experience, with a focused emphasis on transportation and land use planning initiatives promoted by transportation and transit agencies, counties, and local communities. He is a project manager with AECOM, where he has been engaged in a variety of transportation planning assignments. Mr. Foyle's longest held position was with Metra, where he was the agency's first planning director (23 years). Earlier in his career, Mr. Foyle worked as an analyst/planner for the RTA (five years) and a transportation planner with DuPage County (four years).

Experience

Kane County, Randall Road Pace Route 529 Plan
St. Charles, Illinois
Planner for a study of ways to coordinate land uses, improve access and signage, and optimize transit operations along Randall Road, a county highway. Leading the effort to document existing conditions and participating in the preparation of the gap analysis, the access, design and operation plan, and a report on implementation strategies. This corridor is deficient in adequate infrastructure to complement the existing Pace Route 529; most notably, the lack of friendly pedestrian and ADA access to bus stops.

Metra, Southeast Service Alternative Analysis
South Chicago Suburbs, Illinois
Project manager for an AA that evaluated TSM, BRT, and commuter rail alternatives for service between Crete and downtown Chicago.

CMAP, Midewin Alternative Transportation Study
Will County, Illinois
Project manager for a project recommending transit improvements for the evolving Forest Service unit Midewin, being developed on much of the former Joliet Arsenal facility. The project is also preparing visitor forecasts. The study is funded through an FTA Transit in the Parks Program grant. The Midewin National Tallgrass Prairie is the largest protected open space in northeastern Illinois.

Joliet Arsenal Development Authority, Southwest Will County TMA Study, *Will County, Illinois*
Project manager of a study to update the JADA area transportation plan and to evaluate the feasibility of creating a transportation management association.

City of Kenosha, Streetcar Expansion, *Kenosha, Wisconsin*
Project manager of an effort to assist city in obtaining grants to extend the existing 2-mile electric streetcar system by 3.5 miles to the north and southwest to further shape city development. Managed preparation of an Alternatives Analysis to make the project eligible for FTA New Starts funding. Prepared reports on project purpose and need, definition of alternatives, forecast of passenger use, and evaluation of alternatives. Applied FTA SUMMIT model to calculate User Benefits and project cost-effectiveness. Provided assistance to the city's successful application for a Congestion Mitigation Air Quality grant.

City of Beloit, South Central Wisconsin Commuter Transportation Study, *Beloit and Janesville, Wisconsin*
Project manager for a corridor planning study that evaluated the feasibility of new or enhanced regional transit services between Rock County, Wisconsin and Chicago, Rockford and Madison. The study was conducted in three discrete phases including: 1) completing an initial set of tasks to lay the groundwork on establishing need, identifying existing and potential transit resources, and gauging local interest; 2) convening meetings with decision-makers and stakeholders to consider the results of Phase 1 and decide the set of service concepts most deserving of follow-on study; and 3) conducting the technical work associated with the program of activities decided in Phase 2. The project recommended a series of short- and long-term next steps including: following-up a recommended regional bus service fare demonstration; promoting vanpools to area residents; coordinating with WisDOT's rideshare program, adding and expanding State park-and-ride lots, participating in traffic mitigation programs for the planned IH 90 reconstruction project; revising long-range transportation plans; and preparing plans to preserve rail facilities and rights of way.

Kankakee County, Commuter Rail Feasibility Study Phase II
Kankakee, Illinois
Deputy project manager for the second phase of a feasibility study for a 26-mile commuter transit service from Kankakee County north to a connection with existing Metra commuter rail service. Project involved a variety of tasks, including: ridership projections using the Chicago Metropolitan Agency for Planning (CMAP) transportation demand model, site studies for stations and yards, transit oriented development (TOD) workshop for local villages, conceptual design of a new parallel commuter rail line using part of the 200' Canadian National Railway right of way, evaluation of institutional issues with local bus operator, CN and nearby counties, public education and outreach, and creation of a project web site for general public access. Participated in organizing a workshop on intermodal freight investments.

Southeastern Wisconsin Regional Planning Commission, Kenosha-Racine-Milwaukee Alternatives Analysis, EIS and Project Development Phase, *Kenosha-Racine-Milwaukee, Wisconsin*
Team leader responsible for transit planning, which included the preparation of the project scoping report, purpose and need report, evaluation of alternatives report, project management plan, and before and after plan. The KRM project involved simultaneous preparation of a draft environmental impact statement and completion of an alternatives analysis. A variety of public transportation improvements were evaluated for the 33-mile corridor linking the cities and counties of Kenosha, Racine and Milwaukee. The project's objective is to advance a locally preferred alternative to preliminary engineering by obtaining a Federal Transit Administration New Starts grant. An FTA New Starts application was prepared and submitted in June 2010.

Metra Office of Planning & Analysis, Feasibility Studies
Chicago, Illinois
As Metra Planning Director conducted six feasibility studies of expansions to the commuter rail network, of which one was implemented (North Central Service in 1996) and two are currently the subject of alternative analyses (EJ&E and Southeast Service). The remaining three included the West Suburban Commuter Rail Feasibility Study, the Wadsworth Extension Commuter Rail Feasibility Study, and the Inner Circumferential Commuter Rail Feasibility Study.

Carolee Kokola, AICP, LEED AP

Ordinance Review

University of Pennsylvania, Master of City Planning, including real estate coursework at The Wharton School
Northwestern University, Bachelor of Arts in Russian

American Institute of Certified Planners
U.S. Green Building Council; LEED Accredited Professional

LEED for Neighborhood Development (LEED-ND) Corresponding Committee member
U.S. Green Building Council, Chicago chapter member
National Trust for Historic Preservation, member
Congress for the New Urbanism, member
Active Transportation Alliance/Chicagoland Bicycle Federation, member
Women in Planning + Development, past board member
Chicago Photography Center, past president/board member

Carolee has a diverse background in urban design and planning, with a focus on sustainability. She is interested in encouraging urban infill, transit-oriented development, and historic preservation to revitalize urban areas and create more sustainable built environments. Her experience includes redevelopment plans for existing neighborhoods, downtowns, and commercial corridors, as well as form-based and traditional zoning codes to support reinvestment efforts.

Experience

Detroit Strategic Framework Plan, *Detroit, MI*
Evaluating current policies and practices, and developing recommendations for policies and initiatives addressing neighborhoods, community development, and housing; landscape ecology and open space; and environmental remediation. Currently leading research and recommendations addressing urban agriculture. Client: Detroit Economic Growth Corporation.

30th Street Industrial Corridor Economic Development Master Plan, *Milwaukee, WI*
Redevelopment concepts for a four-mile-long industrial corridor, focusing on key opportunity sites. Includes recommendations for resolving land use conflicts and improvements to the public realm. Client: City of Milwaukee Department of City Development.

North End Neighborhood Master Plan, *Detroit, MI*
Urban design, master planning, and urban infill project for a 400-acre residential neighborhood north of downtown Detroit. Master plan includes a new transit-oriented development on the neighborhood's edge and introduces residential and commercial development into the North End Neighborhood. Client: Detroit Local Initiatives Support Corporation.

Birmingham Transit District Area Plan, *Birmingham, AL*
Creation of urban design standards for new development and for public infrastructure along the identified bus rapid transit corridor. Developed standards in accordance with the City's ongoing form-based code effort for downtown Birmingham, for incorporation into the downtown overlay district. Included analysis of and recommendation to the draft form-based code. Client: Regional Planning Commission of Greater Birmingham

Energy Efficiency & Conservation Block Grant Planning
Wheaton, IL
Assisted City staff with development of a strategy meeting the goals of the US Dept. of Energy's EECBG program. The planning process included inventorying the City's energy usage practices, identifying constraints and opportunities, and evaluating various energy- and cost-saving strategies. Wheaton's strategy development process included collaboration with an ad-hoc citizens' committee.

Energy Efficiency & Conservation Block Grant Planning
Tinley Park, IL
Assisted Village staff with development of a strategy meeting the goals of the US Dept. of Energy's EECBG program. The planning process included inventorying the City's energy usage practices, identifying constraints and opportunities, and evaluating various energy- and cost-saving strategies. Tinley Park's strategy development process was led by municipal staff, who managed the local council approval process.

North Harbor Neighborhood Master Plan
East Chicago, IN
Urban infill master plan for a working-class neighborhood located on the border of East Chicago and Gary, IN. Master plan will include more than 800 residential units, 90,000 sf of retail and commercial development, the renovation of two city parks and a new community center. Completed a LEED-ND analysis to demonstrate the sustainable qualities of the design and to support the pursuit of a future LEED-ND application. Future phases for adjacent sites include redevelopment of the remaining public housing units, a school and recreational center, and retail and commercial development. Client: The Community Builders, Hispanic Housing Development Corp.

Installation Appearance Plans: Sustainability Recommendations, NAVFAC Midwest, Southeast, and Washington Districts
Development of site- and building-specific sustainability guidelines relating to the appearance of an installation, to conform with military site requirements. Incorporates recommendations for technologies and strategies that further the sustainability concepts addressed in the US Green Building Council's Leadership for Energy and Environmental Design rating systems, including LEED for New Construction (LEED-NC) and LEED for Neighborhood Development (LEED-ND), and the American Society of Landscape Architects' Sustainable Sites Initiative. Client: Naval Facilities Engineering Command (NAVFAC).

Revere Neighborhood Plan, *Chicago, IL*
Urban design and master plan for a residential neighborhood on Chicago's South Side. Master Plan focuses on infill residential development, streetscape improvements, and retail development opportunities along South Chicago Ave. Client: Comer Foundation/Revere Community Development Corporation.

Midwest Space Study, *Great Lakes, IL*
Urban design and space planning for Great Lakes Naval Station to increase the effective use of facilities, leading up to a master planning effort for the site. Client: Naval Facilities Engineering Command (NAVFAC) Midwest

Installation Appearance Plans, NAVFAC, Great Lakes, IL; Crane, IN; Millington, TN
Update and expansion of existing Base Exterior Architecture Plans for three Navy bases. Recommendations for signage, landscape, and prominent visitors' routes are emphasized, including creation of specifications for signage concepts to facilitate improvements. Client: Naval Facilities Engineering Command (NAVFAC) Midwest.

Jacob Dye

Planning GIS Specialist

MS, Urban Planning, University of Wisconsin, Milwaukee, 2004
BS, Natural Resource Management, University of Wisconsin, Stevens Point, 2003

Urban and Regional Information Systems Association (URISA)
GIS Colorado

Mr. Dye is a GIS Specialist with experience in Geographic Information Systems (GIS) analysis and database design. Jacob is experienced in projects involving water rights analyses, watershed supply and yield studies, river basin modeling, reservoir operation studies, floodplain and floodway analysis, geotechnical and groundwater analysis, high voltage transmission line and CO2 pipeline routing, GIS Quality Assurance, and FGDC documentation for GIS data. Mr. Dye responsibilities have specifically involved potable and non-potable water distribution system analyses using automated GIS methodologies, database management, GIS development for analysis of cost and design parameters for pipeline alignments and best management practices (BMPs).

Experience

Colorado Springs Utility, Inundation Mapping Quality Assurance, *Colorado Springs, CO*
Reviewed GIS database for attribute completeness, consistent locational data elements and definitions, and the creation of FGDC metadata. GIS database and documentation for Rampart Reservoir dam break inundation required by the Federal Energy Regulatory Commission.

City of Aurora, CO, 42-inch Gun Club Road Waterline
Aurora, CO
Assisted with mapping and cartography for design and construction of 4,500 feet of 42-inch steel waterline along the Gun Club Road (S.H. 30) right-of-way. Coordinated design issues with the City Capital Projects Division. Provided recommendations for existing and future development projects associated with the waterline.

Oklahoma City Water Utilities Trust, Atoka Pump Station Improvements Project, *Oklahoma City, OK*
Custom programmed GPS unit with ArcPad for evaluation of approximately 100 miles of 60-inch prestressed concrete cylinder pipe and six pump stations to increase pipeline capacity. Performed hydraulic modelling and detailed surge modelling using H2O Net software to determine maximum anticipated surge pressures in the system.

City of Greeley, Bellevue Pipeline - Farmer Segment, *Greeley, CO*
Assisted with mapping and cartography for day-to-day design of 35,000 LF of 60-inch diameter water line.

City of Greeley, Bellevue Pipeline- Fort Collins Routing Study, *Fort Collins, CO*
Assisted with mapping and cartography for the routing study of a 9-mile 60-inch potable water pipeline and final route selection. Applied GIS tools and theory (ArcGIS) and other computer analysis programs. Gathered data and constructed model.

City of Greeley, Bellevue Pipeline, Mulberry Segment, *Greeley, CO*
Assisted with mapping and cartography for existing utilities located in the proposed 60-inch pipeline alignment corridor. Coordinated efforts of the utility locating contractor in obtaining utility information from Qwest, the City of Greeley, City of Fort Collins, East Larimer County Water, U.S. Cable, Xcel, CDOT, Fort Collins Light & Power, Boxelder Sanitation District, Poudre Valley Rural Electric Authority, MCI, North Weld County Water District, and the Platte River Power Authority. Prepared review documents for Larimer County formal floodplain review process.

Colorado River Water Conservation District, Colorado River Basin Proposal Hydrology Study, *Glenwood Springs, CO*
Assisted with mapping and cartography for a preliminary study of hydrologic conditions and cost implications of Blue River pump-back alternatives.

City of Durango, Comprehensive Plan Update
Durango, CO
Analysed the existing water treatment facilities and treatment capacity as part of effort to update an existing Comprehensive Plan and improve capacity for future demand. Incorporated future land use scenarios and water demand data into H2ONet using GIS analysis.

Little Thompson Water District, Dry Creek Reservoir and Pump Station, *Berthoud, CO*

Assisted with mapping and cartography for the hydraulic evaluation and design of a 6,700-gpm raw water pump station and associated two-mile 24-inch pipeline that supplies water to the Carter Lake Filtration Plant. Pump station included energy dissipation facilities, bi-directional piping to allow filling the reservoir and pumping to the water plant, and a surge tank. Reviewed contractor submittals.

Denver Water, Moffat Collection System EIS, *Denver CO*
Assisted with mapping and cartography for third party consultations. Reviewed Denver Water PACSM model for adequacy in analysing hydrologic impacts of the project, interacting with DW staff to request modifications to model. Reviewed and analysed modelling results in order to summarize differences in hydrology with and without an alternative that involved expanded East Slope storage.

City of Greeley, Northern and Gold Hill Routing Study, *Fort Collins, CO*
Performed routing study for two new segments of a 60-inch potable water pipeline through the City of Fort Collins and assisted with final route selection. Used GIS tools and theory (ArcGIS) and other computer analysis programs. Provided data gathering, model construction, analysis, and documentation.

North Weld County Water District and East Larimer County, NWCWD/ELCO Water Transmission Routing Study #1
Fort Collins, CO
Provided GIS based vector and raster data analysis in the first phase of a study to route a 54-inch raw water transmission pipeline through the north Fort Collins area. Utilized database management systems in performing complex queries to amalgamate parcel easement and infrastructure replacement costs associated with pipeline construction. Developed database query tools to quickly identify least costly routing alternatives and least impact for environmental considerations. Developed and maintained project website for presenting project information for public input. Content included project maps and project descriptions.

Stephen J. Ensley

Planning GIS Specialist

BS, Environmental Conservation, Northern Michigan University
Minor, Geographic Information Systems,
Northern Michigan University
ERSI Certified ArcGIS II Training, Detroit, Michigan,
ESRI Certified Building Geodatabases Training, St. Paul, Minnesota

GISCO (Colorado GIS) Member

Mr. Ensley serves as a GIS Specialist within the Planning, Design and Development group at AECOM. He provides technical expertise and project support to AECOM offices across the Southwest and Mountain Region and he brings a well rounded professional and academic background to the firm with experience in Cartography, Remote Sensing, Database management and Environmental Sciences.

Experience

Bureau of Land Management (BLM) and Western Area Power Administration, Transwest Express Transmission Project EIS, *WY, CO, UT, and NV*
Built an analysis model in GIS to efficiently and automatically identify preferred transmission routes based on a variety of factors. This data was then used in a comparative matrix to refine route placement.

Power Company of Wyoming, LLC, Chokecherry/Sierra Madre Wind Farm, *Carbon County, WY*
Used the 3D Analyst extension in ArcGIS to run visual viewshed models that were used to assist in the placement of proposed wind turbines.

Tri-State Generation and Transmission Association, Xcel Energy, San Luis Valley/Calumet to Comanche Transmission Project, *San Luis Valley, CO*
Provided mapping and data analysis for a proposed transmission line from Alamosa, CO to Pueblo, CO.

Bureau of Land Management, BLM National Historic Trails Decision Support System, *AZ, CA, CO, NV, NM, UT, WY*
Built a database to contain GIS data that was collected to support several agencies in identifying and mapping designated historic trails.

Upper Peninsula Power Company, Escanaba River Survey Project, *Delta County, Michigan*
Created an inventory of structures within the maximum flood inundation limits. Produced a detailed database of residents, maps, and digital data.

Integrys Energy, Emergency Action Plan (EAP) GIS, *Various locations in MI and WI*
Converted existing hard copy and CAD data and maps to an extensive and interactive GIS database for use in EAPs for twenty-one hydroelectric dam projects in Michigan and Wisconsin. This work enabled the existing EAPs to meet current FERC requirements.

Michigan Department of Environmental Quality, Hoskins Manufacturing Remediation, *MI*
Used GIS analysis to display and organize a wealth of analytical data for a Michigan DEQ restoration project. GIS databases were created to manage soil, surface water and groundwater data.

Iron County, Michigan, Iron County Road Atlas/Road Numbering Project, *MI*
Assembled a geographic database and used a detailed cartographic display of data layers to create a road atlas.

Illinois Department of Transportation, Illinois US 50, *IL*
Utilized GIS data analysis and created a comprehensive geographic database to assist in a detailed feasibility study of 80 miles of highway in southern Illinois.

American Transmission Company, American Transmission Company GIS, *MI, WI*
Integrated GIS analysis and GPS data to assist wetland delineation on several power line and substation projects. Created site maps to assist in various engineering and survey related projects throughout Michigan and Wisconsin.

Consumers Energy, Consumers Energy Company GIS
Various locations throughout Michigan
Used GIS to assist in multiple aspects of several environmental site remediation projects. Created a user-friendly, interactive electronic deliverable GIS application for the client to utilize in data analysis, management, and field work.

City of Iron River, Michigan, Iron River Utilities GIS, *MI*
Created database and maps. pipe size, material, type, and other information from the water, sewer, gas & electrical lines were entered into the database and used to query, select, and display data.

City of Caspian, Michigan, City of Caspian Utilities GIS, *MI*
Created database of pipe size, material, type, and other information from the water, sewer, gas & electrical lines were entered into the database and used to query, select, and display data.

WE Energies, WE Energies Randolph Windfarm,
Columbia County, WI
Provided site selection information using GIS to assist in the development of a 100 megawatt, 66 turbine wind farm in Columbia County, Wisconsin. GIS data and maps were used to analyze factors such as property ownership, environmental conditions and terrain, as well as proximity to roads, power lines, and other utilities.

Marquette County, Michigan, Marquette County Remonumentation, *Marquette, MI*
Supported survey project by delivering project data is concise visual format to support field survey crews.

Iron County, Michigan Central Dispatch, Iron County E911 GIS Plan, *MI*
Provided mapping and data input for a data integration plan to support and facilitate the use of GIS for emergency response.

Carolyn Grisko

Community Involvement - Carolyn Grisko & Associates Inc.,

Bachelor of Arts in Speech & Performing Arts and Secondary Education, Northeastern Illinois University

American Association of Airport Executives
Public Relations Society of America
Human Rights Watch Chicago Committee
Leadership Greater Chicago Foundation Board member
American Marketing Association

Carolyn Grisko is president of Carolyn Grisko & Associates Inc., which she founded in 1995. For the last three years, Carolyn Grisko & Associates is named in the Holmes Report of PR Agencies, which it describes as “a boutique business that delivers impact out of all proportion to its size”.

Carolyn worked for Chicago Mayor Richard M. Daley for five years, beginning in 1990. As deputy press secretary Carolyn handled daily media contact and managed staff. She later ran a loaned executive program that leveraged expertise and millions of dollars in City services from the private sector and worked on special initiatives and legislative support campaigns, particularly on behalf of the City’s two major airports. Carolyn also managed the mayor’s 1995 re-election campaign.

In addition to the airport work detailed below, Carolyn has led outreach and/or communications programs for development initiatives at airports in Detroit, Baltimore and New Orleans.

Before entering government, Carolyn worked for 10 years as an award-winning political reporter, news director and news program host at Chicago Public Radio.

Experience

Chicago Department of Aviation
Jill McGee, (773) 686-4898
10510 W. Zemke Road, Chicago, IL 60666
Carolyn provides strategic counsel on multiple communications assignments as well as message development, speech and presentation writing, marketing initiatives, customer service research, videos and presentation and media training.

O'Hare Modernization Program
Michael Boland, (773) 462-7300
10510 W. Zemke Road
Chicago, IL 60666
Carolyn led communications and public outreach efforts in the suburbs around O'Hare to win support for passage of legislation leading to the O'Hare Modernization Program. She led a team that developed messages, strategy, presentations, newsletters, public meetings and public hearings. Under her leadership, CG&A organized business and civic organizations throughout the region.

Carolyn also spearheaded the communications and outreach elements of the federally-mandated EIS process for the O'Hare Modernization Program.

Friedman Memorial Airport Relocation
Federal Aviation Administration, NW Mountain Region
Cayla Morgan, (866) 835-5322
1601 Lind Avenue, S.W., Suite 250, Renton, WA 98057-3356
Carolyn handles public outreach and strategic communications for the relocation of Friedman Memorial Airport, which is currently in the EIS process.

Chicago Department of Aviation
Midway International Airport
Erin O'Donnell, (773) 838-0608
5700 S. Cicero Avenue, Chicago, IL 60638
Carolyn provides a number of communications services for Midway including communications planning, message development, and presentation and speech writing.

She developed and oversaw all community and media outreach efforts for the Midway Airport Terminal Development Program. She provided strategic planning for distribution of public information to media, project stakeholders and community/business organizations. The Terminal Development Program garnered positive press and community support, even during a lengthy construction process.

Canadian National Railroad
Parsons Transportation Group
Tony Pakeltis, (312) 930-5100
10 S. Riverside Plaza, 4th Floor, Chicago, IL 60606
CN Railroad's proposed purchase of the E&J rail line was approved by the federal Surface Transportation Board.

Carolyn and a CGA team are successfully garnered community and business support for the controversial project, which re-routed trains from Chicago and inner-ring suburbs to farther outlying communities from Waukegan to Gary, Indiana.

Christopher Stark

Market Analysis/GIS

Master of Urban Planning and Policy,
University of Illinois at Chicago, 2010
BS, Political Science, Bradley University, 2008

Christopher Stark joined AECOM Economics (formerly Economics Research Associates) in 2010. Prior to joining AECOM Christopher worked as an associate with Goodman Williams Group, a real estate market analysis firm focused on the Chicago Metropolitan region. Projects Christopher worked on in the Chicago metro region include downtown redevelopment plans, retail market & corridor studies, senior housing studies, Tax Increment Financing studies, transit & TOD planning studies and convention center redevelopment plans.

Experience

Downtown Redevelopment Plan, *Wilmette, IL*
As part of a team, Christopher worked on the feasibility and economic impact study for the downtown redevelopment for the City of Wilmette focused on the revitalization of the downtown with a focus on the downtown retail characteristics and transit-oriented development concepts.

Downtown Redevelopment Plan, *Rolling Meadows, IL*
This project involved evaluation of the existing Rolling Meadows downtown which has undergone fundamental shifts as the retail concentration in the region moved to more highly trafficked areas surrounding Woodfield Mall. This plan looked at how to best reposition the available retail space to best serve the local community and to recommend uses for key parcels.

McCormick Place Convention Center Redevelopment Plan, *Chicago, IL*
Working as part of a larger team, a feasibility study of various expansion options lead to a series of recommendations for how McCormick Place should look at current and future use of existing properties. This plan involved an in depth comparison of competitor convention centers nationwide to determine the strengths and weaknesses existing for McCormick Place and the surrounding area.

Motor Row Entertainment District Feasibility Study
Chicago, IL
Christopher's Masters Project focused on the feasibility for a sustainable and thriving entertainment district to develop in Chicago's historic Motor Row district adjacent to McCormick Place. The study looked at the existing demographic and governmental characteristics of the district to determine the potential hindrances to the district's development while drawing similarities to other entertainment districts near convention centers.

Senior Housing Projects, *Chicago Metro Region*
Participation in market studies related to proposed senior housing developments in communities in the Chicago region including Clarendon Hills, Arlington Heights, Lombard and Harvey.

Tax Increment Financing Studies, *Chicago, IL*
As an associate with Goodman Williams Group, Christopher worked on multiple studies evaluating existing and proposed TIF districts throughout the City.

Sarah Robinson, LEED AP

Economic Anaylsis

Masters in Urban Planning, Economic Development, University of Illinois- Chicago, 2006
Bachelor of Science in Architecture, University of Michigan, 2000

LEED AP
Member, former Secretary, Women in Planning & Development
Member, US Green Building Council
Member, University of Michigan Alumni Association

Sarah Robinson is a Senior Analyst in the Economics Group (formerly ERA) in AECOM's Chicago office. Sarah has a Masters of Urban Planning and Policy with an Economic Development specialization from the University of Illinois at Chicago, and a Bachelor of Science in Architecture from the University of Michigan in Ann Arbor. Ms. Robinson is a LEED Accredited Professional (LEED AP) through the US Green Building Council. In her work with AECOM Economics, she is able to balance principles of the LEED rating system with local market realities for clients interested in pursuing sustainability as an integral project component.

Ms. Robinson has valuable experience in market and feasibility studies, economic impact analysis, and related assessments. She has completed studies in a variety of market types and scales, ranging from rural communities to urban neighborhoods. Among her project experience includes neighborhood and downtown revitalization, strategic and master planning for industrial, office, retail, residential and mixed-uses. Ms. Robinson has worked with both public and private sector clients, in almost fifteen states across the US.

Experience

Genesee County CEDS, Genesee County, *MI*
AECOM was engaged by Genesee County, Michigan, to formulate a Comprenhensive Economic Development Strategy (CEDS) to promote economic growth. Ms. Robinson's work involved a thorough investigation of economic indicators for the county and state, benchmarked against comparable, industrial economies in the Midwest. Analysis revealed a highly integrated economy still focused upon the automotive industry and continuing to be impacted by its decline. Project recommendations focused upon an action-oriented economic development strategy with targeted growth in alternative energy component manufacturing, cloud computing and health care. Strategies to promote fiscal sustainability through public service consolidation were an integral part of the strategy.

Newport Chemical Depot, Vermillion County, *IN*
AECOM Economics was retained by Matrix Design Group to assess redevelopment opportunities of the Newport Chemical Depot, a 7,098-acre Government-Owned Contractor Operated (GOCO) facility in west-central Indiana, and the steps required to successfully implement the plan for its reuse. Project work included an IMPLAN analysis that quantified the economic impact to the region resulting from base closure, an assessment of the regional demographic and economic base, and an evaluation of industrial and commercial market factors. Redevelopment recommendations focused upon an economic development strategy that built upon the site's former use in chemical manufacturing, targeting large-scale users capable of capping potential contaminants on site. The economic development strategy will focus primarily upon energy with target users including biofuels and emerging clean coal technology in the form of an Integrated Gasification Combined Cycle (IGCC) plant. Other target uses include a testing site for emerging automotive hybrid and battery technologies, and farming in the form of agricultural land leases.

Wind Tower Market Assessment, US, Brazil, Mexico & Canada
AECOM was retained by a Spanish wind turbine tower manufacturer looking to expand into new markets. This two-phase project began with an assessment of manufacturing and assembly opportunities in Canada, Mexico, Brazil and the US. Phase two focused on regional and state-level opportunities for tower manufacturing and assembly in Nebraska, Iowa, Kansas, Missouri and twelve other states. In evaluating these opportunities, the project team explored: 1) installed wind energy and its future growth potential; 2) the existing OEM network; 3) state-level policies supportive of wind energy; 4) a comparison of state-level business incentives; and 5) statelevel labor efficiency measures including wages by occupation and unionization rates. Further elements of this project focused upon beneficial partnerships with regional economic development officials, logistics providers and turbine manufacturers.

Fort Monmouth Redevelopment Stragegy, *Monmouth County, NJ*
Fort Monmouth is a 1,100-acre base located in Monmouth County, New Jersey, that was recommended for closure in 2011. ERA was part of a project team retained by Fort Monmouth Economic Revitalization Planning Authority (FMERPA) to develop a master plan for the base's redevelopment. Ms. Robinson was tasked with analyzing demographic and economic conditions that would drive demand for office, industrial/flex, residential, retail, hotel and institutional uses on site, and with formulating an implementable strategy for its redevelopment. Final recommendations focused upon a long-term redevelopment strategy that combined residential, office and institutional uses—short-term and Enhanced Use Leases (EUL) were evaluated and recommended to enhance the marketability of Fort Monmouth to the private sector.

Camp Minden Development Strategy and Business Plan, *Minden, LA*
For the Louisiana Department of Economic Development, Ms. Robinson evaluated business development opportunities for 1,500 acres of a former US military facility (Camp Minden) in northwest Louisiana. ERA's economic development strategy focused upon industries that had growth potential based upon economic base conditions, would be synergistic with existing tenants, and could make use of existing military facilities. Recommended land uses included industrial in the form of military ordnance manufacturing, and a training facility in conjunction with the National Guard. A business outreach and financing strategy, marketing objectives, and implementation plan was created to guide long-term redevelopment at Camp Minden.

Southbridge Development Strategy, *Sioux City, IA*
For the City of Sioux City, Iowa, Ms. Robinson conducted a market study to guide an industrial/warehousing development strategy for 5,500 acres of vacant land south of the city. The project approach included interviews with public and private sector officials, a site analysis identifying its strengths and weaknesses in terms of accessibility and surrounding land uses, a demographic and economic base reveiew of business growth and development trends, and a real estate analysis focusing on manufacturing, warehousing and flex uses. Project recommendations identified target industries with growth potential including agribusiness and wind enegy, a phasing plan for land acquisition, and incentives to optimize market opportunity.

SECTION 2: AECOM Experience

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AECOM partners with clients to expand the depth and capabilities of their team as needed. From concept development through financial closing and development implementation we will work collaboratively with you to leverage the potential of your assets and how to best position to achieve near- and long-term objectives.

AECOM is a global professional services firm providing integrated design, planning, engineering, environment and program management services to broad range of markets. Formed from some of the world's leading consultancies, including EDAW, DMJM H&N, ERA and many more, we are configured to address the complex challenges facing our clients as they embark on projects involving land, community or infrastructure. Our purpose is to enhance and sustain the world's built, natural and social environments.

AECOM's presence spans 100 countries with the skills of 55,000 dedicated and specialized professionals. We focus this expertise as needed for projects of all scales, assembling the combination that best suits the individual task and site. We blend global knowledge, local experience, technical excellence, innovation and creativity to offer our clients unparalleled possibilities.

How will we design the smart cities of the future? How will we manage and conserve natural resources? How will we reimagine infrastructure? How will we mitigate climate change? AECOM is making deep connections across disciplines to forge new responses for a complex world. Our project teams can address every layer of a site and every phase of its development through a collaborative, systemic approach. Our work bridges grey infrastructure and green infrastructure, land and buildings, economy and ecology, society and nature.

AECOM capabilities include:

- Architecture
- Building Engineering
- Design + Planning
- Economics
- Energy
- Environment
- Government Services
- Program + Construction Management
- Transportation
- Water

Carolyn Grisko & Associates Inc.
Carolyn Grisko & Associates Inc. (CG&A) is a strategic communications firm that provides an intelligent approach to public relations, public affairs and marketing. We help our clients achieve their goals by delivering targeted messages through new and traditional media outreach, comprehensive grassroots campaigns and innovative marketing and branding strategies.

As an experienced, mid-sized firm, CG&A is uniquely positioned to tailor solutions for both the public and private sectors, and often serves as the bridge between them. Their clients run the gamut from Fortune 100 corporations to government agencies and nonprofit organizations.

CG&A has the right tools to navigate the landscape and develop strategic, flexible plans. Blending new and traditional communication methods to fully engage your audience. They have won numerous awards for our creativity and effectiveness.

CG&A is powered by unique backgrounds and diverse experiences that complement our clients' expertise. Through close collaboration, we seamlessly integrate with your team to elevate and reach your goals.

CG&A's success in the public affairs arena is enhanced by their relationships with government, corporate, community and civic leaders. CG&A has a long history of gaining support from community and advocacy groups – a track record that has been integral to successful campaign and project implementation.

DuPage County Strategic Transit Plan Update

DuPage County, Illinois

The purpose of the Strategic Transit Plan Update is to review the DuPage Area Transit Plan 2020 to ensure it continues meeting the future needs and expectations of the community. The Plan was last completed in 2002, and requires a reassessment of its program of improvements to reflect current needs and priorities.

A new planning horizon will be discussed with community leaders, however, based on past practices, the horizon year likely should be extended to 2025 or 2030. The Plan update will consist of a number of activities including reviewing and revising baseline conditions, initiating and managing a community outreach program to determine if goals, objectives and priorities have changed; and modifying, as necessary, the recommendations from 2002. In addition, we will develop new project priorities accompanied by an implementation timetable to determine if our updated program of recommendations is realistic and financially supportable.

Our approach is consistent with previous Plan efforts, to include a combination of market analyses and community outreach efforts to identify needs, issues, and opportunities; developing service options, strategies and concept scenarios; and preparing a draft plan and implementation strategy for public review.

AECOM has started with a review of the previous plan - its demographic forecasts, baseline transit inventory et al., and then updating these data as necessary to establish a new inventory of information. The approach includes a significant effort of public outreach. The identification of needs, issues and opportunities will be derived through these preliminary activities, and lead to a new recommended system plan, which will incorporate both previous and new concepts.

Update 2002 county plan

Identify transit needs and issues

Currently Underway

Reference:
DuPage County
Mark Avery, Planning Division Manager
Jack T. Knuepfer Admin Bldg.
421 N. County Farm Road
Wheaton, IL 60187
Ph. 630.407.6881

Economic Impact Study of North DFW/Grapevine Property

Dallas and Fort Worth, Texas

AECOM was retained by the Dallas Fort Worth Airport to identify a preliminary real estate development program for potential development of 1,100 acres of Airport property on the northern side of DFW Airport. We estimated potential fiscal and economic impacts of development alternatives for the identified property, understanding economic and tax impacts attributable to the Dallas Fort Worth Airport Authority, the owner cities of Dallas and Fort Worth, adjacent jurisdictions including Grapevine, Coppell, Irving, and Euless, and American Airlines.

We evaluated two development scenario programs for the property, including a destination tourism driven strategy and a corporate office and logistics-driven strategy. The approach was built around planning factors (potential density and distribution of land use), economic / investment performance factors (rents, return expectations), factors relating to employment density, and AECOM experience with similar projects. Proposed development programs included estimated square footage of development by use (office, hotel, entertainment, residential, etc.).

Economic impacts included direct and indirect effects, as well as fiscal impacts (property tax, sales tax, and hotel occupancy tax). Airport related impacts considered revenues from ground leases / operating rent, landing fees, concessions, and airport revenues. The end results were used to inform long-term policy decisions regarding use of airport property.

Airport adjacent development

Understand mix of uses

Airport related impacts

Economic benefits of airport linkage

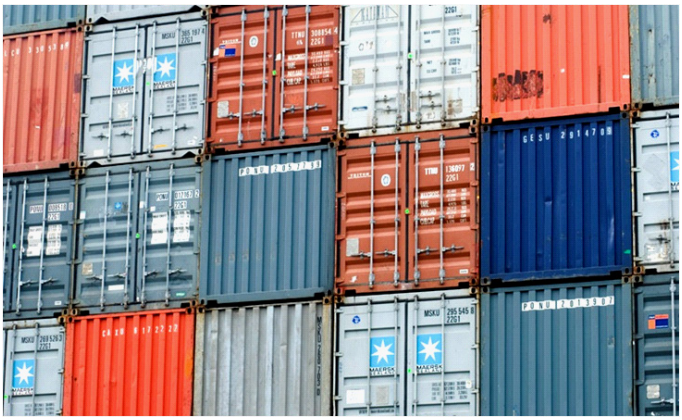
Reference:
DFW International Airport
John Brookby, Assistant Vice President, Commercial Development
3200 East Airfield Drive
DFW Airport, TX 75261
Ph. 972.973.4660

Will County Inland Port Impact Study

Will County, Illinois

AECOM was selected by the Will County Center for Economic Development to provide an analysis of the community and economic development impacts of Will County's emergence as a global inland port. The County's success in attracting the logistics industry has been an important driver of its recent economic success, as evidenced by substantial recent population and employment growth, as well as dramatic industrial space development, and corresponding increases in freight volumes. When compared with the nation's top maritime ports, Will County would rank among the top five in terms of Twenty-foot Equivalent Units (TEUs) handled (about 3 million) in 2008.

Unlike maritime ports, the Will County inland port is more dispersed; there is no single port authority or other entity providing coordinated investment and operational direction. Industrial parks and distribution facilities have located at multiple locations throughout the northern portion of the County, benefiting from existing rail infrastructure that was already in place, proximity to the Chicago market, and available land to develop private modern intermodal faculties that support the demands of a global supply chain. At the same time, this build-out of privately-owned logistics has generated negative impacts which are often borne by community residents. Traffic congestion is one example, and the recent 2030 Transportation Plan has identified the congestion in the northern part of the County as an issue critical to the region.



With this in mind, the AECOM study approach was built around the following work efforts:

- A detailed cluster analysis of the transportation sector, covering both its growth over the past 10 years, as well as its linkage to the broader county economy.
- The cost/benefit of inland port development to the County and local units of government.
- The benefits derived by existing business and industry by being in close proximity to port facilities.
- A complete accounting of the traffic impacts related to the inland port, including the consequences of the continued under-funding of the transportation infrastructure in the county.
- A clear understanding of countywide shared costs, including traffic congestion and pollution and the benefits derived by specific communities through taxes and fees.

Economic development opportunities

Infrastructure requirements

Traffic and congestion impacts

Reference:
Will County Center for Economic Development
Alicia Hanlon
116 N. Chicago St., Suite 101
Joliet, IL 60432
Ph. 815.774.6064

Freight System Analysis and Economic Development Strategy

Rockford, Illinois

AECOM was engaged by the Rockford Metropolitan Agency for Planning to evaluate the regional freight transportation system in Rockford, encompassing the transportation infrastructure and facilities including the Rockford airport, proposed rail consolidation to the east of the airport and track systems within 3 to 5 miles, and major arterial highway connections to I-39, I-90, Highway 20, and Illinois Route 251. The team examined the entire logistics network to identify strategic transportation investments and operating practices to support industrial and economic development in the region.

As part of the overall scope, AECOM also evaluated existing economic linkages across the northern Illinois freight transportation network. Work efforts included:

- Assessment of current economic linkage between transportation industries and the broader economy, as well as analysis of how these ties have evolved.
- Identification of strategic investments in freight transportation infrastructure within the region which have the potential to fuel job growth.

Economic development metrics were used to assess the linkages between transportation industry segments and the broader economy centered upon Rockford. This effort included a detailed analysis of the IMPLAN economic impact model system, a review of Rockford area transportation infrastructure and shipper locations, and a case study analysis of three major domestic logistics hubs with comparable characteristics to Rockford. The study builds upon prior work completed during a rail construction study undertaken for the City of Rockford by Dr. Hutchins. The previous work examined rail access to industrial sites, infrastructure conditions, and realigned rail operations to more effectively balance rail transportation within an urbanized area.

Link between transportation industries

Strategic freight investments

Link to Rockford Airport

Industrial and Economic development

Reference:
Rockford Metropolitan Agency for Planning
Gary McIntyre, Planner
313 N Main St
Rockford, IL 61101-1018
Ph. 815.987.5638

Countywide Economic Development Strategy

Flint and Genesee County, Michigan

AECOM was engaged by Genesee County and the City of Flint in 2009 to complete a Comprehensive Economic Development Strategy (CEDS) for the entirety of Genesee County. Core goals of this CEDS strategy were to:

- Secure federal funding for economic development projects that benefit the entire county.
- Recommend short-term strategies to retain jobs, along with mid-term strategies to reignite job creation, with a focus on advanced manufacturing and renewable energy.
- Focus strategic thinking on economic development

We conducted interviews with elected leaders, non-profit / medical and educational institutions, chambers of commerce, downtown interests, economic development agencies, and key local employers. On the public and institutional side, the focus was on perceived opportunities and needs; on the private side, the interviews focused on connections and linkages between industries, and relationships to transportation and logistics infrastructure.

Demographic, economic, and policy factors that will influence economic opportunities in Genesee County were also studied. The approach considered strengths, weaknesses, opportunities, and threats, along with an overview of broader economic forces in play around the county, region, and country. The effort also considered other counties across Michigan, the Midwest, and the country that could be appropriate benchmarks for comparison. Areas of analysis included:

- Demographic and economic base factors
- Real estate market trends
- Logistics and infrastructure framework for county
- Fiscal and policy considerations
- Future trends

The above efforts were used to frame an objective sense of the countywide economy, and to clarify perceptions regarding strengths, weaknesses, opportunities, and threats that will influence the entire county moving forward.

Secure federal funding

Short-term job strategies

Strategic thinking on economic development

Reference:
Genesee Chamber of Commerce
Keith Edwards, Senior Development Director
519 S. Saginaw Street, Suite 200
The Mott Foundation Building
Flint, Michigan 48502
Ph. 810.600.1431

Glenview Naval Air Station Water System Evaluation

Glenview, Illinois

The Glenview Naval Air Station, located entirely within the corporate limits of the Village of Glenview, was closed by the military and then subsequently incorporated into the Village. In 1994, AECOM performed a study to assess the existing Air Station's water system and evaluate the integration of this system with the Village's system.

AECOM has been providing services for the Village of Glenview's water system since 1939. In 1990, the system served approximately 60,000 people and there were nearly 200 miles of transmission and distribution mains. Until the mid 1970s, portions of the Village were obtaining their water from private water utilities. Since that time, the Village constructed a two-zone distribution system. In 1980, we prepared a master plan and performed numerous Hardy Cross analyses of this system and recommended and designed all of the improvements required to deliver Lake Michigan water to the areas formerly served by well water. We also designed interconnections between the two zones so that if the pressure drops below a certain level, water will flow from one system to the other. In 1989, we were authorized by the Village to update the 1980 Master Plan. This study investigated the ultimate development of the Glenview Naval Air Station, the extension of service to communities on the west side of the Village, and projected growth and water usage through the year 2020. This study was completed in 1990.

The study made recommendations regarding the water supply system in two time periods. The immediate recommendations included improvements to maintain the existing Air Station system in operation by modernizing several key elements and tying control into the Village's SCADA system.

In the long term, a Hardy-Cross Analysis of the Air Station's distribution system, when integrated with the existing Village distribution model, indicated that several improvements were necessary to provide for the ultimate residential, commercial and light industrial development which the Village had planned for the Naval Air Station property. These included expansion of the distribution and pumping system, as well as locating the Naval Air Station property in the west zone of the Village's two pressure zone system. The Kentucky Pipes program was utilized on this project. Cost estimates were prepared for each alternative.

Evaluate infrastructure after base closure

Understand shift in demand

Assess impact on the broader village

Reference:
Village of Glenview
Mr. Christopher D. Clark
1225 Waukegan Road
Glenview, IL 60025
Ph. 847.904.4375

CenterPoint Intermodal Center

Elwood, Illinois

AECOM recently provided Program Management and Special Village Engineering services for the CenterPoint Intermodal Center which was under construction on the old Joliet Arsenal site. When completed, the industrial park will feature up to 17 million square feet of modern industrial space and cross-dock facilities adjacent to a 621-acre multi-modal rail facility. The Arsenal, developed by the U.S. Army in the 1940s as a manufacturing plant for TNT and related materials, was decommissioned and abandoned in 1976.

AECOM's duties as Program Manager include coordinating the design (performed by others) of approximately $32 million in water and wastewater infrastructure to serve both the Intermodal Center and the adjacent Village of Elwood. These facilities include:

- A 1.3-mgd (expandable to 4.5-mgd) wastewater treatment plant
- Outfall sewer
- Manhole rehabilitation in the Village
- Approximately 40,000 lineal feet of sanitary and storm sewer with lift stations
- A 3 mgd water softening plant
- Rehabilitation of two existing deep sandstone wells
- Approximately 40,000 lineal feet of 8- to 16-inch diameter water main

AECOM's responsibilities also include assistance in obtaining required permits, construction observation of the above facilities, and plan review and construction observation of many of the Intermodal Center facilities.

Program manager for system improvements

Oversight of infrastructure systems

Redevelopment of former arsenal property

Reference:
Village of Elwood
Ms. Pat Buchenau
401 E. Mississippi Ave
Elwood, IL 60421
Ph.815.423.5011

Port San Antonio, Multimodal Port and Value Added Logistics Park

San Antonio, Texas

The Greater Kelly Development Authority was established in 1996 as a result of the closure of the existing Air Force Base in order to manage and develop the remaining assets in land, buildings and equipment. Kelly USA consequently incorporates nearly 2,000 acres of land with direct interstate access, while adjoining a 11,500-foot runway and a major rail yard. The existing development further incorporates approximately 9 million-sq-ft of leased space including aviation/aerospace, manufacturing and warehousing facilities. This is complemented by adjoining residential, commercial and civic buildings, which include structures of historic interest and large green areas.

Consequently, Port San Antonio has been successful over the six years in converting the existing base to an industrial-commercial park. However, as a result of the accelerated changes in the world economy, the evolution of NAFTA and the migration of United States industry southwards, Kelly USA is in the process of recreating itself.

As part of this process, the new Port San Antonio needs to address these new trends in order to act as a catalyst for economic development in San Antonio and the surrounding region. In order to address these trends, a new approach has been taken in the recreation of existing transportation and logistics locations. This involves the definition of competitive strategies and Master Plans which can be implemented by using a diverse business approach, including Public Private Partnerships (PPPs). An additional focus has been the creation of environmentally friendly solutions.

This approach has both been adopted by the public agencies and multinational corporations as part of a renewed “green” focus, which includes the implementation of ISO 14001 programs.

The development of Port San Antonio according to a master plan considers both immediate and long term functional needs. This is achieved a number of integrated platforms whose functions can be expanded according to specific market needs. These incorporate:

- An air platform, providing the capabilities to accommodate both aviation and aerospace activities, with the landside and airside infrastructure required to accommodate large widebody aircraft such as the C5 and A380.
- A rail platform, with the ability to handle international freight within a secure and bonded environment with direct access to major sea and inland ports.
- A road platform, which enables an efficient movement of freight on an LTL and FTL basis, while capitalizing on the NAFTA corridor.
- A value added logistics platform, which enables manufacturing, customization, storage and distribution to be performed integral to the transportation functions within a FTZ (Free Trade Zone) environment.
- An Integrated Support Services platform, incorporating a worldclass Information Technology and Communications (IT&C) infrastructure serving each of the functional areas, in addition to addressing human resource needs such as education and training.
- A mixed use platform, which incorporates office, residential, retail, recreation/cultural and historic areas in addition to those dedicated to value added logistics functions.

The Master Plan further addresses the needs to create a sustainable – green development which is to be implemented, while both meeting economic objectives, and creating individually viable opportunities.

Internationally competitive

Diverse market base

Air and rail logistics platform

Reference:
Real Estate Development
Terry Britton, Senior Vice President
907 Billymitchell Blvd.
San Antonio, TX 78226
Ph. 866.535.5987

Movement of Containers in Canada

Canada

Transport Canada (Policy Area) wished to obtain a detailed review of the flow of containers in Canada in support of identifying areas of concern for shippers and the reason for shortages of export containers in certain areas of Canada. Since the use of containers within the Canadian transportation system is such a major force on both the import, and now the export, economics of Canada, it was important to understand and analyze these impacts. This review was done, not only from a domestic viewpoint, but also from a global perspective since most of the containers are of international ownership.

AECOM was engaged specifically to study this flow which occurs primarily by rail, and determine the reasons why such shortages have occurred. We worked with both CN and CP and subsequently analyzed the relevant data. Of prime importance in this study was understanding the drivers of rail service and the economic and market forces which are at work.

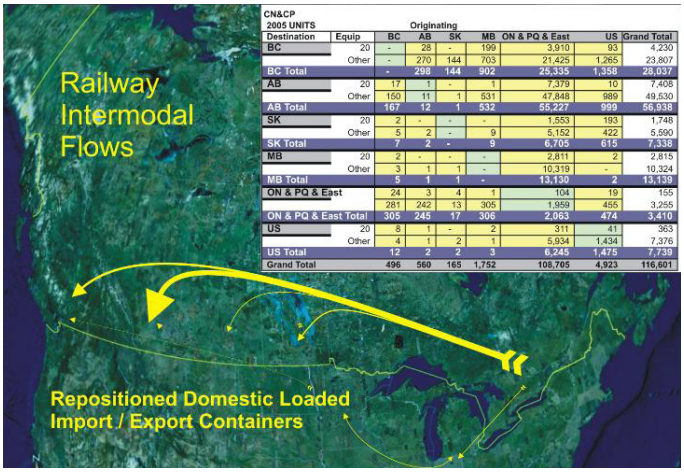
This was the first study undertaken in many years which obtained accurate and confidential industry data on the flow of containers within Canada. In the process it dispelled many of the myths surrounding the cause and effect for container flow. In addition, the issues driving the container flows and a number of proposed solutions were included in the study.

Understand global container flows

Impact on US markets

Work with CN & CP Railroads

Reference:
Transport Canada - Ottawa
Monica Blaney
330 Sparks Street
Ottawa, Ontario K1P 5H9, Canada
Ph. 613.949.4156



CN&CP
2005 UNITS

Destination	Equip	Originating BC	AB	SK	MB	ON & PQ & East	US	Grand Total
BC	20	-	28	-	199	3,910	93	4,230
	Other	-	270	144	703	21,425	1,265	23,807
BC Total		-	298	144	902	25,335	1,358	28,037
AB	20	17	1	-	1	7,379	10	7,408
	Other	150	11	1	531	47,848	989	49,530
AB Total		167	12	1	532	55,227	999	56,938
SK	20	2	-	-	-	1,553	193	1,748
	Other	5	2	-	9	5,152	422	5,590
SK Total		7	2	-	9	6,705	615	7,338
MB	20	2	-	-	-	2,811	2	2,815
	Other	3	1	1	-	10,319	-	10,324
MB Total		5	1	1	-	13,130	2	13,139
ON & PQ & East		24	3	4	1	104	19	155
		281	242	13	305	1,959	455	3,255
ON & PQ & East Total		305	245	17	306	2,063	474	3,410
US	20	8	1	-	2	311	41	363
	Other	4	1	2	1	5,934	1,434	7,376
US Total		12	2	2	3	6,245	1,475	7,739
Grand Total		496	560	165	1,752	108,705	4,923	116,601

Economic and Fiscal Impact Study: Metropolitan Airports Commission

Minneapolis, Minnesota

AECOM conducted a multifaceted study to forecast a range of economic and fiscal impacts generated by alternative scenarios for new airport construction in the Minneapolis/St. Paul metropolitan area. The Metropolitan Airports Commission had identified three alternatives: an expansion at the current airport facility; a new airport several miles away; and a no-action alternative. The analysis defined the extent of economic and fiscal impacts on differing regions, including the State of Minnesota, the metropolitan region, and a multi-state service area over a 20-year period. The study also identified the potential for related real estate (induced) development that could occur under each alternative. The multi-faceted analysis evaluated historic, current, and forecast real estate and socio-economic trends in the Minneapolis/St. Paul area; historic real estate development patterns in the metro area and case studies of real estate development patterns surrounding other major airports in the U.S., including Dallas/Fort Worth and Denver. These efforts led to conclusions regarding the extent to which new airport construction serves as an impetus for new business creation in a region. The assessment also considered how changes in the economics of commercial air travel in the U.S. since the 1970's have impacted air travel and related impacts. The study was used by local authorities to ultimately justify expansion of MSP, rather than consider construction of a new airport in rural Dakota County.

Real estate impact of airport proximity

Case studies of other major airports

Basis for expansion of MSP

Park Hill Industrial Corridor Implementation Strategy

Louisville, Kentucky

AECOM led a multi-disciplinary planning team to develop the implementation strategy which aims to redefine a 1,400-acre industrial area and stimulate job creation in West Louisville. Located near downtown Louisville, the University of Louisville, and regional transportation infrastructure, the Park Hill area has many assets and opportunities despite past disinvestment and employment loss.

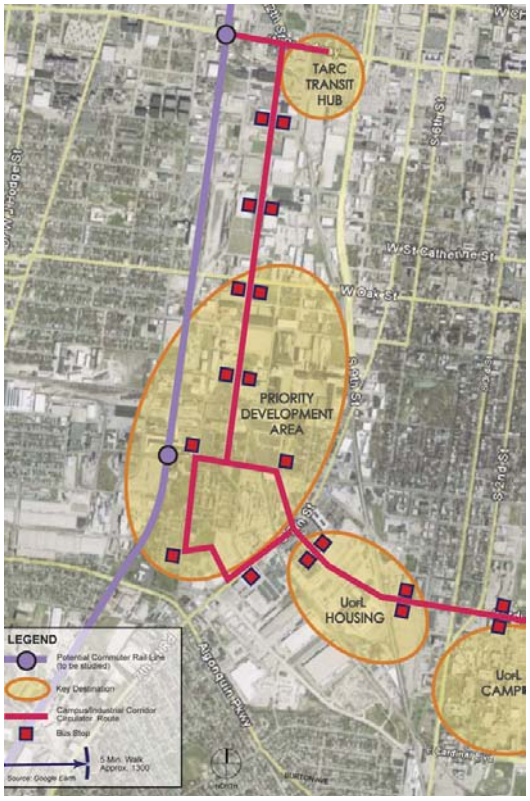
The Implementation Strategy integrated market analysis with input from corridor stakeholders, national developers and the work of prior studies to provide a specific road map for repositioning Park Hill as the center of the regional "green economy". The strategy addresses practical infrastructure improvements, strategic partnerships, redevelopment and infill development opportunities, land use changes, the contemporary amenities needed in a sustainable employment center and recommends ways to connect new businesses with the local work force.

Comprehensive stakeholder engagement

Proposed transit corridor

Redevelopment of catalyst sites

Reference:
Louisville Metro Economic development Department
Susan Hamilton,
444 South 5th Street, Suite 600
Louisville, KY 40202
Ph. 502.574.4140



Sunset Park Comprehensive Vision Plan

New York, New York

New York City has rezoned almost 20 million square feet of industrial space in the past eight years. This project explored how to create a viable model of urban industry in which goods are produced near where they are consumed while being made out of as much of the City's waste stream as possible by workers in nearby communities. The plan included green industrial policy and infrastructure investment spanning rail, marine, and industrial building renovations, as well as the establishment of waste-to-profit exchange networks, advanced recycling industries, and workforce development institutions.

Currently, the Sunset Park Industrial Business Zone is a 2.5-mile long stretch of waterfront land located in Southwest Brooklyn, home to 1,200 firms which employ over 20,000 people. The working waterfront gets its name from the adjacent Sunset Park neighborhood of 120,000 residents; however, it is physically severed from the community by a six-lane elevated highway limiting public access to the water's edge. The waterfront itself is one of the best deep-water ports in the New York Harbor with heavy rail infrastructure, barge and ferry access, and direct connections to the aforementioned highway.

20 million sqft of industrial space

Industrial ecology principles

Physical and policy strategies

Multi-modal

Reference:
New York City Economic Development Corporation
Nathan Bliss
110 William Street
New York, NY 10038
Ph. 212.312.4263

The goal of the vision plan was to develop physical and policy strategies that reconcile incompatibilities between urban industry and public access to the water while also constructing guidelines for sustainable industrial operations. The vision plan incorporated a number of past and concurrent plans with major infrastructure impacts on the area, creating a variety of moving parts. AECOM assembled an integrated team of economists, engineers, sustainability experts and designers to collaboratively deliver recommendations adaptable to the host of issues that will change over time.

These recommendations included the widespread application of industrial ecology principles including the identification of near-term waste-to-profit exchange networks intended to maximize resource use efficiency and profit while minimizing environmental burden. Strategies were advanced to link sustainable industrial clusters with diversified freight movement infrastructure permitting responsible operations while reducing congestion and pollution. Monitoring and performance metrics were recommended to keep track of progress at scales ranging from the product to the agglomerate industrial waterfront zone. In summary, the recommendations will foster a model of regenerated urban industry along with its associated infrastructure integrated with public realm enhancements – a vision of how industry can become a better urban neighbor.

30th Street

Milwaukee, Wisconsin

AECOM is part of a team has been commissioned by the City of Milwaukee to develop an Economic and Physical Development Master Plan for the 30th Street Corridor on Milwaukee's North Side. The Master Plan will guide future development and identify specific projects and actions that will be undertaken to support that development. The purpose of the Economic & Physical Development Master Plan is to create and communicate a long term vision for returning the corridor to a major business and jobs center. The plan will provide policies based on shared values that will shape the character of development and will outline an implementation program. It will identify three physical actions, programs, and policies instrumental in making employers want to stay or expand in the area or move into it.

AECOM role will be to develop a detailed land use plan and develop a physical master plan focusing on retail, commercial, high technology and light manufacturing. The team will also examine freight, truck and rail movement within the Corridor and provide design sensitivity to the residential edges that border the entire Corridor. Other components of the Economic Development will include: location specific land use and zoning changes, site assemblage, environmental remediation, infrastructure improvements, responsible parties, funding sources, priorities and timelines for all of the previous items.

Long term vision

Freight, truck + rail movement

Economic development

Reference:
Milwaukee Department of City Development
Michael J. Maierle
809 N. Broadway
Milwaukee, WI 53202
Ph. 414.286.5720

Detroit Projects

Detroit Works Project and North End Neighborhood Masterplan

Detroit Works Projects
AECOM has been invited by the City of Detroit to be part of a team that is developing a master plan for Detroit. The AECOM will focus on developing District and Neighborhood master plans, including developing a land use strategy for the community around Coleman Young International Airport. The plan will also incorporate a recently completed Sub Area masterplan for the Detroit North End Neighborhood.

North End Neighborhood Masterplan
AECOM's urban and neighborhood revitalization strategy is focused on balancing three diverse Sub Areas that sought to promote new high tech industries; high-density, mixed-use transit oriented development; and residential infill. This neighborhood has been identified by the City of Detroit to redevelop as the city reinvents itself.

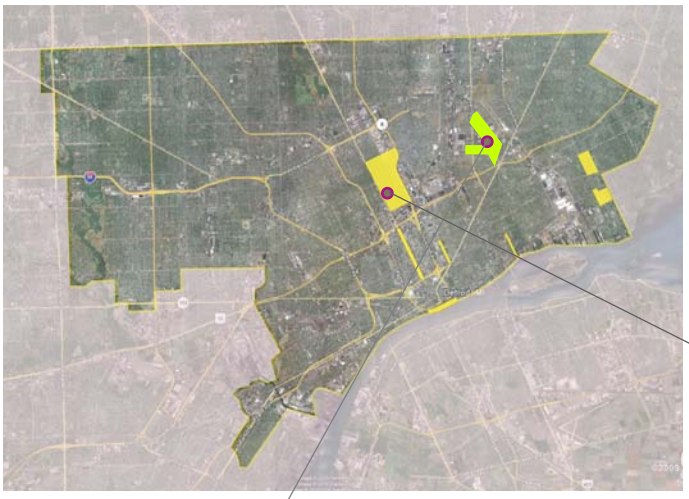
Airport community

Industrial neighborhoods

Transit oriented development

Land use strategy

Reference:
Urban Planning and Design for the American City
Toni L. Griffin
1180 Raymond Boulevard, Suite 20G
Newark, NJ 07102
Ph. 202-679-7668



Coleman Young International Airport

Sub Area I

Transit Oriented Development

Sub Area II

High Technology District

Sub Area III

Neighborhood Revitalization

Industrial/Commercial Revitalization Masterplan

Elk Grove Village, Illinois

AECOM was engaged as part of a larger consultant team to work with the Village of Elk Grove to update the 1998 Industrial/Commercial Revitalization Master Plan for the 5.4 square mile industrial area located immediately west of Chicago's O'Hare International Airport. The revitalization plan had to consider opportunities for redevelopment of vacant or underutilized property, and evaluate the impact of alternative alignment proposals for the planned Elgin O'Hare Expressway, the western by-pass, and proposed western terminal expansion. Several existing corridors through the business park were evaluated, including Higgins Road, Devon Avenue, and Thorndale Avenue.

AECOM evaluated demographic trends for the community and studied office and industrial real estate market conditions for Elk Grove Village and adjacent sub markets in Bensenville and Franklin Park. Historic trends regarding changes in inventory, lease rates, and occupancy were considered, and benchmarked against regional data for perspective. Industrial market data for the O'Hare area was also benchmarked against other industrial areas in the region, including more recent projects in Will County. The real estate market analysis is being used to inform judgment regarding opportunities for infill redevelopment across the study area.

5.4 sq mi

industrial area

west of Chicago O'Hare International Airport

Miami Intermodal Center Joint Development Market Analysis Update

Miami, Florida

AECOM served as the market and real estate advisors to the prime consultant on behalf of the Florida Department of Transportation (FDOT) District VI region since 1994, on real estate market analysis and development programming and planning for the Miami Intermodal Center (MIC). The MIC is a 1.4 million-sq-ft, multimodal transportation center proposed for a site adjacent to Miami International Airport. Multiple market analyses have been prepared over the past 14 years to quantify the extent of supportable joint commercial development for the MIC core and associated off-site development for this strategic location in central Miami-Dade.

The market analyses have identified the project's highest and best use opportunities within the context of the MIC's primary function as a transportation center. A key objective has been to test appropriate commercial uses to generate a recurring revenue stream and yields for FDOT in the form of ground leases or other mechanisms as a means of offsetting some portion of the costs associated with the MIC. Market analysis updates have been prepared in 1995, 1998, 2001-03, and 2007-08. In 2001, AECOM also conducted a series of interviews with local and national developers to inform subsequent preparation of a developer Request for Proposals. In 2003, AECOM tested hypothetical revenue yields to FDOT from a range of uses identified in previous program planning models.

Moving forward to 2010, the rental car area of the MIC plan was built, with final delivery of the full plan anticipated by 2015. The FDOT is responsible for its delivery and has placed an AECOM-led consultant management team in charge of planning, designing, and preparing construction documents for the project.

Market for airport related real estate development

Transportation /intermodal connections

Joint development opportunities

Selected Rate Study Experience

Evaluation of North Maine Water and Sewer Utilities for the Village of Glenview, Glenview, Illinois
AECOM prepared a financial evaluation and a reproduction cost new less depreciation value study for both the water and sewer utilities for this separate utility system owned by the Village of Glenview. This project was completed in 2008. Project Team: Mike Winegard, PE; Chad Laucamp, PE

Water Metering Supply, City of Battle Creek, Michigan
AECOM recently performed a detailed evaluation of the city's existing water metering, meter reading, billing and customer service processes. We conducted an on-site audit of key functional areas to map the key business processes that are impacted and assess the conduct of business practices with a focus on personnel organization and performance. We provided an analysis of available vendors and technologies for selection of implementation strategies that will enhance the city's processes. A benefits analysis was also performed that identified and quantified various plans for a future meter reading and billing improvements project. This analysis included an evaluation of alternatives for operational savings and revenue enhancement. This project was completed in 2008. Project Team: Mike Winegard, PE; Chad Laucamp, PE

Water Fund Cost-of-Service Study, North Park Public Water District, Machesney Park, Illinois
AECOM performed a review of existing and anticipated expenses including debt service and capital improvements program for a five year period to determine if existing water rates would provide sufficient revenues. Reviewed the cost-of-service for the various rate classifications to determine if costs were equitably distributed among customer classifications and made recommendations for new rates, which included system development and volume charges. This project was completed in 2007. Project Team: Mike Winegard, PE; Chad Laucamp, PE

Water Fund Cost-of-Service Study, City of Battle Creek, Michigan
AECOM reviewed existing and anticipated expenses including debt service and capital improvements program for a five year period to determine if existing water rates would provide sufficient revenues. Also reviewed cost-of-service for the various rate classifications to determine if costs were equitably distributed among customer classifications and made recommendations for new rates, which included readiness-to-serve charges, as well as volume charges. This project was completed in 2006. Project Team: Mike Winegard, PE; Chad Laucamp, PE

Sewer Fund Cost-of-Service Study, City of Battle Creek, Michigan
AECOM reviewed existing and anticipated expenses including capital improvements program for five year period to determine if the existing sewer rates would provide sufficient revenues. Study included cost-of-service evaluation to determine if costs were equitably distributed among customer classifications. This project was completed in 2002. Project Team: Mike Winegard, PE; Chad Laucamp, PE

Financial Feasibility Study, Central Lake County Joint Action Water Agency, Lake Bluff, Illinois
AECOM conducted a financial feasibility study for issuance of $34 million in bonds to finance improvements. Review of financial audits, construction estimates, and bond ordinance requirements to determine feasibility of financing project. This project was completed in 2002. Project Team: Mike Winegard, PE

Additional Airport Studies

Economic and Community Impact of California Airport System, State of California
Client: State Of California Department Of Transportation Aeronautics Division
The State of California Department of Transportation's Aeronautics Division retained AECOM to examine the economic and community impacts of California's system of airports. The study include not only the 13 major hub airports like SFO and LAX but more importantly the other 250 airports in California. Issues addressed cover airport employment and income, on airport businesses, the importance of air cargo, the contribution to the state's wine industry, air rescue operations, fire suppression, recreation and tourism, and airport stimulated economic development.

Phoenix Sky Harbor International Airport Peripheral Land Use Study, Phoenix, Arizona
Client: City of Phoenix, Arizona
In planning for future growth and expansion requirements, Phoenix Sky Harbor International Airport was in the process of acquiring 600 acres adjacent to its west approach land area. AECOM was retained to conduct a 20-year incremental analysis of both the regional and site specific demand for compatible land uses. Specifically, the market study focused on the time-phased demand for industrial, office and hotel spaces. Scenarios with alternative land use plans were developed together with financial performances for strategy mix. We were hired again in 2006 to research the feasibility of developing two adjacent, eight-acre parcels in the Phoenix Sky Harbor Center plan area.

Ezeiza International Peripheral Land Use Plan, Buenos Aires, Argentina
Client: AA2000 and Leo A Daly Architects
AECOM worked with Leo A Daly Architects to develop land-use concepts for the lands peripheral to the new terminal at Ezeiza, Argentina's largest domestic airport. The intent was to develop a broader base of aviation-related businesses related both to the movement of cargo as well as the movement of passengers, such as hotels and conference facilities. Our study focused on non-terminal development opportunities located elsewhere on Ezeiza's site, and included collateral development uses such as a training facility, conference hotel and conference center, office development and cargo management facilities.

Chicago Region: Third Airport Impact Study, Multiple Locations
Client: State of Indiana / HNTB
AECOM performed a two-part economic impact analysis of several proposed sites for Metropolitan Chicago's Third Regional Airport, as a sub-consultant to HNTB. The report involved analyzing the economic impacts of first, the urban sites - Gary, Indiana and Chicago, and second, the rural sites to the south of Chicago. The analysis consisted of estimations of the direct, indirect and induced impacts that would result from the development of the Third Regional Airport, an airport designed to handle more passengers than currently pass through O'Hare International Airport. The objective of the report was to provide an objective comparison of the economic impacts (i.e. jobs, payroll, local spending, physical development, etc.) for each of the sites as well as suggestions for the State of Indiana to maximize the economic development potential of the airport. Based on research into development trends around airports, field surveys of the sites and extensive experience in land use economics, we projected the magnitude of physical development - industrial, office, retail, hotel and residential that could occur around the site, and specific areas where development pressures were most likely to be manifested. The finished product was a thorough comparative analysis of economic impacts for each site as well as guidelines to the State of Indiana for maximizing the economic development potential of a project the scale and magnitude of the Third Regional Airport.

Carolyn Grisko & Associates Inc.

Selected Project Experience

The Great Lakes and St. Lawrence Cities Initiative
The Great Lakes and St. Lawrence Cities Initiative is a binational, non-partisan alliance of U.S. and Canadian mayors working to protect and restore the vitality of the Great Lakes and St. Lawrence River and improve the quality of life for the residents of the region.

As the Cities Initiative continued to grow in both size and scope, the need to enhance the organization's brand, increase its membership base and improve its communications capacity swelled. In 2008, the organization partnered with CG&A to create a marketing and communications plan, develop new materials and design a new website.

CG&A managed the design and development of a refreshed Cities Initiative website that better illustrates the organization's important work, highlights the member cities and mayors, provides incentive to become a member, improves user experience and clearly conveys the organization's mission.

One of the more unique site features CG&A helped to implement is the Member Cities Map which utilizes a custom Google map application to pinpoint members and provide information about each city. CG&A proudly continues to assist the Cities Initiative with media relations, annual report design and other communications needs.

Illinois Office of Tourism – Enjoy Illinois
In February 2008, CG&A was hired by Edelman to work with them for the Illinois Office of Tourism (IOT). Specifically, CG&A was brought in to develop and implement a social media marketing strategy to help generate online brand awareness and engage passionate Illinois travelers. CG&A immediately took note of IOT's refined branding but overall lack of channels for interactive engagement on its travel website. As most travel decisions are based on recommendations from online reviews, friends and families, CG&A knew they could capitalize on various social media channels to energize existing brand enthusiasts and increase word-of-mouth buzz for IOT.

CG&A continues their work with IOT, having helped garner hundreds of Facebook fans and video views along with thousands of photo submissions and followers on Twitter (IOT currently ranks among the top 10 CVBs on Twitter). In addition to overall brand awareness, CG&A provides IOT with detailed metrics and qualitative conversation analysis to help adapt and improve social media efforts along the way.

Canadian National Railroad
CG&A's primary goal was to build a strong base of third-party support for Canadian National (CN) Railroad's proposed acquisition of the Elgin Joliet & Eastern rail line (EJ&E), and to assist CN in its efforts to reach agreements with impacted communities that would see increased freight traffic as a result of the acquisition.

CN's acquisition would result in freight congestion relief for the city of Chicago and more than 60 suburban communities (a combined population of 4.1 million residents).

Before CN could move forward with its purchase of the EJ&E rail line, the federal Surface Transportation Board (STB) had to conduct an Environmental Impact Statement and approve the acquisition. To that end, a well-coordinated outreach effort to both supportive and impacted communities was essential to the acquisition's approval.

In a unanimous decision, in December 2008 the STB issued its Record of Decision approving the acquisition. This happened in part because CG&A successfully gained support for the acquisition from several dozen suburban mayors, chambers of commerce and Chicago aldermen. Throughout 2008, CG&A also scheduled and oversaw more than 100 meetings with impacted communities, and was part of the team that worked with many of the communities as they reached their mitigation agreements with CN, a necessary and complex step in the acquisition process.

SECTION 3: Project Understanding + Approach

SECTION 3: Project Understanding + Approach

Project Understanding

A sound understanding of this project requires a clear understanding of Bensenville. We've spent months focused on this opportunity, learning more about you and your vision for your community. We understand that, while Bensenville wants to learn from communities in similar situations and respond in a positive way to substantial outside influences, such as O'Hare, the priority is the character of your community and you want to ensure that Bensenville remains distinct at the same time it becomes a major contributor to the region. Our economics team is prepared to support these aspirations by analyzing and responding to the unique factors that will influence your future. Our land planning and urban design team, which will work side-by-side with the economists and other technical specialties from the very beginning of the project, will ensure that the critical decisions you make regarding infrastructure, land use and the built environment support not only your economic vitality but your sense of civic pride and community.

As the RFP explains, this project is fundamentally about improving the quality of life and fostering the long-term economic growth of the Village of Bensenville, its citizens and its businesses. In order to accomplish these objectives, Village leaders and your consultant partner must understand the local, regional and global contexts within which Bensenville functions. As a global company, highly attuned to and engaged in freight, financial and inter-modal markets around the world, AECOM is uniquely qualified to be your partner in this endeavor. The following section offers a brief statement of our understanding of this project and preliminary observations of the Village's local and regional situation as well as our initial views on the economic environment that will influence this project. Following these summary observations, we present our proposed scope of work.

Project Understanding
Any analysis of the economy of Bensenville must begin with a consideration of O'Hare and its modernization program. The OMP is intended to enhance the competitiveness of the Chicago region and it no doubt will accomplish that goal. While the airport has certainly contributed to economic activity in Bensenville, it has also resulted in substantial negative impacts. This is particularly true when one considers the modernization program, which has resulted in the demolition of 500 homes and 120 businesses.

Other local and regional factors that must be considered in order to gain a full understanding of this project include:

- The evolving roles of the Illinois State Toll Highway Authority and the Illinois Department of Transportation, as they debate who will invest in improved transportation infrastructure in the area. As with the OMP, these investments will yield both positive and negative impacts on the Village of Bensenville which will need to be managed.
- FAA debate about the proposed third airport in Will County will reinforce the question of future demand at O'Hare for passenger and cargo activity.
- Partial funding for CREATE has been approved and the initial focus on the acquisition of EJ&E by CN has passed and the focus is now on broader thinking about the inevitable growth in container traffic into Chicago. Similarly, the CP acquisition of the DM&E will also influence how freight moves through the region and connecting points from Kansas City to Milwaukee.
- While the industrial market around O'Hare continues to support about 10 percent of the regional industrial market, which covers more than one billion square feet, analysis acknowledges the recent emergence of Will County as an Inland Port to the world, with resulting implications for industrial development across the entire region.

Whether these major investments are net positives for the community and create a platform for Bensenville to become an influencer for the region will depend to a great extent on the decisions the Village makes today. We understand that, moving forward, and moving forward is what this project is about –it will be critical to accomplish the following if this project is to provide the basis for sound, long-term decisions by Village leaders and businesses:

- Clarify the short-term path forward for Bensenville, managing the impact of likely construction related investment related to the Western By-Pass and Elgin-O'Hare extension.

Quick demonstrable opportunities will be identified and moved upon quickly to show progress to the community and get the process moving for the medium-to-longer term plans.

- Understand and define mid- and long-term opportunities for Bensenville to encourage economic development, business investment, job growth, and residential reinvestment.
- Calculate the likely fiscal impact of new investment on the Village to ensure that future infrastructure investments are both financially sustainable and strategic, such that the Village is effectively repositioned to compete for future economic opportunities at an enhanced level.

Of course, the Village of Bensenville operates in a complex and dynamic economic market that extends well beyond its boundaries. It is critical to acknowledge economic reality today and make our best estimates of future activity. While the recession is technically over, the Chicago Metropolitan Area continues to be challenged, pointing to a slow recovery. Unemployment, while down from peaks in January of 2010, remains about 10 percent, lagging national levels. In spite of these realities, our experience confirms how the release of your RFP is occurring at an opportune moment. We believe, based on these trends and our experience, that this study must also consider the impact of broader factors, including:

1. That the recession has dramatically reshaped this region in fundamental ways, and accelerated structural changes within the airline industry. These changes have been manifested at O'Hare through a 6 percent annualized decrease in cargo and a 3 percent annualized decrease in passenger levels from 2004 to 2009. Although levels appear to be recovering in 2010, there is considerable ground to make up.
2. Working with three Class 1 Railroads (CN, CP, and UP) to understand how their network traffic flows through the O'Hare area, and how they will react to broader changes in freight movement through the region noted above. Our experience suggests that their willingness to consider network changes will correlate with the development of value propositions which enhance the effectiveness of freight movement.
3. While cities across the country recognize the importance of economic development linked to aviation, our experience shows that actual linkage between on- and off-airport activities is in many cases accidental at best. Moving forward, our approach would seek to understand how airport related economic activity can be used to expand markets, create jobs, and generate broader fiscal benefits for Bensenville, using a strategy that is built around a careful evaluation of intermodal synergy.

These points reinforce the need for a real estate and economic development strategy for the Village of Bensenville that can build from local knowledge, incorporate citizen and stakeholder input, respond to short-term financial challenges, react to near-term term strategic opportunities, and build a foundation to pursue strategic economic opportunities.

AECOM will create a strategy and framework for Bensenville that does not stay on the shelf gathering dust. Rather, we will work with you to create a plan that is financially implementable.

Understanding the Issues

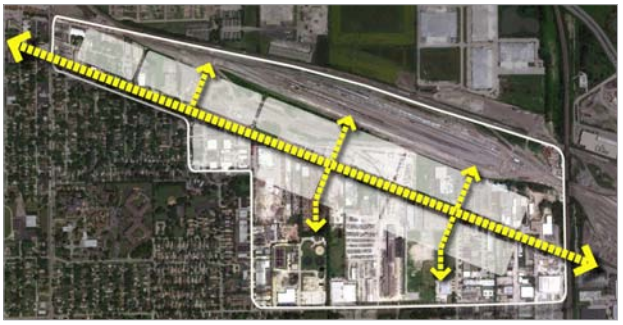
Given our knowledge of the critical challenges in the Village of Bensenville, the AECOM team has identified a series of issues and action items that should be strongly considered in developing the land use and Sub Area plans.

IRVING PARK ROAD CORRIDOR

- Create a New Public Realm for Irving Park
- Special emphasis on York Road and Irving Park Intersection
- Balancing and respecting residential and commercial land uses
- Appropriately scaled development
- Understanding the impact of the new runway

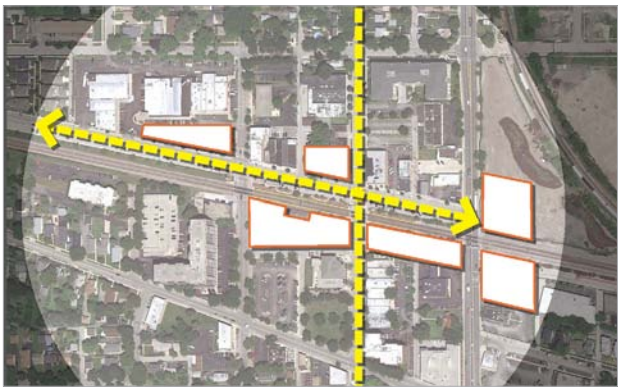
GREEN STREET

- A new public realm for Green Street
- Understand the safety and security zones in the area adjacent to O'Hare Airport
- The future of CP Property
- Establishing a buffer between between O'Hare and Bensenville using noise contours
- Manage the transition between residential and industrial
- Turn around low value uses to change and enhance the character of the corridor



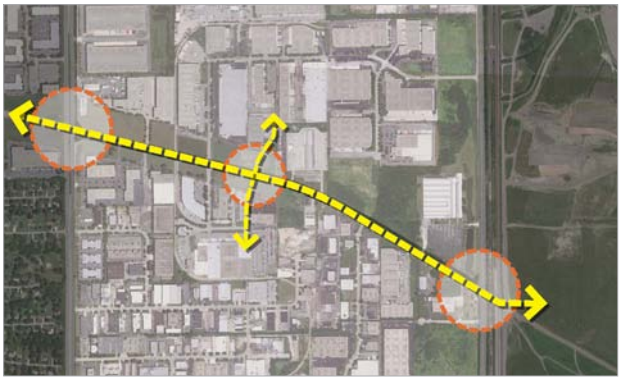
DOWNTOWN BENSENVILLE

- Transform Downtown into a TOD District
- Understand potential flight path issues and their potential impact on building height and density
- Create and encourage opportunities for mixed-use development
- Potential transit improvements and enhancements assuming the western connection is constructed
- Public relam improvements to encourage pedestrian and multi-modal movement



NORTH INDUSTRIAL AREA, THORNDALE AND THE WESTERN EDGE

- Understand infrastrcuture capacity
- Understand the impact of the new runway
- Identify alternative land use options, density and mix of uses and its appropriate scale
- The imapct of the western terminal for future development
- A strategy to transition the area from industrial to commercial development
- Understand flight paths and runways, noise contours



Project Approach

AECOM Understands O'Hare, the Entire Region and the interplay between both: These issues and influences are not new to AECOM. We have worked closely with economic development officials in Will County to evaluate impacts associated with the evolving Inland Port, which connects UP and BNSF intermodal capacity with significant distribution and warehouse space. We are also currently working with city officials in Elk Grove Village to understand implications of the O'Hare Modernization Program, including plans for the Western Bypass and Elgin-O'Hare Extension, which together have the potential to reshape real estate development in this area. These two projects are significant because their respective industrial submarkets comprise about 27 percent of the total Chicago regional industrial inventory, or approximately 310 million square feet. These regional insights, applied in practical settings, combined with our interdisciplinary nature combine to create a powerful partnership between the Village of Bensenville and AECOM.

We have formulated an approach to this project that responds to your needs and expectations and reflects local, regional and international influences as well as our experience in similar environments. The following key elements form the basis of our approach:

1. Develop a stakeholder engagement plan and community input plan to clarify existing perceptions and issues, while also preparing the community for new opportunities.
2. Clarify the current status of Village infrastructure assets, ranging from street trees and sanitary sewer lines to streets and stormwater systems, all in a GIS framework.
3. Evaluate the compatibility of existing development in the Village with regard to the O'Hare Modernization Plan, considering noise contours, as well as economic and fiscal compatibility.
4. Understand economic development opportunities that could result from proximity to O'Hare, as well as related access improvements, and evaluate the fiscal impact of future real estate development that could be generated by these projects on the Village.
5. Revise existing Village comprehensive land use plans and codes to ensure compatibility with anticipated economic opportunities, incorporating GIS-based sub area plans for the North Industrial Area, the Irving Park Road Corridor, and the Green Street Corridor.
6. Develop a multi-modal transportation plan for the Village that better serves existing residents, as well as passengers, visitors, thru-traffic, and freight, on all modes.
7. Identify necessary infrastructure and technology improvements that will influence economic development goals, and develop funding strategies for key CIP projects.
8. Relate identified capital investment costs to corresponding fiscal benefits over time.

Our proposed approach has been broken down into three phases of work. Phase I will focus on evaluating existing conditions, covering infrastructure, real estate, planning, transportation, and related elements. Phase II will include a focused planning effort, which will be both comprehensive and sub area specific in nature. This work will form the basis for project recommendations and priority implementation efforts, which will occur in Phase III.

A Collaborative Process - How We Will Work Together
A critical part of this process will be how we work with the Village of Bensenville and its community. Our strength in interacting with the community to develop support and consensus for planning projects is based on a thorough understanding of land-based issues and the ability to recognize and communicate the concerns of all interested parties. We will work with the Village of Bensenville to set the stage for consensus by creating a planning process that is collaborative and transparent through a means that is accessible to all.

The Steering Committee
We anticipate and strongly recommend that the Village assemble a Steering Committee or a key stakeholder group whose focus is to engage our team continuously throughout project to guide the planning process. This group should be comprised of key members from the planning staff, other

agencies from the Village and key stakeholders from the community. The purpose of these initial meetings will be to outline the goals and process of the Community Involvement Plan and to begin to have a general understanding of the issues facing the Village of Bensenville. We won't start from scratch, rather we will build on the work that the Bensenville team has already accomplished and the current constituency groups that are in place.

An initial visioning session will include tours of select areas, SWOT analysis and select meetings with key stakeholders from the community. This could also include meetings with community liaisons from O'Hare International Airport. It is our intent to hold monthly meetings with the Steering Committee and the client to present findings, get critical information and test planning concepts and give general updates to the planning process.

Community Involvement Plan
The methods we may use to gather public and stakeholder input include interviews and questionnaires, surveys, public meetings, workshops and design charrettes, as well as presentations to local stakeholder groups. We will ensure that the process incorporates an appropriate educational component to clearly convey project goals, expectations, and timeframes to all participants. Below are described a series of recommended stakeholder activities for the initial series of meetings, and we will work with you to ensure that the content meets the needs of this effort.

Asset-Based Planning Workshop
After our team has analyzed the site's existing conditions, we will give an overview of the project and present our initial findings to community members and other interested stakeholders. We will present an initial evaluation of potential opportunities, and challenges. Through an interactive information-gathering session, we will seek to establish the principles that will guide our recommendations for future development and improvements. At this time, the we will engage the community to identify common goals that are essential for creating a realistic vision for the overall plan.

Based on the economic analysis, general but thorough evaluation of the physical site conditions, and feedback from stakeholders, we will identify and address opportunities and challenges for issues related to urban design, redevelopment, land use, transportation, and economics, which will be revisited throughout the planning process.

This is a critical element that is embedded in our urban planning practice and a common component in all of our work. Recent examples include the Commercial Industrial Revitalization Plan for Elk Grove Village, both the Detroit Works Project and the North End Neighborhood Master Plan in Detroit, MI, Park Hill Master plan in Louisville, KY; and the Revere Neighborhood Plan in Chicago, IL.

Phase I – Kick-Off / Existing Conditions Assessments

Task 1 – Project Kick-Off

Initial tasks will establish organization structure, communication protocols and logistics for the team effort. Key elements will include:

Organization
AECOM proposes the need for an organized structure for this project. Considerations include:

1. A Steering Committee which includes key Village elected leadership, staff, and selected private sector individuals. Steering Committee meetings will be held monthly.
2. Three working committees, one each for Infrastructure, Planning, and Economic Development. Persons assigned to these groups will include city staff who will be involved on a day to day basis on the project.

These working committees will be used to filter day-to-day project work and analysis, such that the monthly steering committee meetings can stay focused on top-line policy issues.

Coordination

- Organize public involvement plan, factoring in requirements for public input at multiple key points in the process
- Organize stakeholder involvement plan, covering local companies, elected leadership, community organizations, and institutional anchors.
- Identify and clarify and guide the potential roles of related agencies, possibly including Metra / RTA, Canadian Pacific, CMAP, DuPage County / Choose DuPage, and others.
- Develop and organize existing GIS data and previous reports, and determine need for web platform for data sharing.

Initial Interviews
As part of the initial public involvement plan, we will also interview Village elected leaders to understand their perceptions and goals at the onset of the process. These interviews will also be used to identify stakeholders for inclusion in the process.

Task 2 - Infrastructure Mapping & Analysis

AECOM will perform topographic surveys, review available record drawings, and compile the information in order to finish the GPS / GIS mapping of village infrastructure assets that include roads, stormwater, wastewater, and potable water systems, parkway trees, street lighting, and related systems within public street right of ways. Currently, it appears that approximately 70% of the village infrastructure system has been mapped, thereby requiring the remaining 30% to be collected and compiled as part of this task. The approach assumes that standard field survey approaches can be used to map remaining assets; we have not factored in potential needs to use remote survey technologies, which may be required. Once this effort is completed, our infrastructure team will evaluate existing baseline information in light of changes proposed as part of the OMP. The effort will consider:

- Likely modifications to existing systems due to OMP requirements, relating to water system connections, stormwater systems, pedestrian / vehicle access connections, and other factors.
- Impacts associated with the loss of about 500 homes and 120 businesses on existing infrastructure.

The intent of this task will be to focus attention on several key areas of concern, which can then be explored as the scope moves forward. Emphasis will be placed on the following three areas:

- Green Street Corridor
- Irving Park Corridor
- North Industrial Area

Task 2B – Land Use and Zoning Analysis

AECOM will review existing land use and zoning maps for the Village, evaluating them with respect to current and anticipated changes in noise contours, as well as flight / approach requirements around O'Hare Airport. Mapping capabilities will be used to determine the limits of the impacts for noise on the areas of the Village affected. Emphasis will be placed on the Green Street Corridor, the Irving Park Corridor, and the North Industrial Area.

Our approach will consider areas where changes to noise contours and approach requirements will influence the nature and character of business activity, covering use as well as density and building height. Industry profiles will be

developed to clarify sectors that could operate under increases in noise and vibration. Consideration will be given to industrial and commercial properties affected and how the environmental conditions can be mitigated and also determine any revisions to zoning, factoring in implications for changing density and building height. Outputs from this process will include identification of:

- Areas that are compatible with future airport growth
- Areas that are currently blighted and in need of redevelopment / revitalization.
- Transitional zones, edges, and buffers between the airport and adjacent areas.

Task 3 - Market Analysis and Economic Development Positioning

Concurrent with Task 2 above, AECOM will develop a series of studies to define policy factors, real estate markets, and economic development opportunities. Key elements will include:

Stakeholder Interviews
We will conduct interviews with key companies that operate in Bensenville and the broader region to understand their connections with the airport, practical concerns about near-term construction, as well as long term opportunities for economic development, enhanced supply chain connection, and improved linkage. Additional interviews will be conducted with community leaders, civic, medical, and educational institutions, chambers of commerce, economic development specialists, and regional authorities. The focus would be on current and future positioning, perceived opportunities and needs.

Demographic Context
We will evaluate current demographic conditions in Bensenville and adjacent areas, to understand changes in population, income levels, educational attainment, and related metrics. Broader lifestyle segments for the community will also be considered, to help frame opportunities. Other metrics will be evaluated, including employment and earnings trends by year, broken down by SIC / NAICS job classifications. This information will also be used to calculate location quotients for industry sectors.

Broader Economic Context
This economic strategy is occurring in the midst of a broader dramatic economic transition which Bensenville, Northeastern Illinois, and the State of Illinois, and the rest of the country are going through. At the same time, however, the analysis will need to be mindful of broader structural changes that are also occurring around the country, which began to occur before the current recession. These broader structural changes, relating to changes in household structure, and utility and fuel costs, need to be evaluated in terms of their long term impact on the Village and the planning process.

Real Estate Market Baseline
AECOM will define current industrial, retail, office, and hotel market information for the Village, benchmarked against broader submarket and regional data. Emphasis will be placed on analysis of recent changes in occupancy and rent levels, as well as relationships with land and building values. The focus of the effort will be to place real estate in the Village in a broader regional competitive perspective. AECOM will apply our analysis from current projects in Will County and the O'Hare area to evaluate the supply of competitive industrial space in the village and adjacent areas.

The analysis will distinguish between land and buildings that are "ready to go" (i.e. entitled, platted, and fully served) versus land that is zoned but not subdivided, or buildings that are functionally obsolete. This approach will be used to evaluate sites in the Village that could be suitable for industrial development. The survey will consider existing prepared industrial sites, as well as groupings of parcels that could be assembled for development.

Airport Compatibility
AECOM will assess the mix of existing industries and employers using a matrix analysis that will identify the property, employer, nature of industry, type of industry (manufacturing, warehouse, etc.), and correlation with airport activities, etc. This will provide a profile of the industries and their compatibility, identifying both the compatible industries and ones that may be impacted. It will also build the basis for a targeted profile for new industries to be attracted to the Village, and identify synergies between the existing industries that could benefit from relocation or co-location.

Fiscal Impact
AECOM will assess the current fiscal benefits captured by the Village of Bensenville that can be attributed to companies and economic activity associated with O'Hare International Airport. While the approach will look backward five years before OMP work began, it will more importantly lay the groundwork for understanding future fiscal benefits that could flow to Bensenville as O'Hare modernization proceeds.

Industry Linkage
We will also examine changes in industry linkage and interconnections with the transportation system in the region, including air, rail, water, and truck segments. We will use input-output data from IMPLAN to evaluate inter-industry relationships in greater detail for the industries that have the greatest links to transportation infrastructure. The exercise will benchmark the Village against the State of Illinois to provide perspective as to the extent of integration that local transportation industries have achieved. This analysis will also frame opportunities for targeted investment in transportation which could improve industry linkage.

Aviation Industry Case Studies
AECOM will summarize international best practices with respect to aviation-related economic development, providing a framework for discussion of industry sectors sees as being on the horizon. Each trend will be summarized in a 1-2 page white paper, highlighting broader opportunities, and implications for Bensenville. Topics to be covered could include logistics and advanced manufacturing, time sensitive industries and intermodal synergies.

Implications
Task 3 implications will be broken down to clarify the competitive position of Bensenville and its evolving relationship to O'Hare International Airport, as the OMP effort continues. The effort will clarify industry sectors that would be consistent with planned airport growth, as well as changes to existing land use that would be needed to facilitate redevelopment and revitalization.

Task 3 will also include a public meeting to highlight insights of the analysis and possible directions during which public input would be sought.

Task 4 - Transportation Mapping and Analysis

The multi-modal transportation plan will build from GIS mapping of existing and proposed facilities identified by their use and their importance / connectivity. Stakeholders and planning entities in the various transportation modes (IDOT, Canadian Pacific, Union Pacific, Chicago Department of Aviation, Chicago Metropolitan Agency for Planning, RTA/ Metra, etc.) will be interviewed as part of the effort. The effort will need to consider an array of needs and potential stakeholders, including:

- Residents of Bensenville
- Passengers traveling to O'Hare
- Employees who work in the area
- Employees who travel through the area to other regional employment centers
- Freight movement through the area by truck, rail, or air modes

The multi-modal strategy will be consistent with our proven approaches to strategic planning and implementation. Generally, we will determine:

1. **Current Conditions.** We will examine and verify the state of the various transportation modes, existing and proposed, and related infrastructure and supply chains that impact Bensenville, Metropolitan Chicago, and the Midwest Region. The Village of Bensenville is in the unique position of being directly impacted by the close proximity of each transportation mode and purpose present in the greater Chicago area. It is also the source of tremendous opportunity as well. We will utilize GIS mapping in the development of the information, expanding from existing data provided by Village and county sources. Further the operations and regulatory environments of the transportation modes analysis will be facilitated by utilizing a strength, weakness opportunity and threat analysis. An understanding of the goods and passengers that move in those modes is an essential element of the analysis. The origin destination pairs of the traffic will be essential in understanding the essential elements that will enable a meaningful understanding of the supply chain in the area. The AECOM team will capture relevant information from CMAP's planning efforts for the region, and also collect more detailed information on origin / destination freight movement through the region, using waybill information.

2. **Future Opportunities.** Working closely with municipal leadership and private sector stakeholders, we will begin to identify strategies and implications for refinement and further discussion. This process will be iterative, providing the optimal consensus-driven solution framed against the SWOT analysis. We will use a technique referred to as scenario planning whereby the macro and micro economic, market, socio environments will be developed leading to step 3 of the process. The Village of Bensenville will be viewed in relation to potential transportation system changes in the region, helping to clarify future opportunities and their timing. Our current work updating the DuPage County Transit Strategy will also be applied.

3. **Way Forward.** Once existing conditions and potential opportunities are defined, we will begin a consensus building process, to help clarify transportation options which are sustainable and practical, but also strategic and visionary. Solutions and strategies relating to public transit and freight movement will be subjected to an incremental vetting process that will include Village leadership, supported by AECOM experience, and other key stakeholders. Importantly, this process will also establish key performance indicators and benchmarks that the Village can use to monitor the effectiveness of the plan. Lastly, strategic plans must be adjusted over time, so contingencies for the plan must be developed.

While the intermodal strategy will consider all modes, the core focus of the freight movement component will consider more precisely the need to develop a value proposition for the Class 1 Railroads that improves the efficiency of their freight movement through the region. This effort will need to consider for example, how freight originates nationally and then gets routed locally in the Chicago area, considering the CP yard, as well as other facilities. The deliverable will be an integrated multi-modal transportation analysis including recommendations for a strategy to increase the benefits for existing uses and to attract new uses. We will draw upon our railroad and roadway transportation resources to formulate the deliverables contemplated in this task, as well as the linkage to other scope of work elements in Phases I and II.

Task 5 – Developing a Comprehensive Economic Strategy

At this point in the process, it will be important to conduct a series of visioning sessions with key stakeholders to test and develop the components of what will become the Comprehensive Economic Development Strategy for Bensenville. The effort will build specifically from work completed in Tasks One through Four, during which core principles that will anchor the economic development process will be identified. Once the core principles have been identified, we will work with Village staff to initiate a series of focus groups to test, evaluate, and prioritize them. Focus groups could include individuals from disciplines such as:

- Key employers
- Educational / workforce development institutions
- Medical institutions
- Economic / real estate development
- Downtown development

The focus groups would be scheduled during a two or three-day period, with between four and eight focus groups scheduled. For each focus group, AECOM would present initial findings and then guide the conversation to focus discussion on key elements. We would work within the defined Committee structure to identify key focus group participants

During the focus group process, the identified core principals would be refined into an array of opportunity projects that could be implemented over the next one to three years, as well as five, ten, and 15 years into the future. Output from the focus group discussions would be summarized and presented to the Steering Committee for further refinement, driven by consideration of local priorities and initial evaluation of potential benefits, which could include:

- Jobs, income/wages, and opportunity for existing residents
- Fiscal impact
- Need for incentives and other economic development tools
- Public sector investment implications
- Affect on community character and quality of life,

immediately and in the future

Phase I Outputs will include:

- Completed base mapping of Village infrastructure assets
- Established base of existing conditions data, including identification of areas where changes in landuse are either appropriate or necessary
- Delineation of private and public sector infrastructure projects, as well as a definition of their interconnectivity
- Development of economic development strategies and market opportunities that Bensenville can be positioned for an identification of strategic program elements, as well as their critical contributing factors and measures to sustain the adaptability of the project

Phase II – Creating a Vision for Bensenville

Utilizing information gathered in Phase I and input from the Steering Committee, key stakeholders and the community, the AECOM design team will begin to develop a series of land use strategies and urban design approaches for key sub areas in the Village of Bensenville. Building on consensus and developed around core elements, one of the key goals of this effort will be to identify appropriate land uses that do not conflict with O'Hare International Airport and the Modernization Program. However, it is our intent to go beyond this requirement by creating a realistic and implementable vision for the Village that will ultimately benefit the residents of Bensenville and improve the physical quality of the larger community.

Task 1 - Our Approach to Developing a Land Use Plan and Sub Area Profiles

The Village of Bensenville has clearly identified potential redevelopment areas that should be the focus of the land use planning effort. It is our intent to build upon the Village of Bensenville's current General Comprehensive Plan (GCP) as well as the supplemental Corridor Plan adopted in 2004. We understand that the GCP will be amended to include several Sub-Area Plans with the goal of promoting and recruiting new development that benefits Bensenville, is compatible with the O'Hare Airport Expansion and the existing context, enhances interstate connectivity and most importantly minimizes impacts on the existing community.

Utilizing the information developed in Task 2B – Land Use and Zoning Analysis, AECOM will identify opportunity sites for future development in each sub area . As part of the land use planning effort, we will develop a more detailed master plan of select areas and critical nodes within the sub areas. The intent is to create a physical template to guide future development based on the Economic Development Strategy components that emerge in Phase I. Although these areas are in close proximity and impact each other, each area presents a different set of issues and challenges.

Irving Park Road Corridor

Using the existing conditions data developed in Phase I, the AECOM team will develop a Corridor Plan for Irving Park Road. We will identify opportunity sites for future development and create a land use strategy that will not only identify the highest and best use for the corridor, but successfully balance new development with existing residential and commercial uses. Using the economic analysis drafted in Phase I, we will create a development program to structure a master plan for the corridor. Elements of the Corridor plan will include the location of proposed buildings by use, access to parking, and how the corridor relates to the built environment within the Village.

As part of the Sub Area Plan for the Irving Park Corridor, we will also create a conceptual streetscape improvement plan that will incorporate unifying features and strengthen the identity of Irving Park Road and the Village. This will include a full examination within the public right of way including travel and parking lanes, streetscape elements as well as pedestrian movement within the corridor.

Special emphasis will be placed on the intersection of Irving Park and York Road from a development standpoint but how vehicles move through the intersection.

Green Street Corridor

The approach for the design team on the Green Street corridor will be to develop a clear urban design and land use strategy, based on the notion that anticipated development of the Western by-pass around O'Hare will significantly increase access and visibility for this area. We will examine ways to soften edges in this area between residential and industrial use, and identify sites and areas that are suitable for assemblage and redevelopment. A series of alternative framework plans that will explore all aspects of a new urban fabric that will respect the surrounding neighborhood and reflect densities that provides appropriate transition to the surrounding area.

Supported by the economic analysis, the AECOM team will develop a clear land use strategy that will be able to capitalize on proximity to the airport. We will create a development program and use that information to design a detailed illustrative master plan that locates potential retail and commercial uses along Green Street. Depending on the findings from the economic analysis, a higher density approach could be taken to assist in creating a successful transition from O'Hare Airport to Bensenville with a lower scale approach on the south side of the street. Height restrictions and glide patterns will need to be thoroughly examined. As well, the team will specifically consider the existing Canadian Pacific Railyard, developing approaches for how this area could evolve in the future.

The AECOM team will develop a streetscape plan that improves the public realm and successfully balances traffic of all modes. We will also work closely with the Village of Bensenville Department of Planning to identify codes that restrict excessive advertising and inappropriate scale.

Downtown Bensenville
The AECOM design team will develop a land use and urban design strategy focused around the downtown Bensenville Metra Station. Our approach will be to develop a transit oriented master plan that will take advantage of proximity to the Metra Station but also it link to other modes of public transportation proposed in the transit plan, supported by work identified in Phase 1 – Task 4. The Sub Area plan will identify opportunity sites and locate mixed-use development, building from current planning work underway in this area. Residential building types and densities, unit total, and unit mix will be identified for the alternative scenarios. Retail, commercial, community, and mixed-use buildings will be identified and incorporated into the design alternatives as well. We will identify maximum building heights and setbacks, and illustrate how each residential unit and proposed commercial development is parked. Proposed development will be balanced with existing civic anchors such as City Hall, as well as residential development and existing storefronts.

Throrndale Avenue and North Industrial Park
More than any other Sub Area, the AECOM team will need to full understanding of the existing conditions in the North Industrial Park Area. The goal will be to have a thorough understanding of which facilities are currently in operation, which have short term leases, and which are dormant or vacant. In addition, we will need to have a full understanding of key brownfield sites and work closely with the Village to develop a strategy on how to address these areas. This exercise will allow the design team to identify buildings that could be potentially re-purposed to support larger operations or demolished to make way for new development or public recreation. Supported by the economic analysis, the land use plan and urban framework strategy for the North Industrial park will be focused on developing a new commercial zone for Bensenville.

Working closely with our transportation experts, the AECOM design team will develop a streetscape strategy and make public right of way improvements that will provide the proper balance between truck and freight movement with vehicular movement from the citizens of Bensenville.

Deliverables (for each Sub Area):
- Illustrative master plan
- Proposed land use plan
- Proposed Street and Block Framework
- Access and circulation diagrams
- Detailed lot and block plans illustrating building types, setbacks, height limits, and parking standards
- Full program for each alternative identifying
  - proposed square footage of proposed development by land use and building type
  - proposed square footage of proposed recreation and open space
- Conceptual massing of each Sub Area
- Streetscape plan that establishes the visual character of the public realm
- Primary and secondary access routes
- Supporting illustrations such as 3D perspective drawings
- Proposed streetscape improvement plan illustrating typical residential streets, alleys, potential greening opportunities along major routes.
- Summary booklet of the Sub Area Plans

Throughout the development of the land use and Sub Areas Plans, the AECOM team will meet with the Steering Committee and the client group to present design alternatives at key points throughout the process. Refinements to the land use plans will be made between each session and formally presented to the larger community of Bensenville midway through and at the conclusion of Phase II.

Task 2 – Design Guidelines

The AECOM team is recommending that a series of design guidelines be created to inform future development. Design Guidelines are regulations that can govern the overall character and ensure that present and future development is context sensitive and meets the specific needs of Bensenville. They can also serve as a tool for the Village of Bensenville to use as a guide for potential developers and existing property owners as to what the Village has determined is appropriate design for the area. They are not strict and enforceable and they do not dictate what development will be constructed, but instead provide suggestions and framework for enhancement.

The AECOM team will develop design guidelines that will support the land use recommendations in the Sub Area Plans. These guidelines will be developed in coordination with the Steering Committee and a series of public outreach meeting with the community. Once completed, we will meet with the client group to identify elements of the guidelines to be considered for regulatory changes to the Village's Codes and Ordinances. This will include higher level recommendations on best development practices, land use regulation and preventative and remedial measures to achieve the highest and best use of the land within the Village adjacent to O'Hare Airport. We will present our recommendations to the Steering Committee and the larger community of Bensenville, gather input from these meeting and develop a final draft of recommendations that will be presented again to the public.

The final product will be used a part of the larger implementation strategy and subsequently used for amendments to zoning, building codes and subdivision regulations.

Deliverables:

- Design Guidelines for the Sub Area
- Proposed Zoning Map
- Recommendations for the amendment of the Village of Bensenville General Comprehensive Plan
- Detailed recommendations to subdivision regulation and building codes

Phase III – An Implementation Strategy

AECOM will outline an implementation strategy for the Village of Bensenville. The strategy will be to develop a near term plan (1-5 year), mid range plan (5-10 years) and long range plan (25 year). Near term goals may include public realm improvements in select corridors, creation of clear and discernable transportation routes for freight and rail, and strategic changes to the zoning ordinance and building codes. Land use and Sub Area plans should include a phasing plan to identify specific locations for near term future development. Proper adjustments to the zoning code and village ordinance should be made in accordance to the select elements identified in the design guideline.

Task 1 - Infrastructure Investment and Pay-Back Analysis

Components will include:

- Update village capital improvement plan based on analysis findings
- Identify likely impact of OMP on village infrastructure, and discuss mitigation steps
- Understand impact on systems (infrastructure and roads) adjacent to O'Hare / recommend changes
- Look at new communications / technology infrastructure to support economic development strategy recommendations.
- Develop rate and fee studies to understand revenue implications associated with defined CIP for stormwater, potable water, and sanitary sewer investments. The rate studies will be supported by AECOM work completed in Phase I looking at current real estate market data, as well as team forecasts of new development / redevelopment that could occur based on timing of the Elgin-O'Hare Expressway / western By-Pass and Terminal. Changes in land use will be broken down into demand for municipal services, with corresponding revenue implications.

The AECOM team will relate proposed infrastructure investment requirements to likely fiscal benefits, confirming the extent to which identified investment levels can be sustained over time.

Task 2 - Comprehensive Economic Development Action Plan

AECOM will summarize the research effort, developing the following components:

- Vision statement
- Identification of specific goals and objectives
- Recommendations for changes to organizational structures for economic development

Implementation / funding / monitoring (i.e. ongoing role)

- Required infrastructure projects
- Coordination with all agencies / jurisdictions

Presenting Sub Area Alternatives
A vital part of interacting with stakeholder groups in the design process is to graphically illustrate different design elements that can be incorporated into the plan for any given site. Our team will assemble and present a select, yet broad range of building types and densities as well as landscape and streetscape examples from comparable recent developments.

At the beginning of the meeting, we will build on the findings from the Asset-Based Planning Workshops by giving participants an opportunity to prioritize the comments from the previous SWOT Analysis and other exercises.

We will present the plan alternatives that the team has developed for the site. The redevelopment plans will be discussed on a conceptual level, to explain the principles guiding each plan. The discussion of the plan alternatives for the key redevelopment sites identified will specifically address how they are supported by the market research and needs assessment. Applicable design issues will be discussed, and input will be solicited about the concepts presented to address both pros and cons of the designs. A discussion will be held to further elicit public opinion.

To finalize this process, we will revise the alternatives and present them to the client for review and to further the discussion. We will move forward to the next phase, refining the final plan, which may be one or a combination of the three alternatives presented.

Final Community Meeting: Open House and Presentation of Final Master Plans
After refining the master plan, we will present the final version during a public meeting near the conclusion of the project. As with prior meetings, we will address design implications and feasibility. Ample opportunity will be provided for stakeholders to review and discuss the proposed plans, and final revisions will be incorporated considering comments made at this meeting.

Deliverables (for all public meetings):

- Summary of public comments
- Photographs documenting meeting
- Digital copies of all materials

Project Schedule

TASK	PHASE / TASK	MONTH Dec-10	Jan-10	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11
	Phase I - Kick-Off / Existing Conditions										
Task 1	Project Kick-Off										
Task 2	Infrastructure mapping										
Task 2B	Land Use mapping and Sub-Area Planning										
Task 3	Market Analysis and Economic Development Positioning										
Task 4	Multi-Modal Transportation Mapping and Analysis										
Task 5	Developing a Comprehensive Economic Strategy										
	Phase II - Creating a Vision for Bensenville										
Task 1	Compatible Land Use Plan Development										
Task 2	Identify Amendments to Village Codes										
	Phase III - An Implementation Strategy										
Task 1	Infrastructure Investment and Pay-Back Analysis										
Task 2	Comprehensive Economic Development Action Plan										

SECTION 4: Fee

SECTION 4: Fee

Project Fee

The following table highlights our preliminary budget for this project. The estimate is based on the proposed work program and can be adjusted based on conversations with you regarding scope components, level of effort, timing, and deliverables.

Task	Phase I - Kick-Off / Existing Conditions	Total Budget	Total Hours
Task 1	Project Kick-Off	$25,000	200
Task 2	Infrastructure mapping	$85,000	680
Task 2B	Land Use mapping and Sub-Area Planning	$60,000	480
Task 3	Market Analysis and Economic Development Positioning	$90,000	720
Task 4	Multi-Modal Transportation Mapping and Analysis	$75,000	600
Task 5	Developing a Comprehensive Economic Strategy	$35,000	280
	Sub-Total	**370,000**	**2,960**
	Phase II - Creating a Vision for Bensenville		
Task 1	Compatible Land Use Plan Development	$195,000	1,560
Task 2	Identify Amendments to Village Codes	$35,000	280
	Sub-Total	**$230,000**	**1,840**
	Phase III - Implementation Strategy		
Task 1	Infrastructure Investment and Pay-Back Analysis	$90,000	720
Task 2	Comprehensive Economic Development Action Plan	$40,000	320
	Sub-Total	**$130,000**	**1,040**
	Total Professional Fees	**$730,000**	**5,840**
	Expenses	**$70,000**	
	Total Project Cost	**$800,000**	**4,800**

Hourly Rates

Team Member	Charge Out Rates
Principal	$200.00 - $250.00
Associate Principal	$160.00 - $200.00
Senior Associate	$120.00 - $160.00
Associate	$100.00 - $120.00
Techinical Staff	$80.00 - $100.00
Administrative	$80.00 - $100.00

SECTION 5: Certificate of Insurances

SECTION 5: Certificate of Insurances

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 11/04/2009

PRODUCER
Marsh Risk & Insurance Services
CA License #0437153
777 South Figueroa Street
Los Angeles, CA 90017
Attn: Lori Bryson 213-346-5464
06510B-PROF-CAS*2-09_10 SFO .

THIS CERTIFICATION IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED
AECOM Technical Services, Inc.
515 South Flower Street, 4th Floor
Los Angeles, CA 90071-2201

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: Zurich American Insurance Company	16535
INSURER B: National Union Fire Ins Co Pittsburgh PA	19445
INSURER C: N/A	N/A
INSURER D: Illinois Union Insurance Co	27960
INSURER E: N/A	N/A

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS	
A		GENERAL LIABILITY [X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS MADE [X] OCCUR GENERAL AGGREGATE LIMIT APPLIES PER [ ] POLICY [ ] PRO-JECT [ ] LOC	GLO 5965891 01	04/01/2009	04/01/2010	EACH OCCURRENCE DAMAGE TO RENTED PREMISES(Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 1,000,000 $ 5,000 $ 2,000,000 $ 2,000,000 $ 4,000,000
A		AUTOMOBILE LIABILITY [X] ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS [ ] HIRED AUTOS [ ] NON-OWNED AUTOS	BAP 5965893 01	04/01/2009	04/01/2010	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 5,000,000 $ $ $
		GARAGE LIABILITY [ ] ANY AUTO				AUTO ONLY - EA ACCIDENT OTHER THAN AUTO ONLY: EA ACC AGG	$ $ $
B		EXCESS / UMBRELLA LIABILITY [X] OCCUR [ ] CLAIMS MADE [ ] DEDUCTIBLE [ ] RETENTION $	3323618	04/01/2009	04/01/2010	EACH OCCURRENCE AGGREGATE	$ 1,000,000 $ 1,000,000
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N [N] (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below				WC STATU-TORY LIMITS / OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ $ $
D		OTHER ARCHITECTS & ENG. PROFESSIONAL LIABILITY	EON G21654693 """CLAIMS MADE"""	04/01/2009	04/01/2010	$1,000,000 PER CLAIM/AGGREGATE DEFENSE INCLUDED	

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS
SAMPLE CERTIFICATE ***EVIDENCE OF INSURANCE****

CERTIFICATE HOLDER LOS-000924182-11

AECOM Technical Services, Inc.
515 South Flower Street, 4th Floor
Los Angeles, CA 90071-2201

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE of Marsh Risk & Insurance Services
David Denihan

ACORD 25 (2009/01)

ISO Certification and Quality Control Procedures

AECOM has quality management protocols that combine internationally recognized certification standards with our customized practice-specific processes. Our US operations received ISO 9001:2000 certification from the International Organization for Standardization (ISO) in February 2009, and global operations are expected to obtain certification by December 2009. AECOM has crafted a project delivery system (PDS) to apply the ISO quality management standards to our practice, with a particular emphasis on ensuring that sustainability, client care, and quality assurance are integrated into all projects. The PDS governs all phases of projects from proposal/contract to project planning, execution, and closeout. Creative reviews form another layer of quality management within the studio, allowing principals and peers the opportunity to critique projects in progress and encouraging a global dialogue aimed at continually improving the quality of our deliverables to clients.

AECOM employs industry-standard quality assurance/quality control procedures (QA/QC) and is well known for its high-quality products and presentations. Technical reports and analyses are regularly reviewed by an in-house technical editor before submission to our clients.

AECOM maintains a Quality Assurance (QA) Plan and Manual that identifies the procedures and controls to be used in data collection, data verification, data mapping accuracy (e.g., for GIS uses), copy editing, readability of documents, legality, technical review, and quality of service to our clients. The QA Plan assigns responsibilities and accountability at each level of analysis and review. The Plan encompasses both the informal needs for professional research and analysis as well as the stringent requirements of formal QA/QC demanded for primary data collection and analysis, record keeping, and auditing.





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Creating the Vision for Bensenville

Why AECOM?

- Key relationships
- Key experience

Establish Development District

Understand the Impact of the New Bypass

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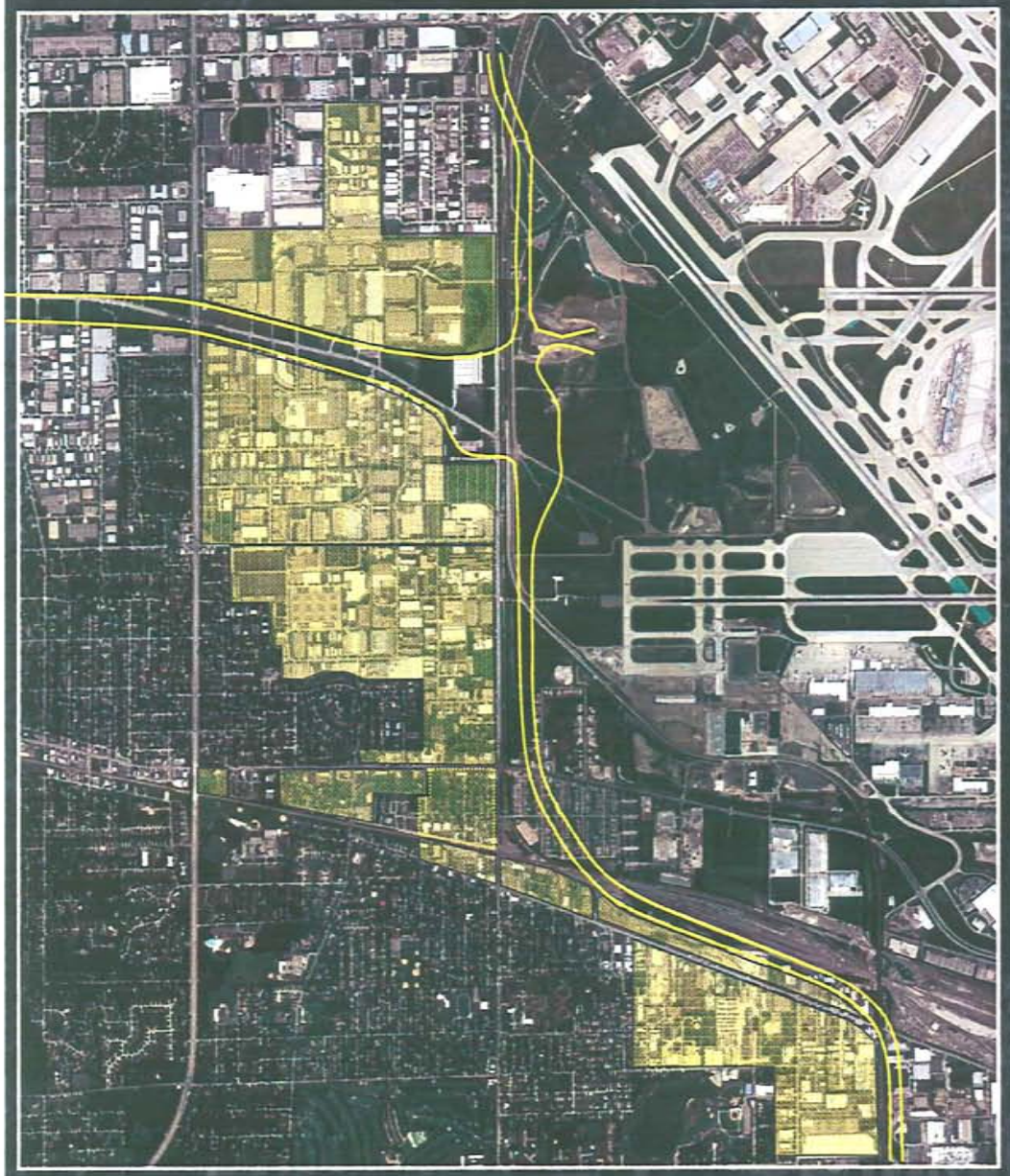

Establish Development District

Understand the Impact
of the New Bypass

Create an Economic
Development Strategy for
the **Built Environment**

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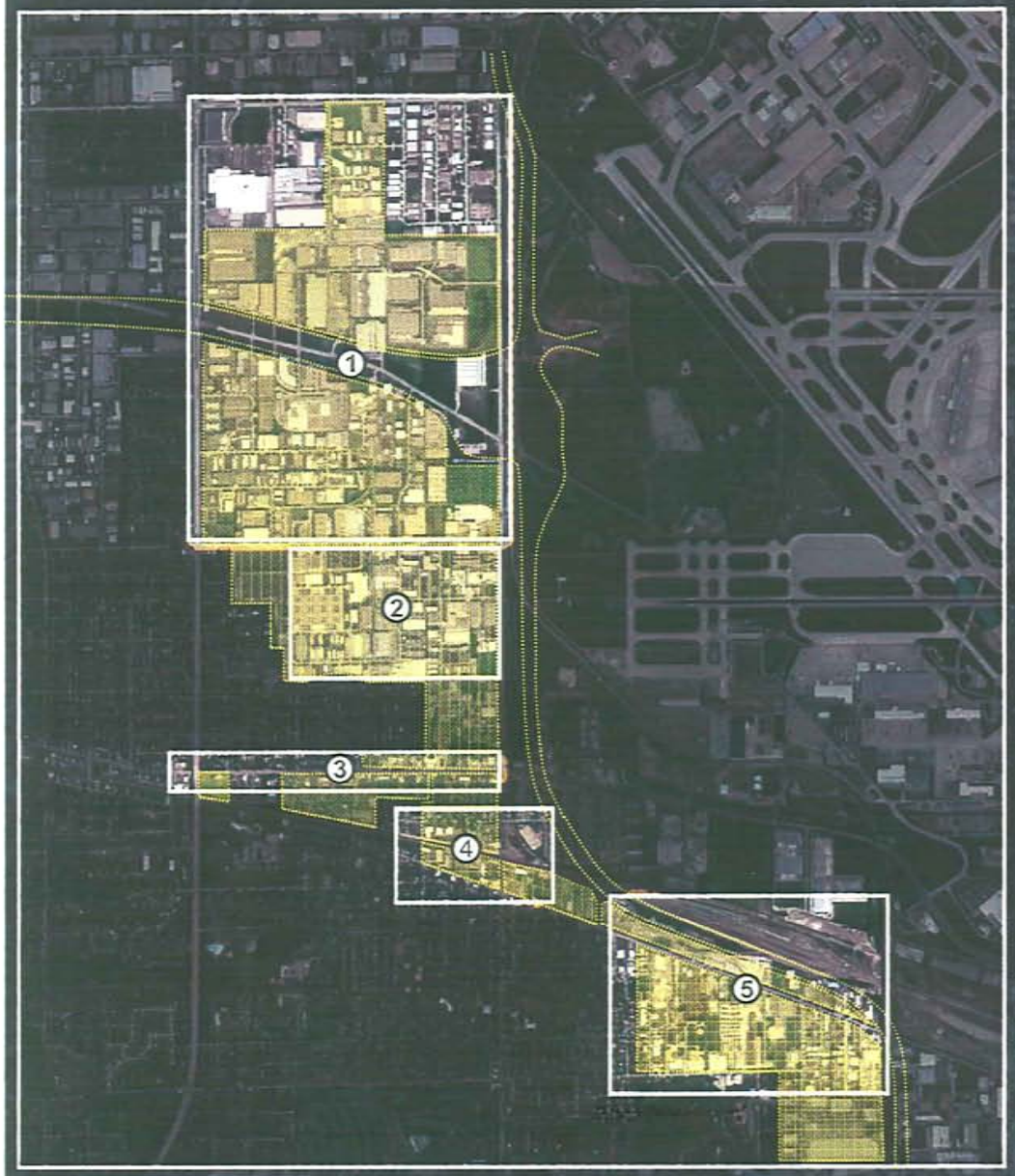
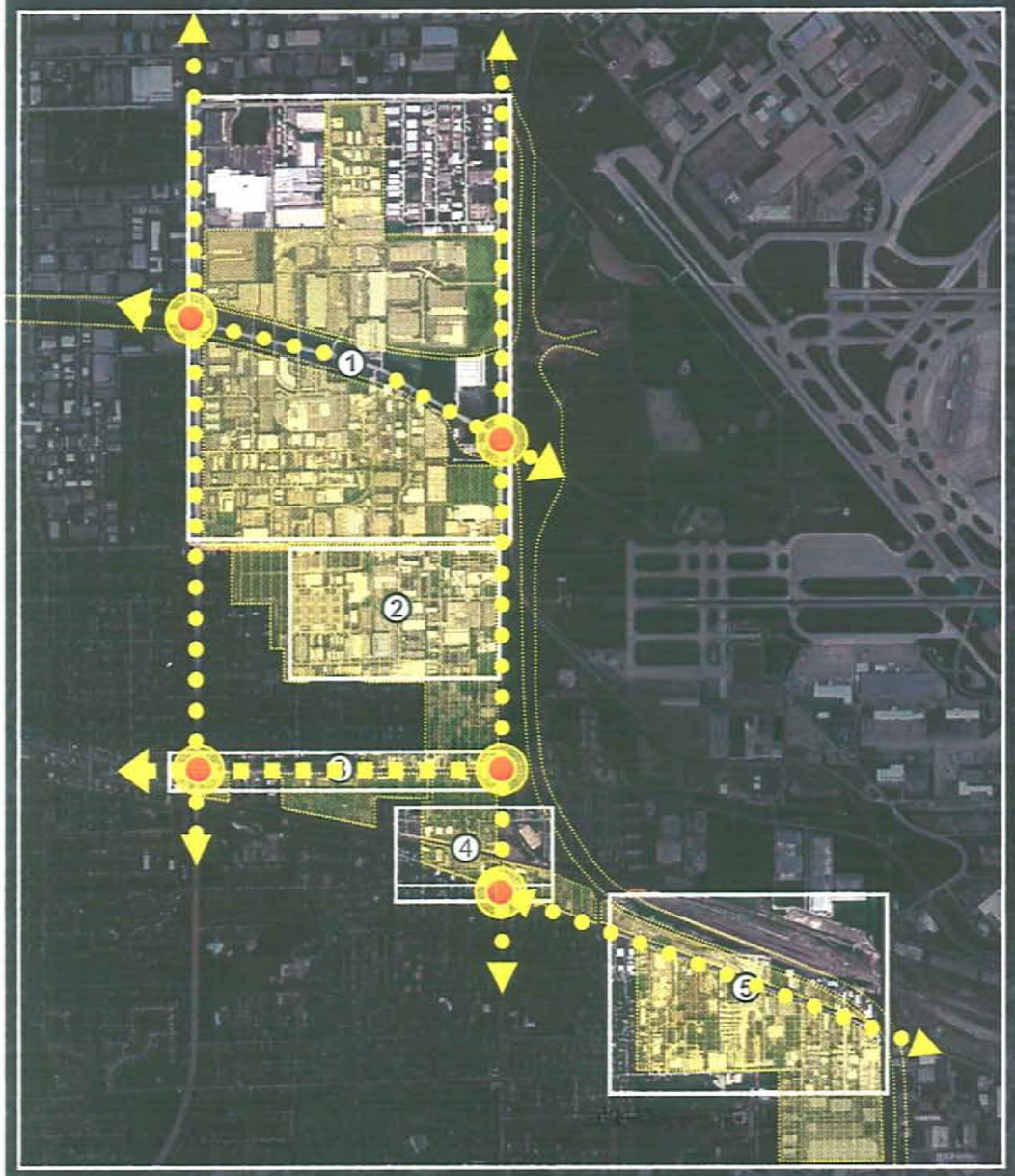


Development Districts
Sub Areas Plans for Bensenville

1. Thorndale Corridor and the Western Access
2. Midtown District
3. Irving Park Corridor
4. Downtown Bensenville
5. Green Street District



Development Districts Sub Areas Plans for Bensenville

Guiding Principles to Connect the Sub Areas

Understand Infrastructure Capacity

Balance Truck Routes with Civilian Traffic

Critical Improvements in the Public Realm

Public/Private Investment at Critical Nodes

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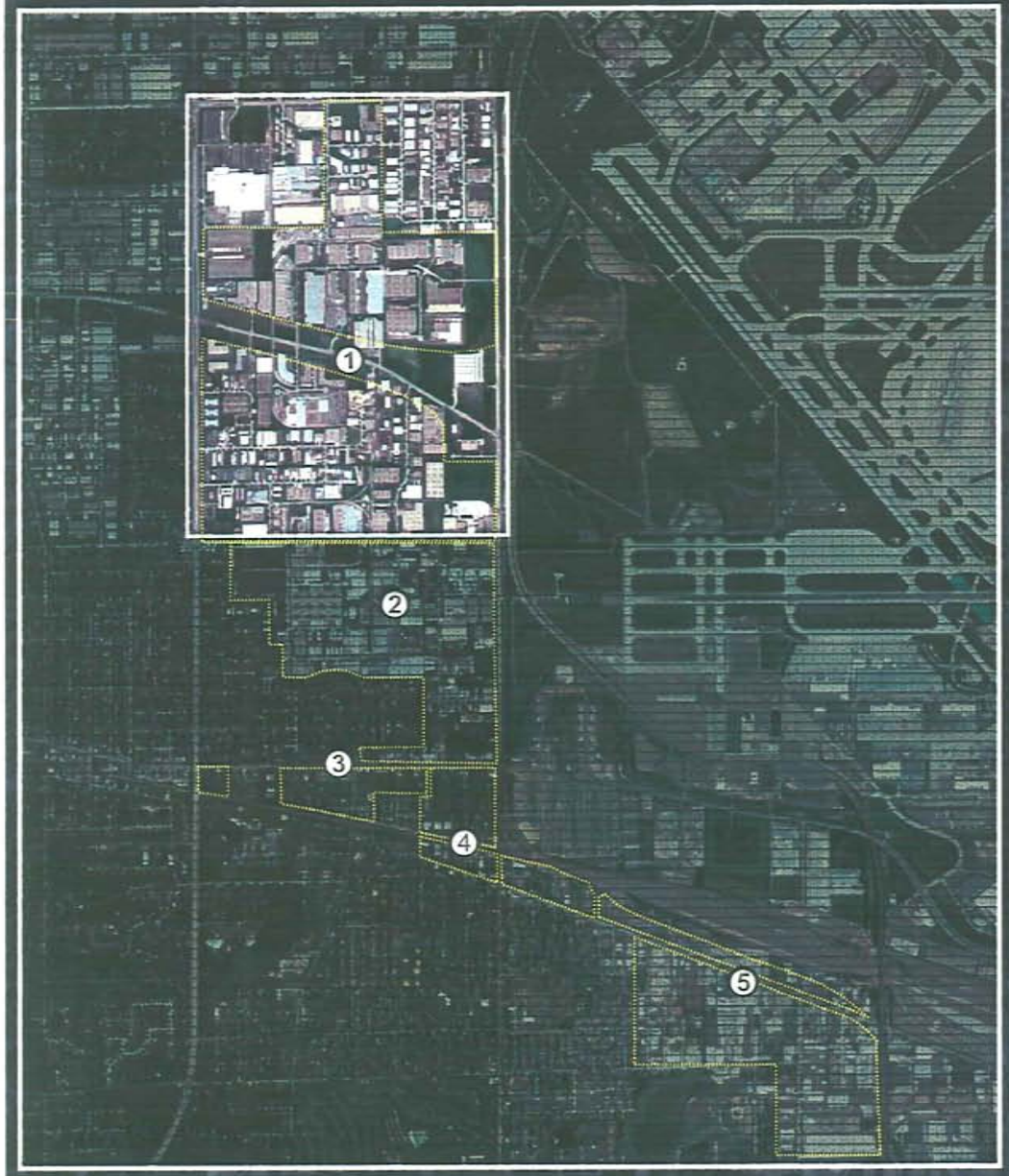

Development Districts Sub Areas Plans for Bensenville

1. **Thorndale Corridor and the Western Access**
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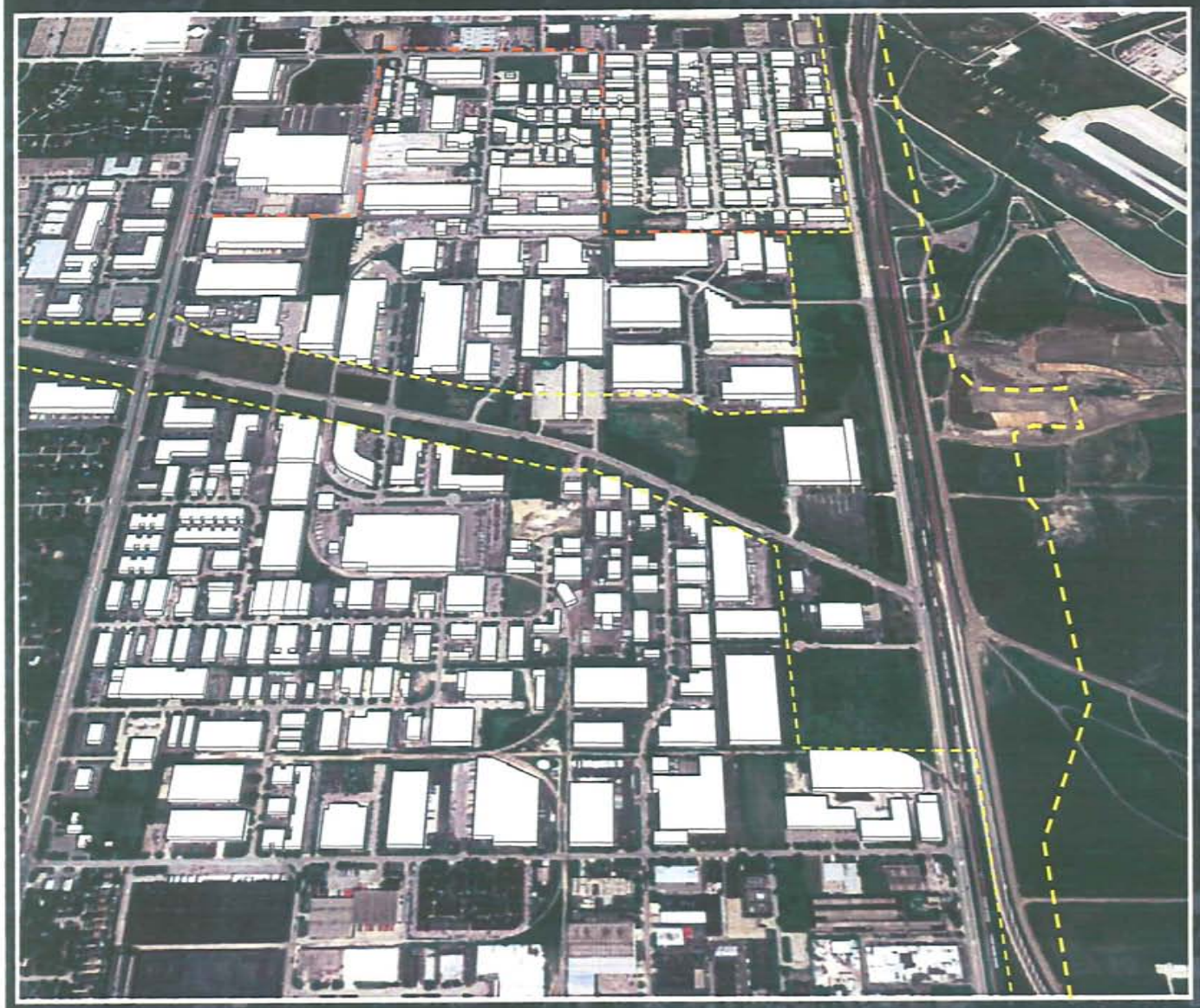

Thorndale Corridor and the Western Access

View the Western Access as a District, not a Bypass

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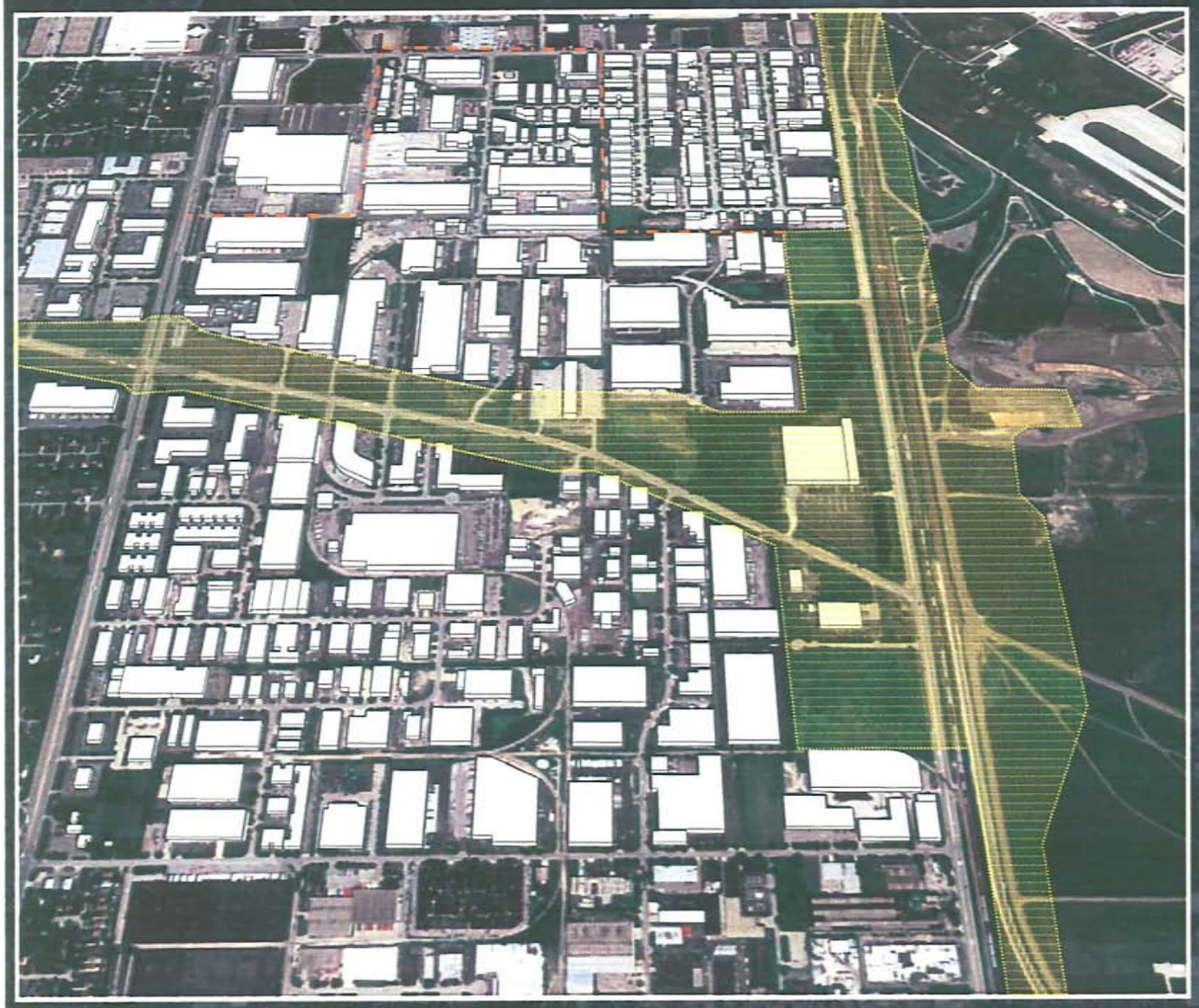

Thorndale Corridor and the Western Access

View the Western Access as a **District, not a Bypass**

Understand **the Impact of the Bypass** on the Urban Context

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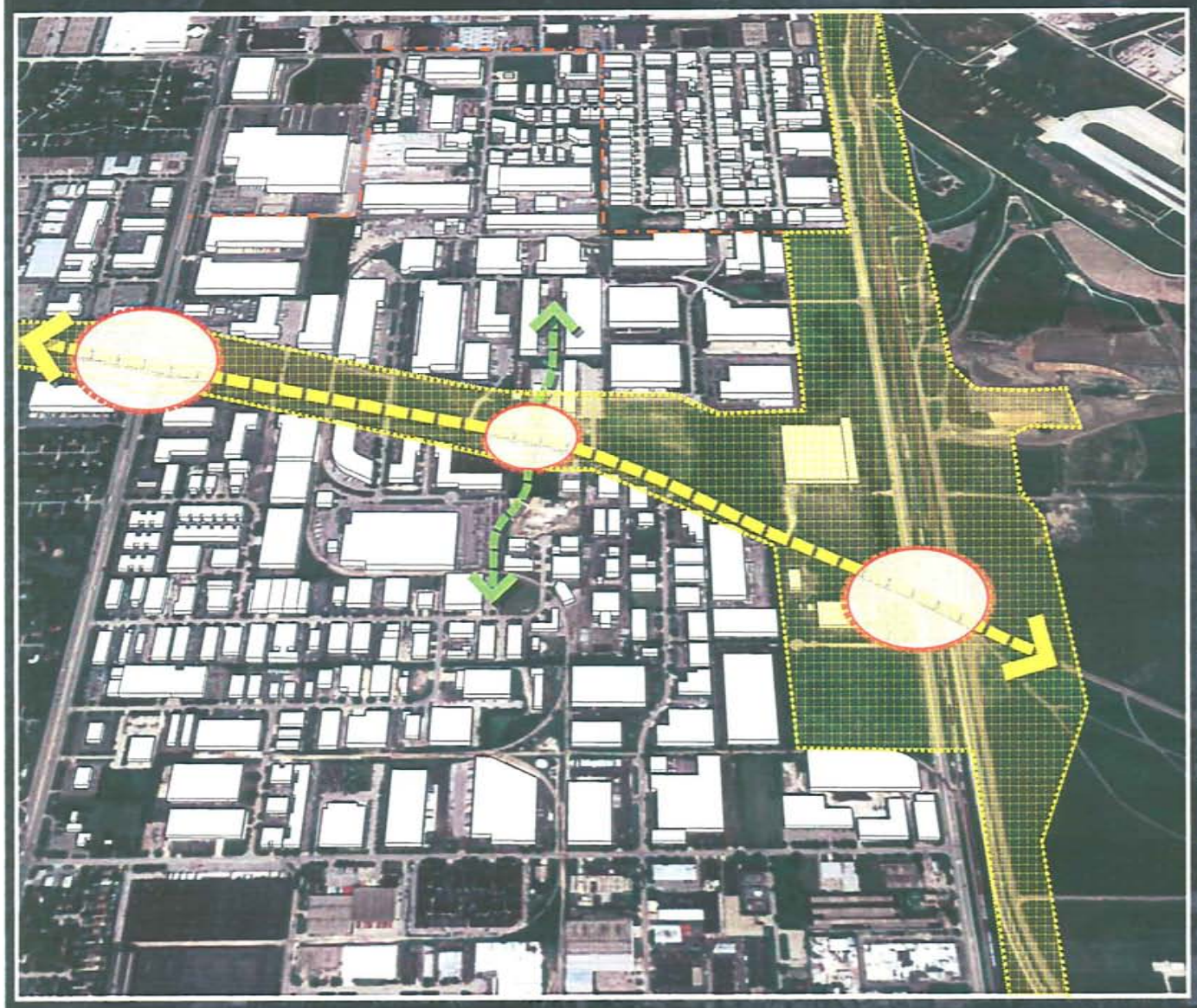


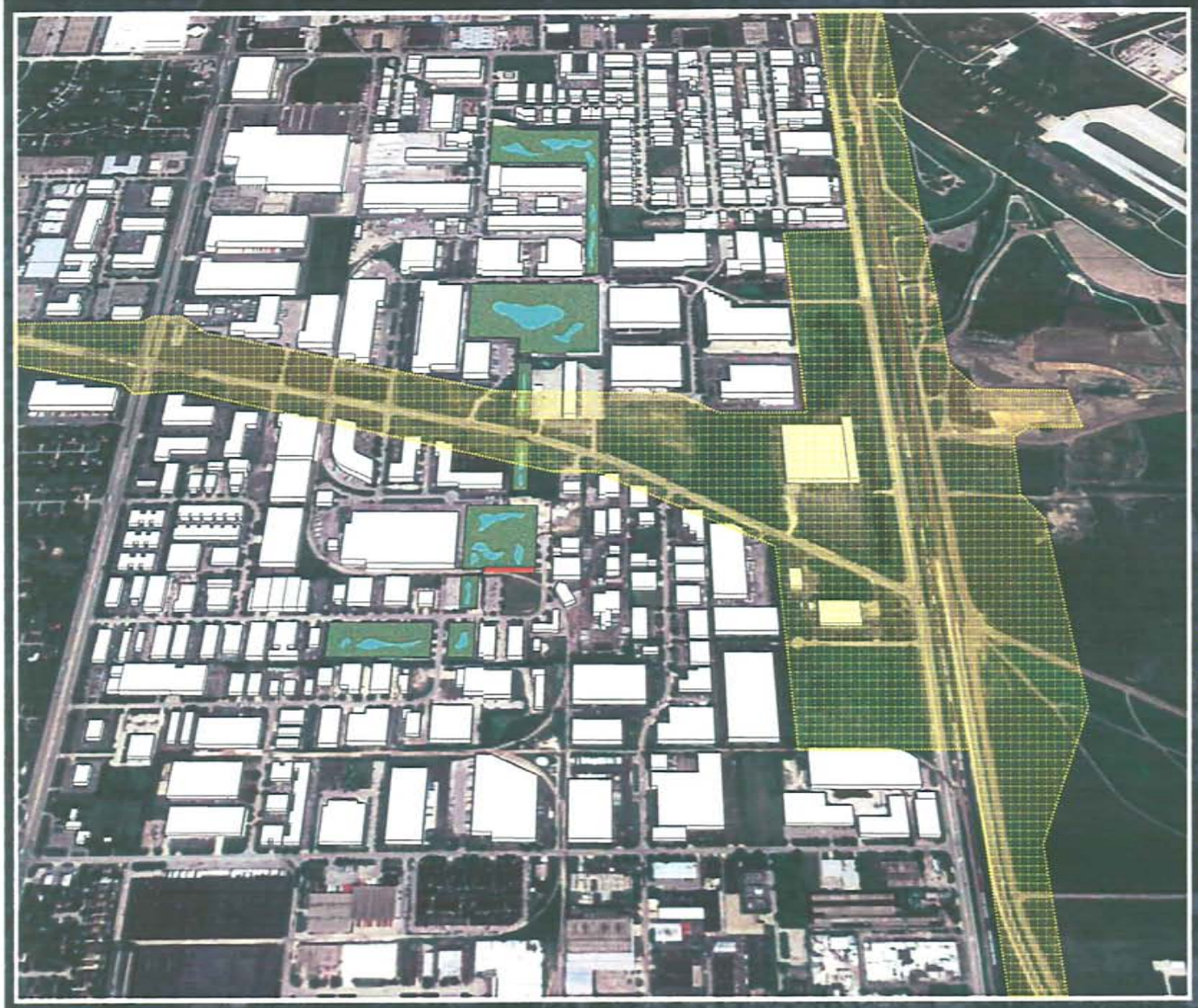
Thorndale Corridor and the Western Access

Strengthen Primary Nodes

Understand Entry Points into New District

Inventory of Vacant/Underutilize Buildings

Identify Alternative Land Use Options



Thorndale Corridor and the Western Access

Reposition Underutilized Property

A **New Stormwater/ Open Space System**

Stormwater as a **Development Asset and Management Tool to Attract Investors**

Identify **Potential Development Sites**

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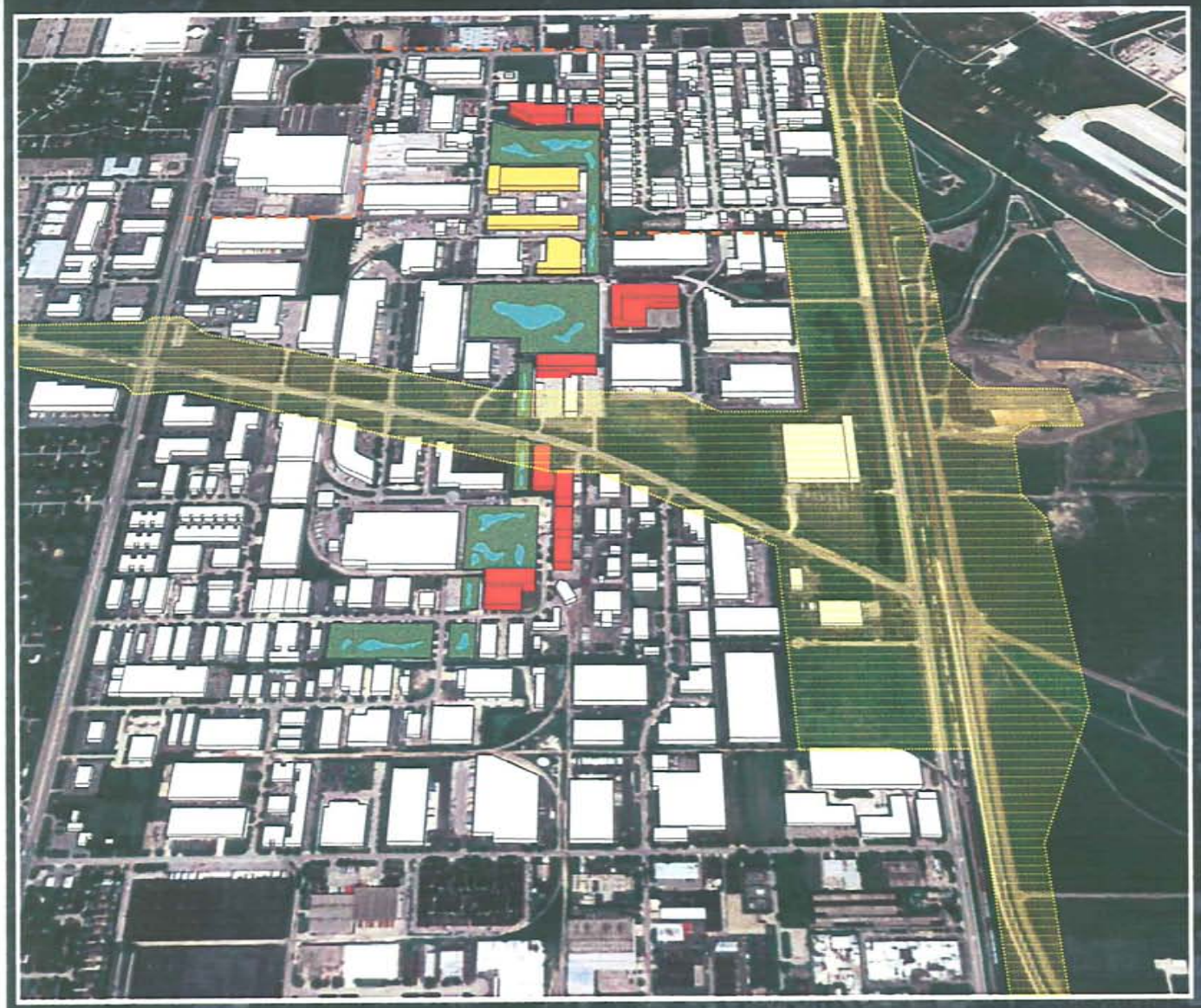

Thorndale Corridor and the Western Access

PHASE I

New Development Through Adaptive Re-Use and/or New Construction

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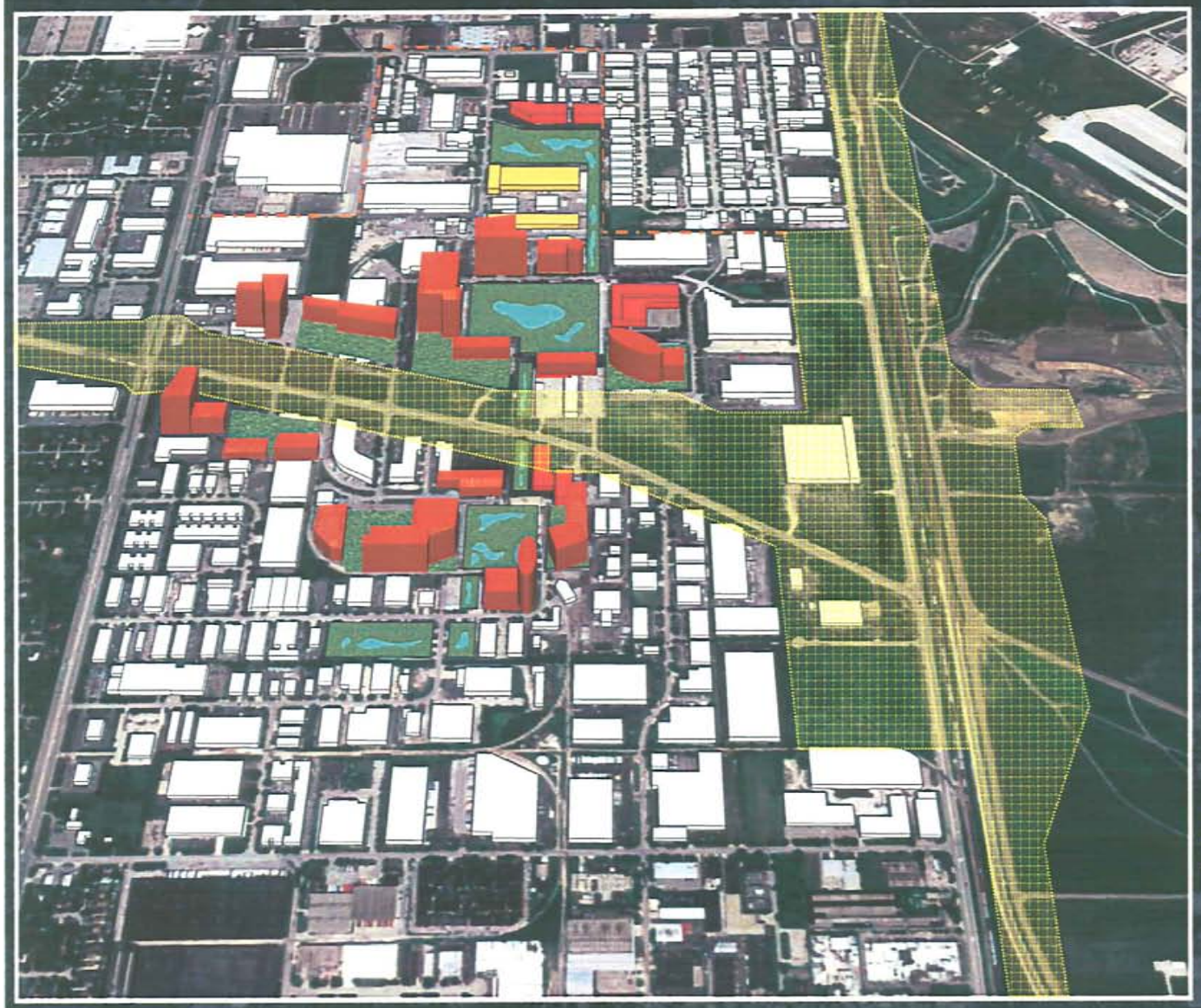

Thorndale Corridor and the Western Access

PHASE I

New Development Through Adaptive Re-Use and/or New Construction

LONG RANGE PLAN

New Development Focused Around a New Business Plan for Bensenville

A New District, A New Identity for Bensenville

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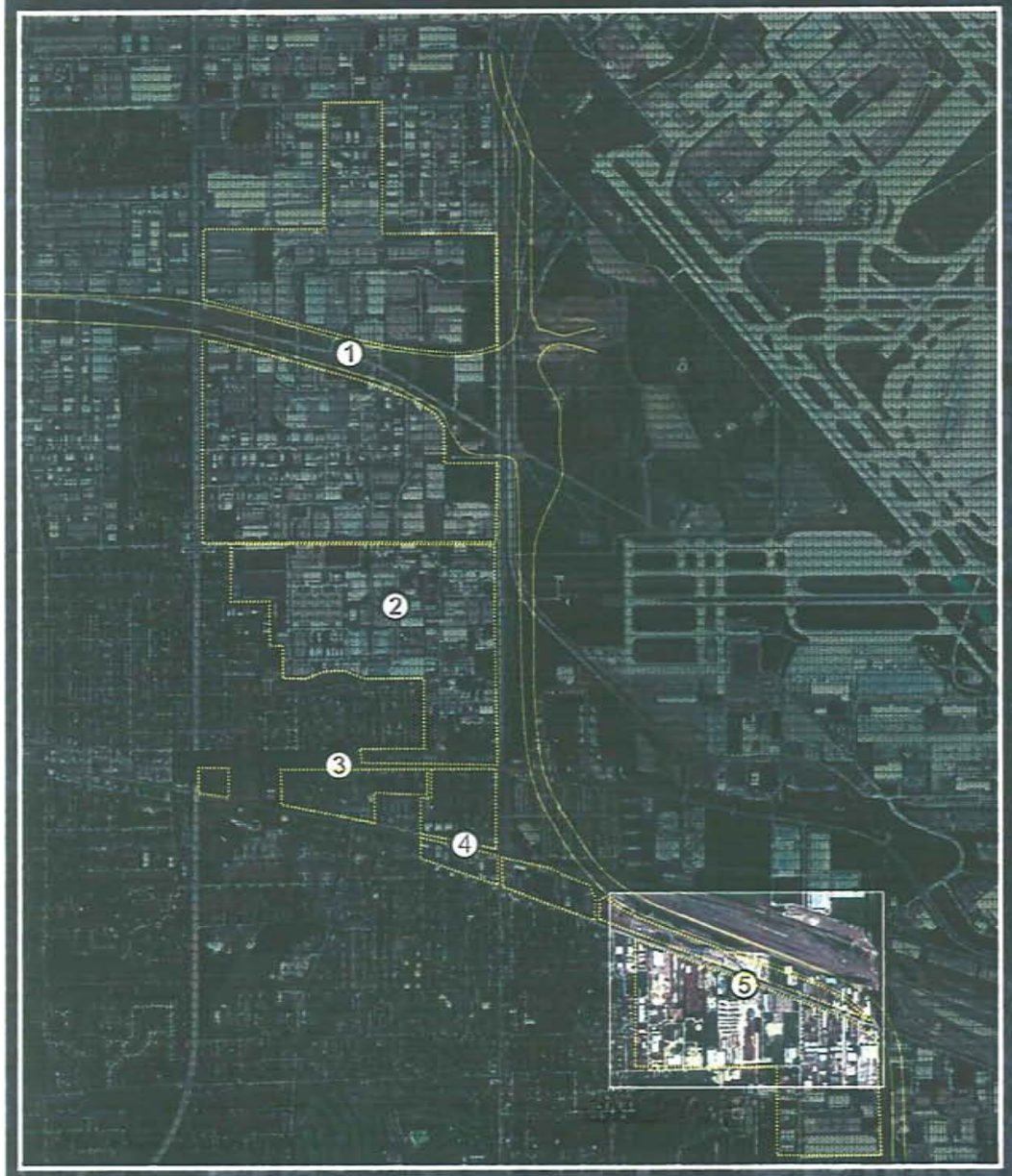

Development Districts
Sub Areas Plans for Bensenville

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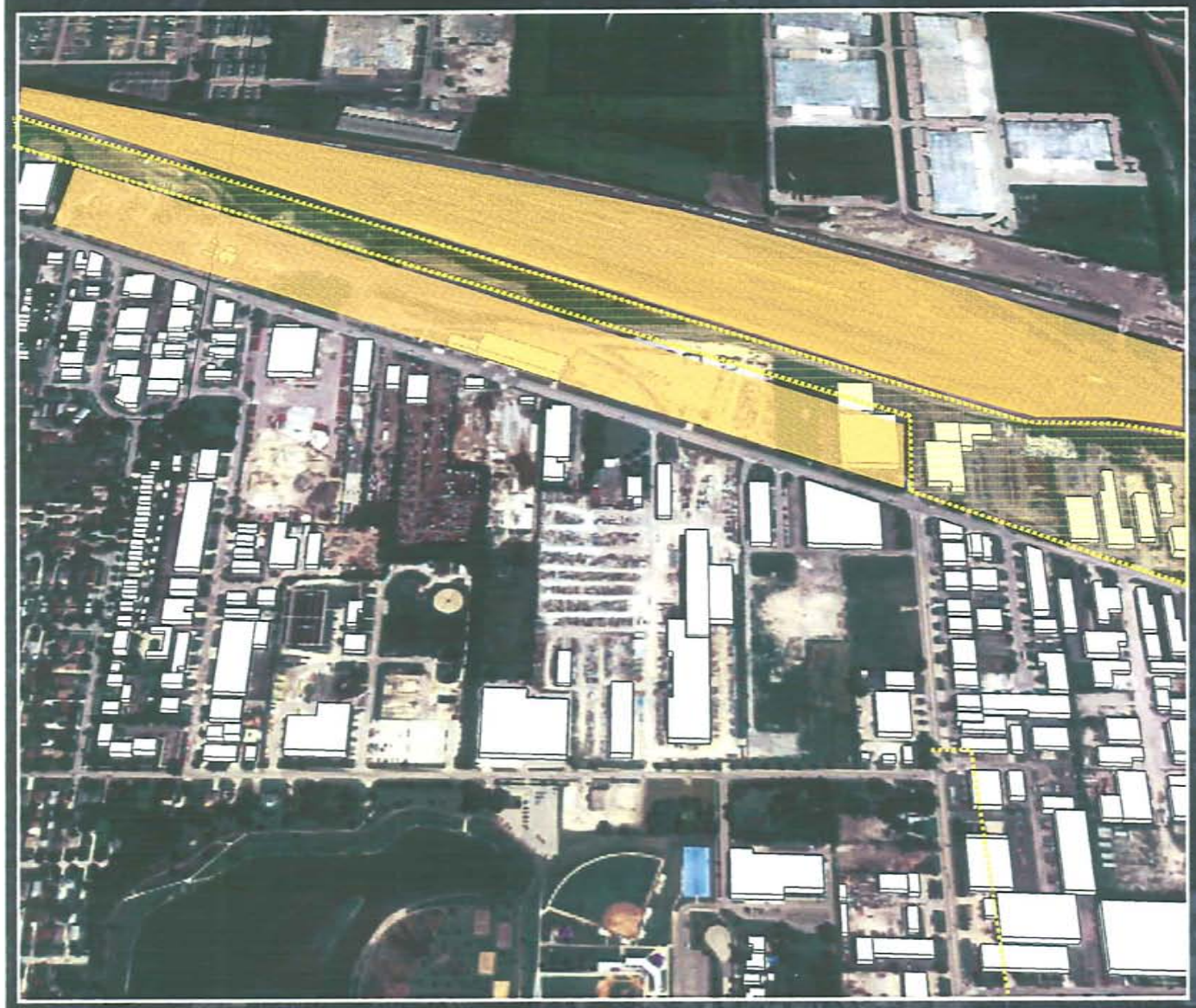

Green Street District

Establish Buffer Between Bensenville and O'Hare

Understand the Future of the CP Property

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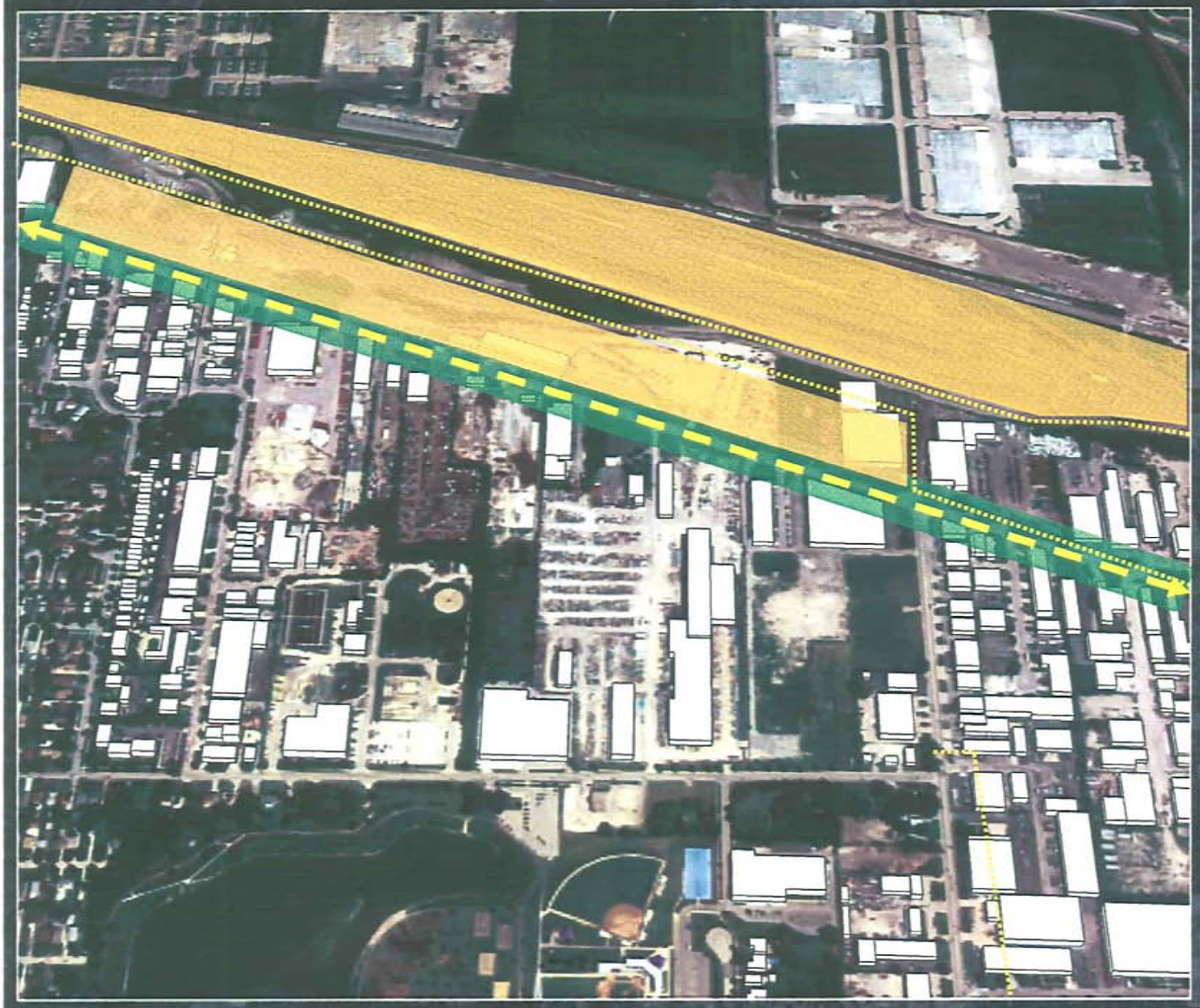

Green Street District

Establish Buffer Between Bensenville and O'Hare

Understand the Future of the CP Property

Establish a New Public Realm for Green Street

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Green Street District

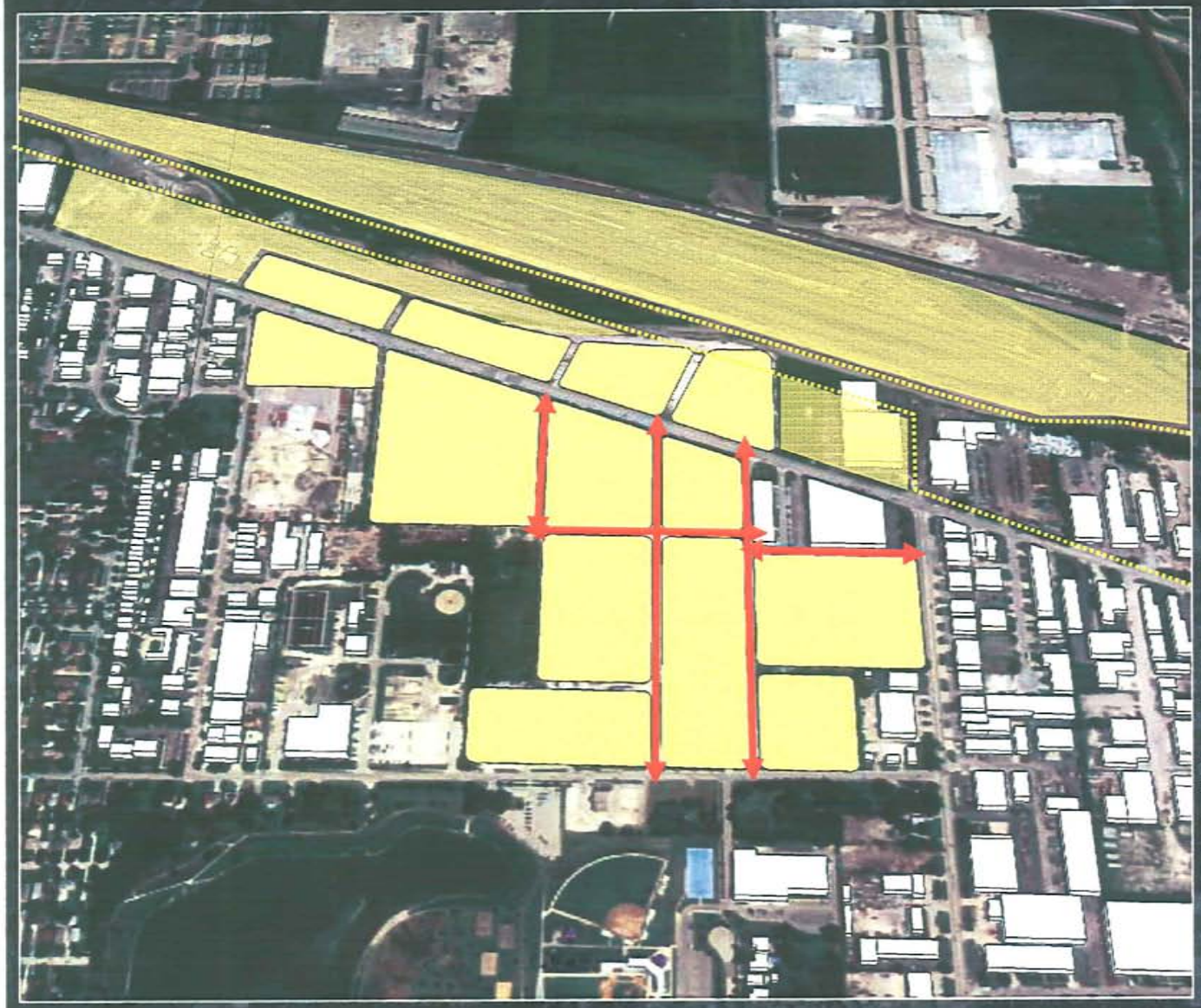
Establish Buffer Between Bensenville and O'Hare

Understand the Future of the CP Property

Establish a New Public Realm for Green Street

Inventory of Vacant/Underutilize Buildings

Identify Potential Development Sites



Green Street District

A New Development Framework

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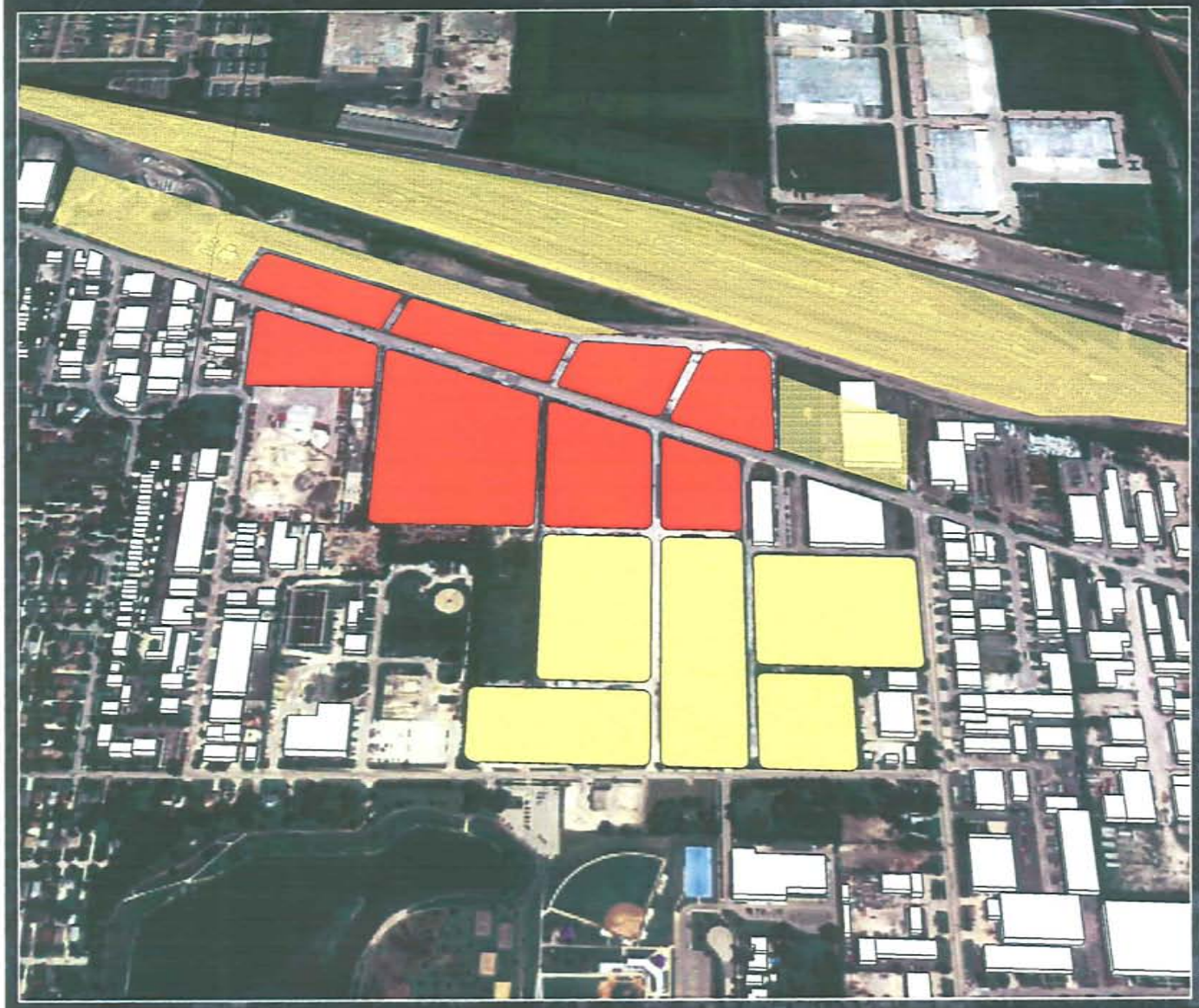

Green Street District

A New Development Framework

Focus Future Development on Green Street

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Park Hill Industrial Master Plan
Louisville, Kentucky

30th Street Corridor Industrial Plan
Milwaukee, Wisconsin

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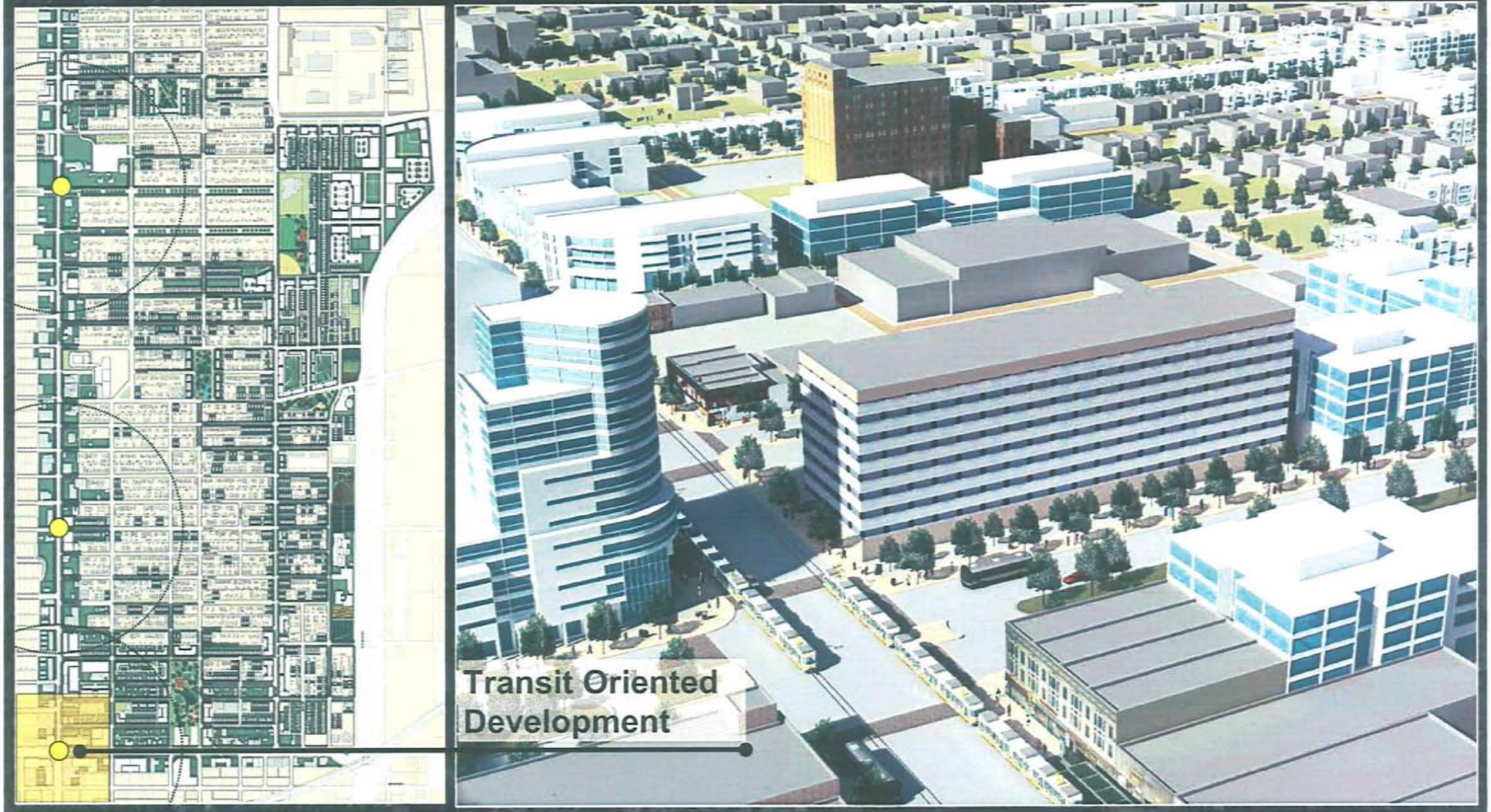

Detroit North End District Plan - Detroit, Michigan

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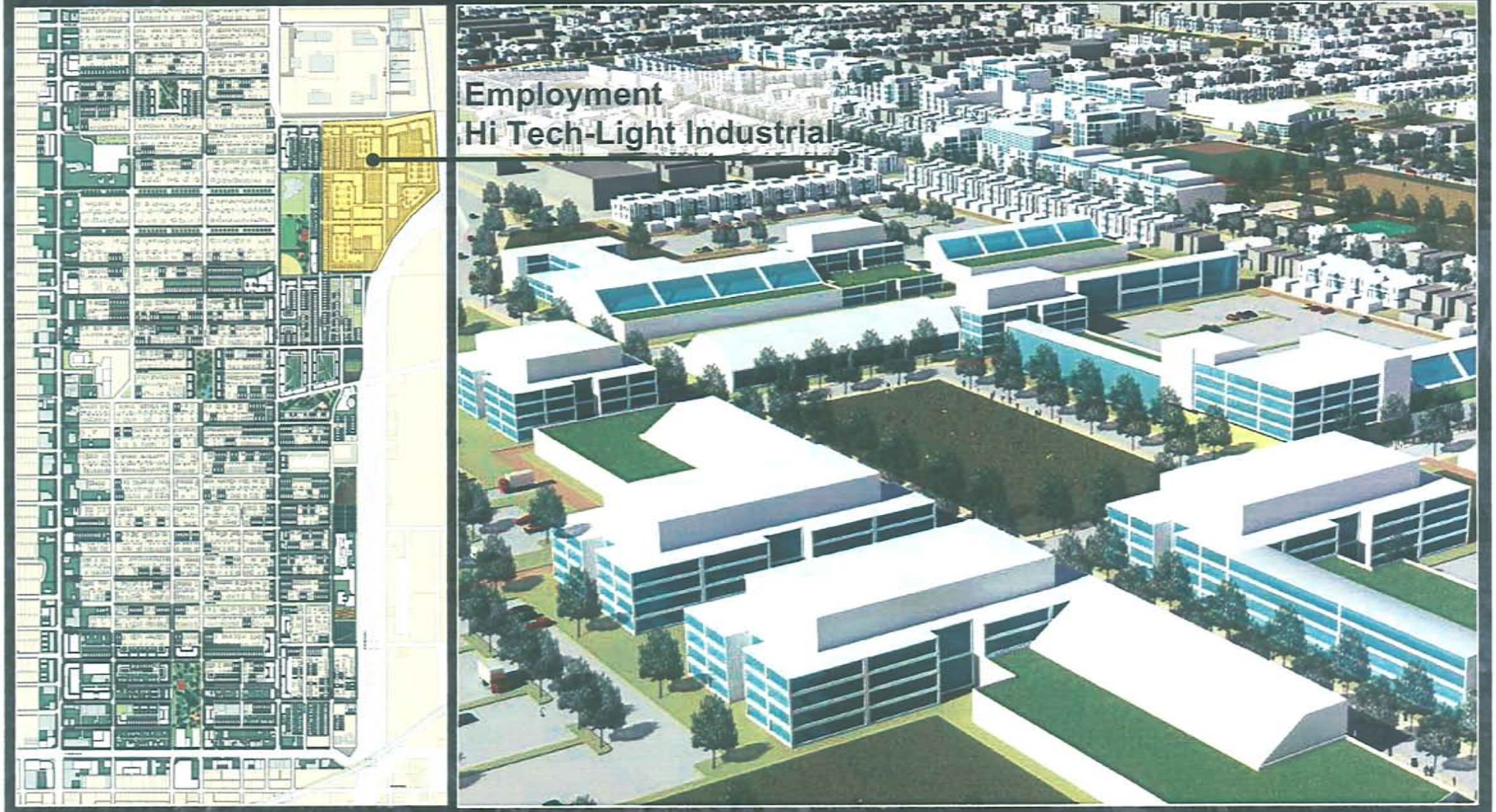

Detroit North End District Plan - Detroit, Michigan

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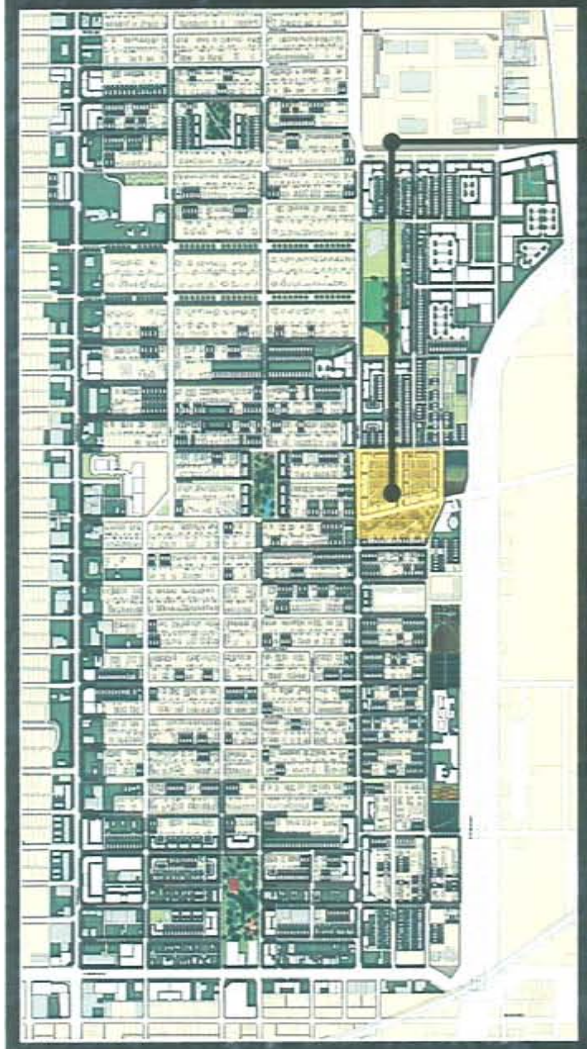

Detroit North End District Plan - Detroit, Michigan

a VISION for BENSENVILLE

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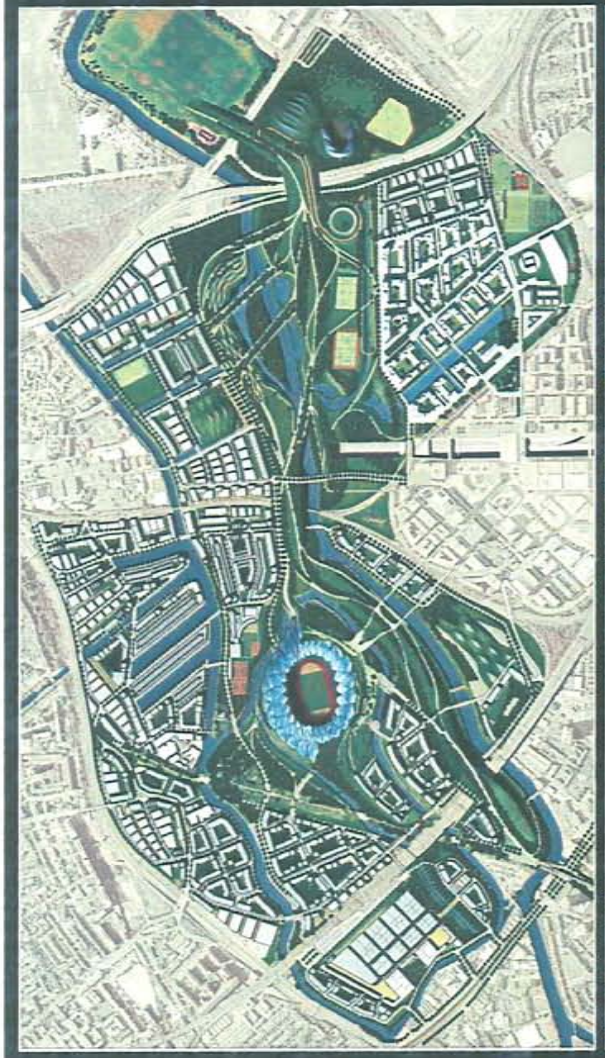

Lower Lea Valley – 2012 Olympic Master Plan - London, England

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Community Outreach

- Provide information that is clear + concise
- Utilize multiple communication channels that reach all stakeholders
- Provide opportunities for meaningful input
- Analyze feedback + integrate into the plan

Industrial + Transportation Infrastructure

Today, Bensenville is....

- A diversity of industrial sites in broad categories
- Too much congestion on roads, railroads + difficult O'Hare access
- Western by-pass interchange + planning around it
- Irving Park Realignment project is the most important aspect of connection to O'Hare

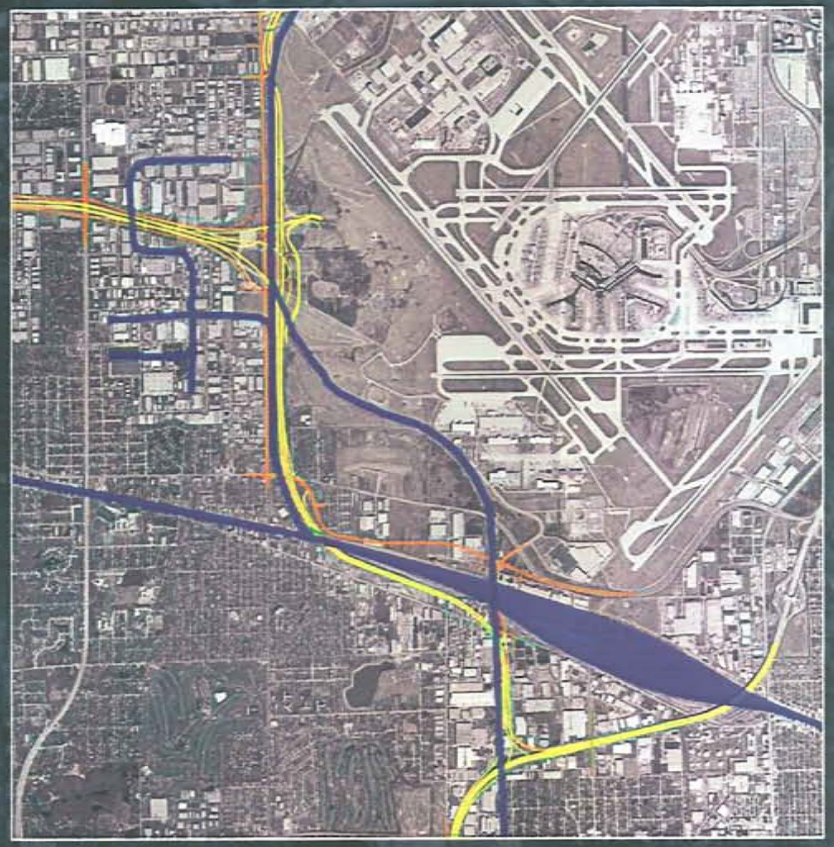
(Source: Google Earth)

Industrial + Transportation Infrastructure

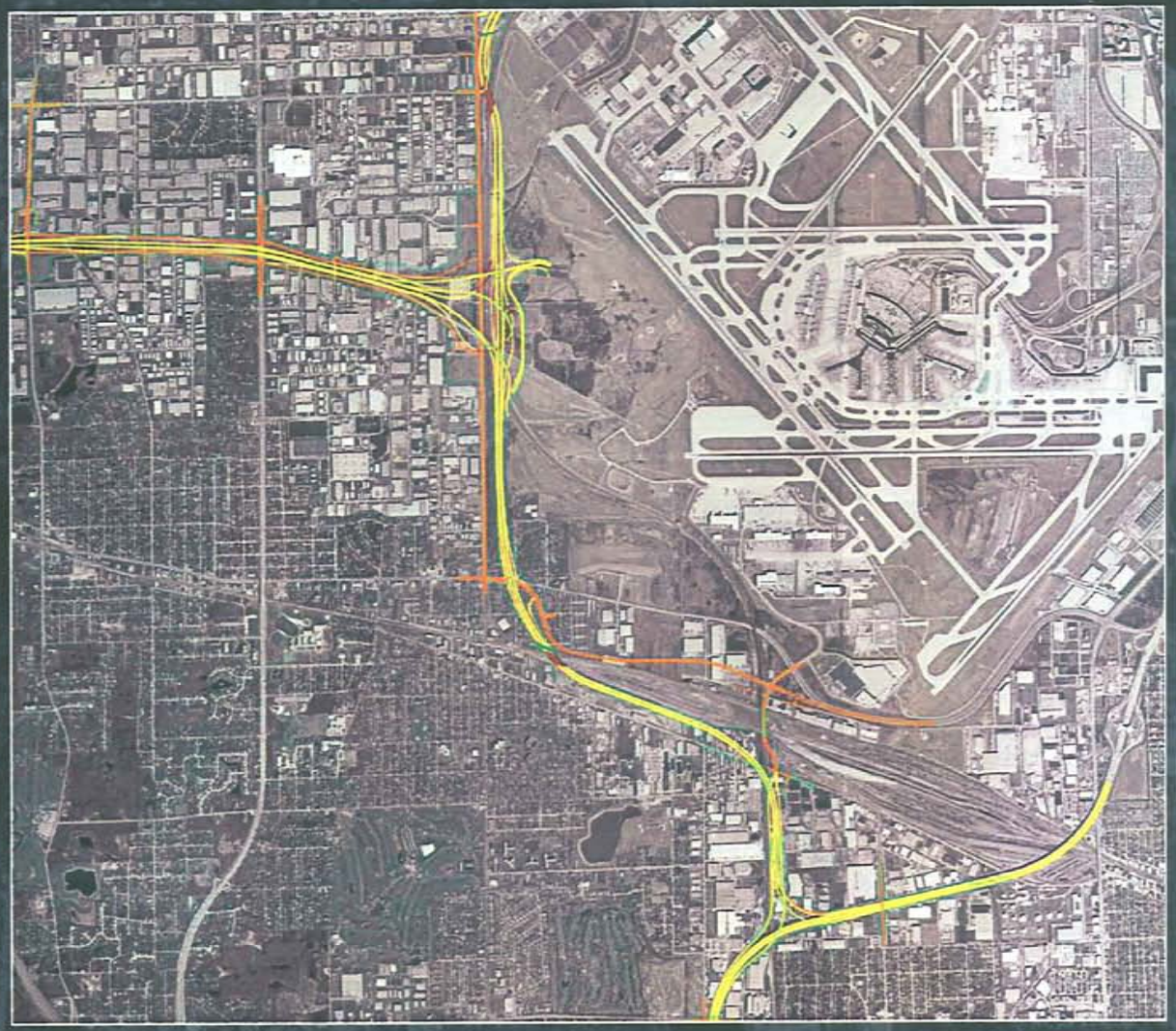
Tomorrow, Bensenville Could Be...

- Greater access to rail, road + air
- Less regional, more global
- Canadian Pacific + Union Pacific connect Bensenville to Vancouver BC, Monterey Mexico + Los Angeles

(Source: Google Earth)



Economic Development Strategy Elements



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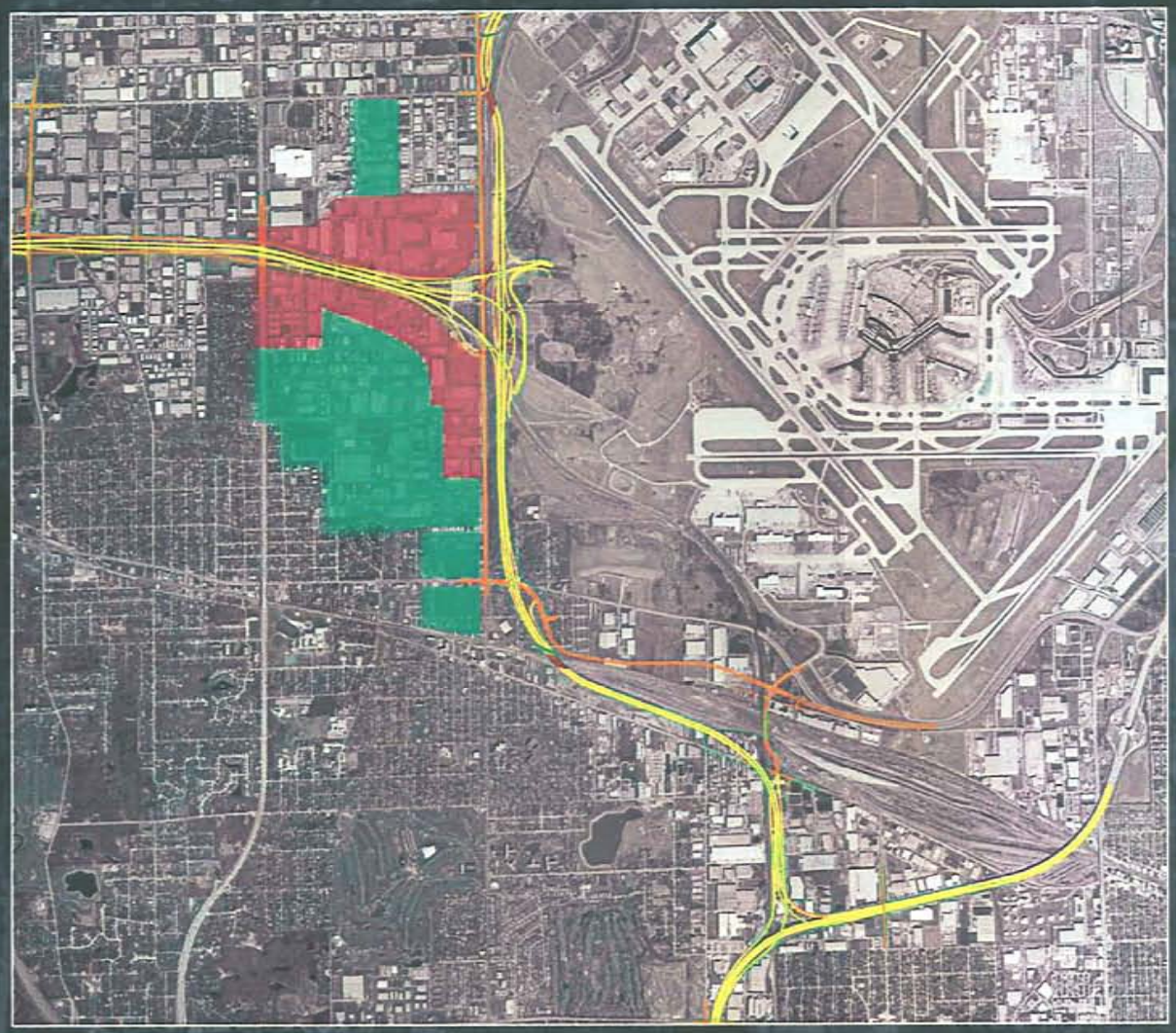
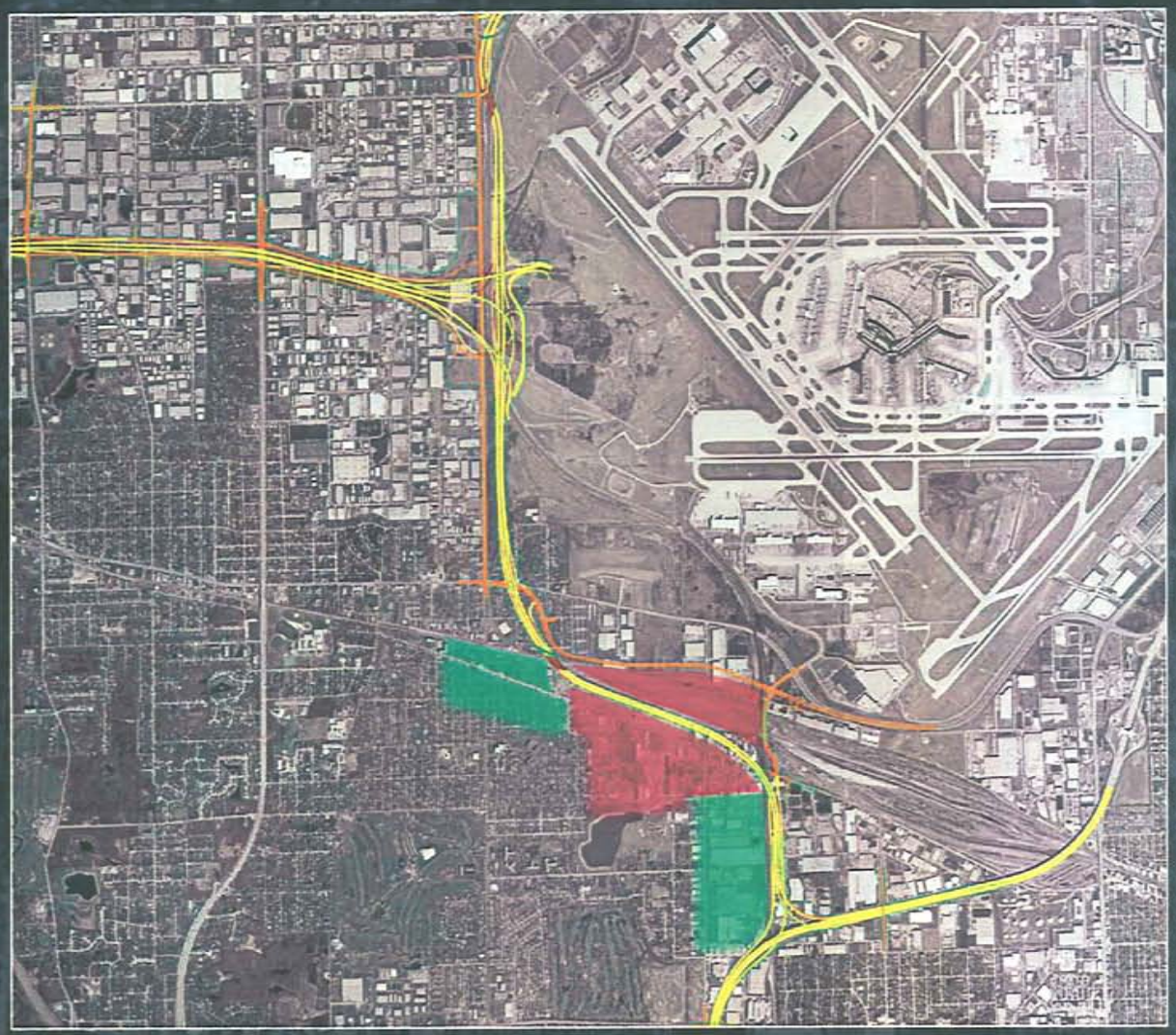
Economic Development Strategy Elements

- Create new job opportunities
- Leverage O'Hare investment

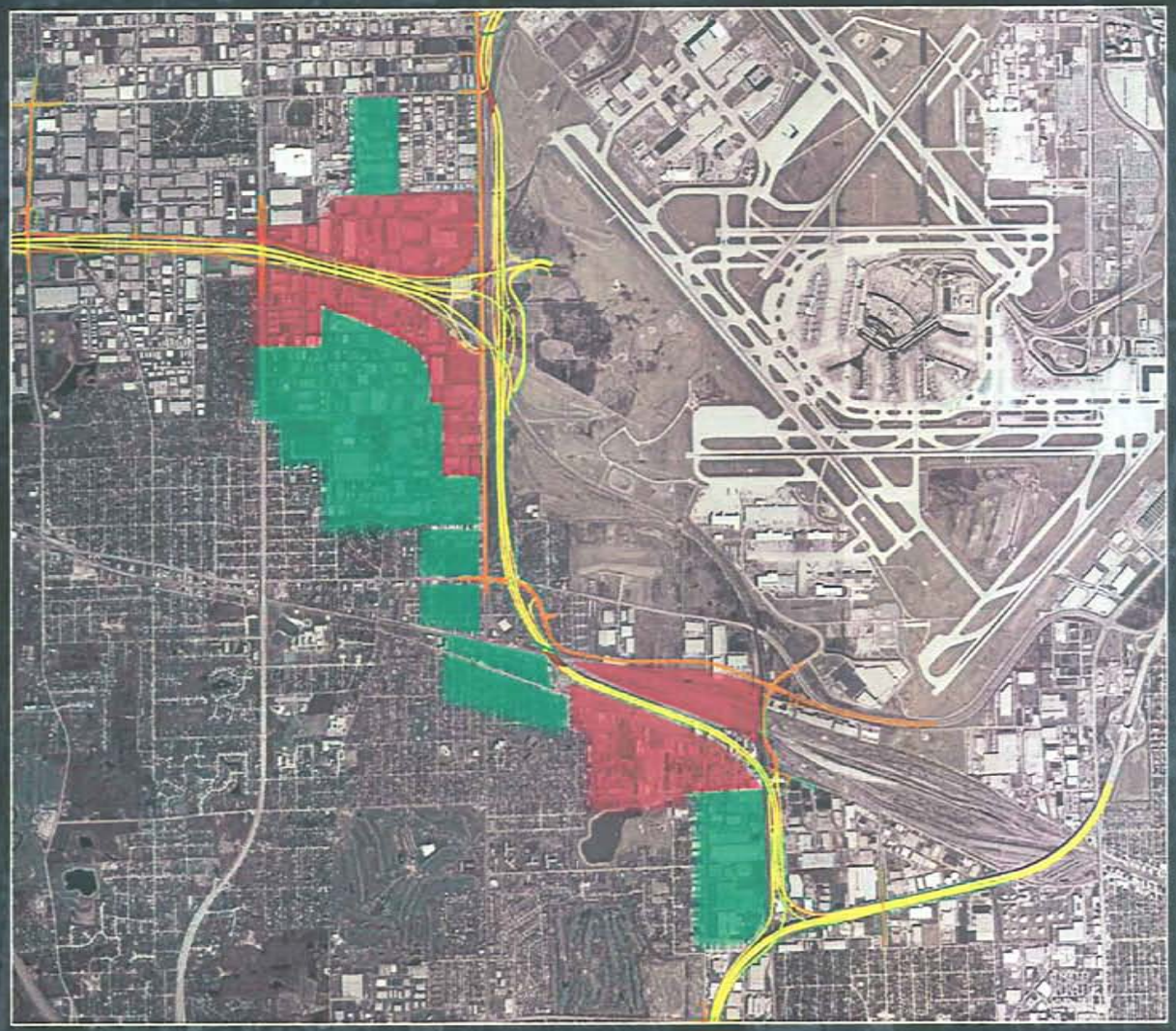


Economic Development Strategy Elements

- **Create new job opportunities**
- **Leverage O'Hare investment**



Economic Development Strategy Elements



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What Will Bensenville be in 2025

Bensenville Today - 2010

Power Suburb
- High Density
- Commercial/Office
- Retail/Hotel

Boulevard Place, Houston, TX

Mixed-Use Suburb
- Residential
- Single Family
- Village Supporting Retail

Stapleton Denver, CO

Industrial Suburb
Employment Driven
Light Industrial
Support O'Hare

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Why AECOM?

- We understand that this is about Bensenville and its future
- We have done this before in helping communities reposition themselves
- We translate global supply chains and community vision into action every day
- Through our key relationships, we can help Bensenville identify transportation and other investments that benefit its residents and businesses

Thank You
a VISION for BENSENVILLE
AECOM