

PRESIDENT  
Dr. James L. Discipio  
VILLAGE MANAGER  
Julia A. Cedillo  
VILLAGE CLERK  
Meghan M. Kooi



TRUSTEES  
Scott F. Mesick  
Michael L. Sheehan  
James P. Kucera  
Robert T. Lautner  
Jamie M. Zaura  
Amanda G. Seidel

## **VILLAGE BOARD EXECUTIVE SESSION MEETING & VILLAGE BOARD WORK SESSION MEETING**

Tuesday, February 11, 2020  
**Executive Session – 5:30 P.M.**  
**Village Board Work Session – 7:30 P.M.**

---

### **AGENDA**

- 1. Call to Order**
- 2. Roll Call**
- 3. Executive Session - Motion to move into Executive Session for the purpose of discussing security procedures and the use of personnel and equipment to respond to an actual, threatened, or reasonably potential danger to the safety of employees, staff, public or public property, in accordance with 5 ILCS 120/2 (c)(8)**
- 4. Reconvene into Open Session for the Village Board Work Session Meeting at 7:30 p.m.**
- 5. Pledge of Allegiance**
- 6. Roll Call**
- 7. Public Participation (agenda and non-agenda related)**
- 8. Building & Zoning Committee Items**
  - A. Discussion & Action – Building Department Vehicle Purchase – *Motion: To Purchase a New 2020 Chevrolet Silverado 1500 Work Truck, for a Cost of \$28,107.00, from Currie Motors Chevrolet, in Forest Park, IL, Through the Suburban Purchasing Cooperative Contract #186*
- 9. Public Safety Committee Items**
  - A. Discussion & Action – Personal Protective Equipment (Turnout Gear) Purchase – *Motion: To Approve the Purchase of Six Sets of New Protective Gear (Pants and Coats), at the Cost of \$\$2,296.00 per Set, or a Total of \$13,776.00, From Air One Equipment, Inc.*
  - B. Discussion – Purchase of CPR Compression Devices for Village Ambulances – *Motion: To Approve the Purchase of Two (2) Lucas Chest Compression Devices From the Stryker Medical Corporation as Quoted for \$28,725.00*

# VILLAGE BOARD EXECUTIVE SESSION & WORK SESSION MEETING

February 11, 2020 – 5:30 p.m. / 7:30 p.m.

---

## AGENDA (continued – Page 2)

### **10. Public Works Committee Items**

- A. Discussion – Community Development Block Grant (CDBG)- Grant Application Resolution Roadway Improvements – *Motion: To Approve a Resolution Approving the 2020 Community Development Block Grant Application*
- B. Discussion & Action – FY19/20 Sewer Cleaning and Televising – Edwin Hancock Engineering Agreement – *Motion: To Approve and Authorize the Village Manager to Execute Agreements Between the Village of La Grange Park and Edwin Hancock Engineering for Engineering Services in an Amount Not to Exceed \$7,500 for Design and Construction Engineering for the 2020 Sewer Cleaning and Televising Program*
- C. Discussion – Invest in Cook – Grant Application (26<sup>th</sup> Street from Kemman to Maple) Resolution Designating Local Contribution Amount – *Motion: To Approve a Resolution Designating Local Contribution Amount, as Part of the Invest in Cook Grant Application Submission*

### **11. Other Reports**

- A. Village Manager
- B. Village President
- C. Village Clerk
- D. Committee

### **12. New Business**

### **13. Executive Session**

### **14. Adjourn**

*Next Village Board Meeting: February 25, 2020*

*Next Village Work Session Meeting: March 10, 2020*



## **Rules for Public Comment**

### **Village Board Work Session Meetings Village Board Meetings**

1. Please step up to the microphone before speaking, and announce your name before beginning your comments.
2. After announcing your name for the record, you will be allowed to speak for three (3) minutes.
3. You may not use profane or obscene language and you may not threaten any person with bodily harm, or engage in conduct which amounts to a threat of physical harm.
4. (a) Agenda-related comments: The Village President reserves the right to disallow comments that are repetitive of comments previously made during the meeting, or comments that do not relate to agenda items.  
  
(b) Non-agenda-related comments: The Village President reserves the right to disallow comments that are repetitive of comments previously made during the meeting, or comments that do not relate to Village business, Village services or Village governance.
5. The Village of La Grange Park complies with the Americans with Disabilities Act of 1990. If you require accommodations in order to observe or participate in the meeting, please contact Assistant Village Manager Emily Rodman at (708) 354-0225 between 9:00 and 5:00 before the meeting so that the Village can make reasonable accommodations for you.

## Village Board Agenda Memo

**Date:** February 6, 2020

**To:** Village President and Board of Trustees

**From:** Julia A. Cedillo, Village Manager   
Dean J. Maggos, Director of Fire, Building and EMA   
Patrick Boyle, Building Official 

**Re:** Building Department Vehicle Purchase

---

### **GENERAL BACKGROUND:**

The Building Department has budgeted to replace the one vehicle officially assigned to the Building Department. The current vehicle is a 2009 Toyota Prius, which was purchased new. It is regularly used by our Building Official throughout the Village on a daily basis for inspections, investigate complaints, and to attend meetings. It also carries some basic equipment pertaining to Building Department responsibilities and activities. Overall the vehicle has served us very well with the exception of some concerns over the years about its' handling in inclement weather.

In planning for and pursuing replacement, Building Department staff evaluated current needs, and investigated which vehicles were available for purchase through state and joint purchasing programs. There were also many discussions regarding which type of vehicle is best suited for our overall needs. In addition, as you know, we also considered the potential of leasing a vehicle.

Staff has determined that our best option is to purchase a Chevrolet Silverado 1500 Work Truck, available through the Suburban Purchasing Cooperative, which the Village has utilized in the past to purchase some vehicles.

In a comparison of available vehicles, staff came down to considering a choice between the Chevy Work Truck and a Ford Escape Hybrid. Both vehicles would serve the Department well, and were very comparable in cost. It was determined though that the truck would provide staff with some advantages, such as the following.

- Carry additional equipment to immediately handle emergencies at times, such as caution cones, barricades, etc.
- A place to occasionally transport debris, such as discarded furniture.
- A higher utility vehicle to assist with Village operations during flooding, and potential other emergencies and disasters.
- Easier vehicle access for staff, and more appropriate vehicle for the type of in and out use by staff, especially when working in mud, etc.

Staff also contemplated the difference between a hybrid vehicle and regular gas engine. First, there is not a hybrid truck option available in a current joint purchasing option. Also, if we did not use the joint purchasing option and went out for bid, the cost of such would be prohibitive. Also, although a hybrid Escape would obviously provide better gas mileage, staff did not believe the cost savings in fuel, based upon the low number of miles driven annually, would outweigh the advantageous that having the Work Truck would.

Lastly, as we discovered during our discussions and evaluations of lease vehicles, the truck would most likely hold a very good re-sale value when the time comes if needed.

There is \$28,000.00 budgeted for this purchase in the Capital Projects Fund. The total cost of the vehicle, as specified, is \$28,107.00. There will be some ancillary costs associated with this purchase, such as the addition of lettering. At this time, staff plans to sell the Prius, which should further offset any remaining ancillary costs.

**RECOMMENDATION:**

After evaluation and consideration, staff recommends entering into an agreement with Currie Motors Chevrolet, of Forest Park, IL, for the purchase of a Chevrolet Work Truck.

**MOTION / ACTION REQUESTED:**

***Discussion & Action – Purchase – Building Department Vehicle: Motion to purchase a new 2020 Chevrolet Silverado 1500 Work Truck, for a cost of \$28,107.00, from Currie Motors Chevrolet, in Forest Park, IL, through the Suburban Purchasing Cooperative Contract #186.***

It should be noted that this matter is being brought before the Village Board for both discussion and action as we are attempting to place the order and get the vehicle delivered prior to the end of this fiscal year. The dealer has also indicated that there is also the possibility that the vehicle may not be delivered in the current fiscal year, but staff is working with the Finance Department to re-budget this purchase in FY2020/21 to accommodate such if necessary.

**DOCUMENTATION:**

- Supplemental Information including SPC Contract details, quote, specs, etc.
- Additional information about the Suburban Purchasing Cooperative.



**2020 Chevrolet Silverado  
Regular Cab 1500 Work  
Truck**

Contract #186



**Currie Motors Chevrolet**

**"Nice People to Do Business With"**

**Your Full-Line Municipal Dealer**

**Order Cut Of :04/2020**

**Contract # 186**



**Currie Motors Chevrolet  
SPC Contract Winner  
2020 Chevrolet Silverado  
Regular Cab 1500  
Work Truck  
Contract #186**

**Standard Package: \$23,993.00**

Warranty 3 Years 36,000 miles Bumper to Bumper/ 5 Years 60,000 Powertrain

**Windows**, power front and rear with driver express up and down and express down on all other windows  
**Active Aero Shutters**, front BWN  
**CornerStep**, rear bumper  
**Bumpers**, front, Black  
**Bumpers**, rear, Black  
**Capless Fuel Fill**  
**Daytime Running Lamps**, with automatic exterior lamp control  
**Door handles**, Black  
**Headlamps**, high intensity discharge (HID) projector-beam with LED signature DRL  
**Lamps**, cargo area, cab mounted with switch on center switch bank  
**Mirrors**, outside manual, Black  
**Pickup box**  
**Recovery hooks**, front, frame-mounted, black **Standard with 4WD models. Available with 2WD models.**  
**Tailgate and bed rail protection cap**, top  
**Tailgate**, EZ-Lift and Lower  
**Tire carrier lock**, keyed cylinder lock that utilizes same key as ignition and door  
**Tires**, P255/70R17 all-season, blackwall  
**Wheel**, full-size spare, 17" (43.2 cm) steel  
**Alternator**, 150 amps  
**Battery**, heavy-duty 720 cold-cranking amps/80 Amp-hr., maintenance-free with rundown protection and retained accessory power  
**Brakes**, 4-wheel disc with DURALIFE rotors, 4-wheel antilock



**Cooling**, external engine oil cooler

**Cooling**, auxiliary external transmission oil cooler

**Differential**, heavy-duty locking rear

**Engine**, 5.3L EcoTec3 V8 with Active Fuel Management, Direct Injection and Variable Valve Timing, includes aluminum block construction (355 hp [265 kW] @ 5600 rpm, 383 lb-ft of torque [518 Nm] @ 4100 rpm; more than 300 lb-ft of torque from 2000 to 5600 rpm)

**Exhaust**, aluminized stainless-steel muffler and tailpipe

**Frame**, fully-boxed, hydroformed front section

**Rear axle**, 3.42 ratio

**Steering**, Electric Power Steering (EPS) assist, rack-and-pinion

**StabiliTrak**, stability control system with Proactive Roll Avoidance and traction control, includes electronic trailer sway control and hill start assist

**Z82 Trailer Package**, includes trailer hitch, 7-pin and 4-pin connectors

**Transmission**, 6-speed automatic, electronically controlled with overdrive and tow/haul mode. Includes Cruise Grade Braking and

Powertrain Grade Braking

**Airbags**, dual-stage frontal and side-impact, driver and front passenger and roof-rail and seat-mounted side-impact, front and rear outboard seating positions with Passenger Sensing System

**Air conditioning**, single-zone

**Assist handle**, front passenger on A-pillar

**Audio system**, Chevrolet Infotainment System with 7" diagonal color touch-screen, AM/FM stereo with seek-and-scan and digital clock, includes Bluetooth streaming audio for music and select phones.

6-speaker audio system

**Bluetooth** for phone, personal cell phone connectivity to vehicle audio system

**Cruise control**, electronic with set and resume speed, steering wheel-mounted

**Instrumentation**, 6-gauge cluster featuring speedometer, fuel level, engine temperature, tachometer, voltage and oil pressure

**Door locks**, power

**Tailgate, locking**, utilizes same key as ignition and door - not available with (AQQ) Remote Keyless

Entry. Rear Vision Camera

**Teen Driver**, configurable feature that lets you activate customizable vehicle settings associated with a key fob, to encourage safe driving behavior. It can limit certain vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver

**Tire Pressure Monitoring System with Tire Fill Alert** (does not apply to spare tire)



**Model-Options**

<input type="checkbox"/>	<b>Regular Cab 4x4 8 Foot Bed Length</b>	<b>\$28,293.00</b>
<input type="checkbox"/>	<b>Double Cab 4x2 6.5 Foot Bed Length</b>	<b>\$26,025.00</b>
<input checked="" type="checkbox"/>	<b>Double Cab 4x4 6.5 Foot Bed Length</b>	<b>\$28,240.00</b>
<input type="checkbox"/>	<b>Crew Cab 4x2 5.75 Foot Bed Length</b>	<b>\$28,151.00</b>
<input type="checkbox"/>	<b>Crew Cab 4x4 5.75 Foot Bed Length</b>	<b>\$30,366.00</b>
<input type="checkbox"/>	<b>Crew Cab 4x2 6.5 Foot Bed Length</b>	<b>\$28,428.00</b>
<input type="checkbox"/>	<b>Crew Cab 4x4 6.5 Foot Bed Length</b>	<b>\$30,643.00</b>

**Options – Mechanical**

<input checked="" type="checkbox"/>	<b>4.3L V-6 Eco Tech</b>	<b>-1000.00</b>
<input type="checkbox"/>	<b>Engine Block Heater</b>	<b>91.00</b>
<input type="checkbox"/>	<b>Under Body Shield, transfer case protection</b>	<b>136.00</b>
<input type="checkbox"/>	<b>Trailer Brake Controller</b>	<b>250.00</b>
<input type="checkbox"/>	<b>Two-Speed Transfer Case-requires 4x4 Models</b>	<b>182.00</b>
<input type="checkbox"/>	<b>Snow Plow Prep Package-requires 4x4 Models</b>	<b>364.00</b>
<input type="checkbox"/>	<b>Two Additional Keys-unprogrammed</b>	<b>250.00</b>
<input type="checkbox"/>	<b>Service Manual on USB (pending release)</b>	<b>395.00</b>
<input type="checkbox"/>	<b>Parts Manual On CD-Rom (pending release)</b>	<b>195.00</b>

**Options – Exterior**

<input type="checkbox"/>	<b>Deep Tinted Glass</b>	<b>182.00</b>
<input checked="" type="checkbox"/>	<b>Back-Up Alarm</b>	<b>68.00</b>
<input type="checkbox"/>	<b>Drop In Bed liner</b>	<b>395.00</b>
<input type="checkbox"/>	<b>Wheel Locks</b>	<b>68.00</b>
<input type="checkbox"/>	<b>Molded Splash Guards</b>	<b>163.00</b>
<input type="checkbox"/>	<b>Assist steps-6" Chrome</b>	<b>Regular Cab 568.00</b>
<input type="checkbox"/>		<b>Double/Crew Cab 659.00</b>
<input type="checkbox"/>	<b>Carpeted floor covering</b>	<b>172.00</b>
<input checked="" type="checkbox"/>	<b>Bed liner, Spray-on Black non skid</b>	<b>450.00</b>
<input checked="" type="checkbox"/>	<b>Rust-proofing (does not include undercoating)</b>	<b>349.00</b>

<input type="checkbox"/>	<b>WT Appearance Package-includes Chrome Bumpers and Silver Painted Cast Wheels (not available with Snow Plow Prep</b>	<b>500.00</b>
--------------------------	--	---------------

**Options – Interior**

<input type="checkbox"/>	<b>Special Service Package(Crew Cab Only)</b>	<b>500.00</b>
<input type="checkbox"/>	<b>OnStar/Chevrolet connected services capable</b>	<b>159.00</b>
<input type="checkbox"/>	<b>Floor covering-color keyed</b>	<b>91.00</b>
<input type="checkbox"/>	<b>Weather Tech Front Row Liners</b>	<b>150.00</b>

**Options – Additional**

<input type="checkbox"/>	<b>8' Steel Service Body-White finish</b>	<b>6,133.00</b>
<input type="checkbox"/>	<b>7'-6" Western Snow</b>	<b>5,291.00</b>
<input type="checkbox"/>	<b>7'-6" Boss Snow Plow</b>	<b>5,291.00</b>
<input type="checkbox"/>	<b>4-Corner LED Amber Strobes</b>	<b>895.00</b>
<input type="checkbox"/>	<b>Remote vehicle start</b>	<b>450.00</b>
<input type="checkbox"/>	<b>Delivery &gt;50 Miles</b>	<b>195.00</b>
<input type="checkbox"/>	<b>Manufacturers Certificate of Origin</b>	<b>N/C</b>
<input type="checkbox"/>	<b>Municipal Plates M_____MP_____</b>	<b>203.00</b>

**Exterior Colors**

<input type="checkbox"/>	<b>North Sky Blue</b>	<b>N/C</b>
<input type="checkbox"/>	<b>Havana Brown Metallic-N/A on Regular Cab</b>	<b>N/C</b>
<input type="checkbox"/>	<b>Red Hot</b>	<b>N/C</b>
<input type="checkbox"/>	<b>Silver Ice Metallic</b>	<b>N/C</b>
<input checked="" type="checkbox"/>	<b>Summit White</b>	<b>N/C</b>
<input type="checkbox"/>	<b>Black</b>	<b>N/C</b>
<input type="checkbox"/>	<b>Shadow Gray Metallic</b>	<b>N/C</b>
<input type="checkbox"/>	<b>Woodland Green</b>	<b>409.00</b>
<input type="checkbox"/>	<b>Tangier Orange</b>	<b>409.00</b>
<input type="checkbox"/>	<b>Wheatland Yellow</b>	<b>409.00</b>

**Interior**

<input type="checkbox"/>	<b>Jet Black 40/20/40 Bench</b>	<b>Standard</b>
<input checked="" type="checkbox"/>	<b>Jet Black 40/20/40 Cloth Bench</b>	<b>N/C</b>

**Title Name** \_\_\_\_\_  
**Title Address** \_\_\_\_\_  
**Title City** \_\_\_\_\_  
**Title Zip Code** \_\_\_\_\_  
**Contact Name** \_\_\_\_\_  
**Phone Number** \_\_\_\_\_  
**Purchase Order Number** \_\_\_\_\_  
**Fleet Identification Number** \_\_\_\_\_  
**Tax Exempt Number** \_\_\_\_\_  
**Total Dollar Amount** \_\_\_\_\_  
**Total Number of Units** \_\_\_\_\_  
**Delivery Address** \_\_\_\_\_  
\_\_\_\_\_

**\*Orders Require Signed Original Purchase Order and Tax Exempt Letter Submitted to:**

*Currie Motors Commercial Center  
8401 W. Roosevelt Rd.  
Forest Park, IL 60130  
PHONE: (815) 412-3227  
Tom Sullivan  
[curriefleet@gmail.com](mailto:curriefleet@gmail.com)*

***\*Title Corrections will be Billed Appropriate Assessed Fees by the Sec. of State***

**2020**



# Joint Purchasing Program



*DuPAGE  
MAYORS AND MANAGERS  
CONFERENCE*



*NORTHWEST MUNICIPAL  
CONFERENCE*



**WILL COUNTY  
GOVERNMENTAL LEAGUE**

## ABOUT THE SPC

The Suburban Purchasing Cooperative is a joint purchasing program sponsored by the Northwest Municipal Conference (NWMC), DuPage Mayors & Managers Conference (DMMC), South Suburban Mayors and Managers Association (SSMMA), and Will County Governmental League (WCGL). Together the SPC represents 142 municipalities and townships in northeastern Illinois.

All public agencies as defined by the Illinois Governmental Joint Purchasing Act, as well as not-for-profit agencies that qualify under Section 45-35 of the Illinois Procurement Code, are eligible to participate in SPC joint purchasing programs.

ILL COMP. STAT. ANN §220/2. Definitions for the purpose of this Act: The term "public agency" shall mean any unit of local government as defined in the Illinois constitution of 1970, any school district, any public community college district, any public building commission, the State of Illinois, any agency of the State government or of the United States, or of any other State, any political subdivision of another State, and any combination of the above pursuant to an intergovernmental agreement which includes provisions for a governing body of the agency created by the agreement.

The SPC exemplifies the benefits of intergovernmental cooperation on a regional basis. The goal of the SPC is to combine the resources and purchasing power of governments and not-for-profit entities to jointly negotiate advantageous contract terms on a line of high quality products at the lowest possible price.

Economies of scale in terms of pricing and staff resources are the prime objectives of the SPC Joint Purchasing Program. By purchasing through the SPC, participants not only save money but time as well. Acting as an extension of the purchaser's staff, SPC staff works diligently in order to avoid the needless duplication of effort through in-house coordination of several functions involved in the procurement process.

Illinois statutes, 525/2 from Ch. 85, par. 1602. (Governmental Joint Purchasing Act), authorizes that any governmental unit may purchase personal property, supplies and services jointly with one or more other governmental units. All such joint purchases shall be by competitive solicitation as provided in Section 4 of this Act.

Since 2007, the SPC Program is centrally operated by the Northwest Municipal Conference with shared program oversight by the SPC Governing Board and SPC Technical Review Committee.

# **Public Safety Committee Divider**

**Robert Lautner, Chairman**

**Jamie Zaura**

**Amanda Seidel**

# Village Board Agenda Memo

**Date:** February 5, 2020

**To:** President and Board of Trustees

**From:** Dean J. Maggos, Director of Fire and Building   
Julia Cedillo, Village Manager 

**Re:** Personal Protective Equipment (Turnout Gear) Purchase

---

## GENERAL BACKGROUND:

The Fire Department is again ready to replace several sets of structural firefighting turnout gear, which we try to budget for annually. Our goal is to replace each firefighter's gear approximately every seven to eight years, with some adjustments made depending upon wear and tear of a particular individual's gear, as some firefighters are more active than others are. In some cases, in gear with even with less wear, we try to replace such at no more than ten years maximum.

In past years, the fire department conducted extensive research of various vendors of such turnout gear in regards to pricing, quality, options and safety. Over the last year, staff again met and discussed options with vendors, and any changes in design and materials. As noted in previous years, not all turnout gear is exactly the same, as there are minor differences in weight, stitching, available options, and available materials, etc. There is though a National Fire Protection Association Standard, NFPA 1971, which manufacturers need to comply with. A few years ago, we made a decision to purchase gear that is manufactured by Globe. We again this year would like to stick with gear constructed by this manufacturer. This year, we will again use the specifications from previous purchases, but with a few minor modifications. This is due to a model of pants being discontinued, some materials being phased out, and better materials being available for a comparable price.

In addition, there is now only one vendor representing our area for Globe, which is Air One Equipment, Inc. As such, we obtained the following quotes from them for the gear with our specifications with the modified materials.

<u>Reaction Coat Style/Material</u>	<u>Pant System Material</u>	<u>Cost Per Set</u>
Advance, Defender M	Advance, Defender M	\$2,275.00
Pioneer, Caldura SL2i	Pioneer, Caldura SL2i	\$2,296.00

Staff has evaluated the quotes for each set, and evaluated the benefits versus cost difference. Again, both sets of turnout gear being proposed would meet the current standards of the National Fire Protection Association for Protective Garments for Structural Firefighting; Standard 1971. Based upon the quotes and the materials difference though, staff would like to purchase the gear with the newly proposed materials, for an additional \$21.00 per set.

The purchase is being brought to the Village Board as the price exceeds \$10,000.00, which will pay for the purchase of six complete sets of protective gear (pants and coats). The total price is \$13,776.00, which is slightly more than the \$13,200.00 we have budgeted for in our Capital Projects budget for such purchase. We believe we can easily absorb the cost with a reduction in equipment purchases in other areas, or request assistance with the purchase from our Fire Department Foundation.

**RECOMMENDATION:**

Staff recommends the purchase of six sets of new protective gear (pants and coats), at the cost of \$2,296.00 per set, or a total of \$13,776.00, from Air One Equipment, Inc., in Elgin, IL.

**ACTION REQUESTED:**

**Discussion & Action - Fire Department Purchase – PPE (Turnout Gear): *Motion: To approve the purchase six sets of new protective gear (pants and coats), at the cost of \$2,296.00 per set, or a total of \$13,776.00, from Air One Equipment, Inc.***

**DOCUMENTATION:**

- Quote from Air One Equipment, Inc.
- Email reply regarding questions on materials specifications
- Specifications and Information for Globe Structural Firefighting Turnouts, with information highlighted on materials



**Air One Equipment, Inc.**  
 360 Production Drive, South Elgin IL 60177  
 Telephone: (847) 289-9000 Fax: (847) 289-9001  
 website: www.aoe.net

# QUOTATION

**TO:** LaGrange Park FD  
 447 Catherine Ave.  
 LaGrange Park, IL 60526

**Date:** 2/5/20

**ATTN:** Steve Storey

**Ref:** Globe gear quote

Qty	Part Number	Description	Each	Extended
1	Globe Coat New	Reaxtion - Advance, Defender M, CROSSTECH Black	\$1,288.00	\$1,288.00
1	Globe Pant New	Globe Pant System - Advance, Defender M, CROSSTECH Black	\$987.00	\$987.00
		Sub-total	\$2,275.00	\$0.00
1	Globe Coat New	Reaxtion - Pioneer, Caldura SL2i, CROSSTECH Black	\$1,299.00	\$1,299.00
1	Globe Pant New	Globe Pant System - Pioneer, Caldura SL2i, CROSSTECH Black	\$997.00	\$997.00
		Sub-total	\$2,296.00	\$0.00
1	8180	HexArmor Fire Glove	\$75.00	\$75.00
1	PGI	PGI Complete Protection Particulate Hood	\$88.00	\$88.00
1	Cairns	Cairns 880 or 1044 helmet, w/carved eagle, black eaflaps,	\$249.00	\$249.00
		NFPA Bourkes		\$0.00
1	Fusion	ProTech Fusion Fire Gloves	\$62.00	\$62.00
				\$0.00
				\$0.00

\* QUOTE VALID FOR 30 DAYS

\* FREIGHT OR DELIVERY CHARGES MAY APPLY

\* 3% PROCESSING FEE FOR CREDIT CARD PAYMENTS OVER \$500

**Total of All Equipment:** ~~\$5,045.00~~

**Estimated Delivery:**

On Request

**BY: Jeremiah Gericke**

**Air One Equipment, Inc.**

## Dean Maggos

---

**From:** Steve Storey  
**Sent:** Friday, January 24, 2020 9:37 AM  
**To:** Dean Maggos  
**Subject:** Fw: Globe turnout gear

COPY

Specifics of difference in quoted gear

**From:** Jeremiah Gericke <jgericke@aoe.net>  
**Sent:** Thursday, January 23, 2020 11:52 AM  
**To:** Steve Storey  
**Subject:** RE: Globe turnout gear

Steve,

Ok I have everything in front of me now. So to answer your questions...

1. The top quote was for your old/current spec. Those are the same materials and same cut of coat but with the updated Globe Pant System (GPS) as Reaction pants went away 12/31/19.
2. The second quote is for the newer materials I discussed with you the day I was out, but is the same cut of coat and pants as the first quote. Pioneer outer shell is the direct replacement for Advance (your existing spec), has the same Kevlar/Nomex blend as Advance, but adds Enforce fibers to eliminate the need for the extra stitching of Ripstop. If you look on the material manufacturers website, which is <https://us.tencatefabrics.com/> you will see that Advance is no longer advertised. That is because it is called a "limited composite". Tencate has been trying to end production of that material and replace it completely with Pioneer since at least 11/2017 when I was at the factory. So the long and short for today is we can order Advance but at some point in the future it will not be produced anymore, according to Tencate. I have been selling Pioneer for about 4 years now and have not heard any complaints, but have heard a lot of guys say they like it better due to the comfort out of the box, compared to Advance.
3. This is more of the same type of explanation but I thought it would be easier to read like this. The thermal liner you had previously is Defender M and I put (in the second quote) Caldura SL2i. Again the performance numbers for Caldura far surpass those of Defender, for a relatively minimal cost increase.

So to sum all of this up, the stitching didn't change from one quote to the other just the materials. I think they are both great changes, but am happy to give you exactly the same as what you have had if you prefer. That is with the exception of Reaction pants which have been discontinued, and GPS is the only option comparable, and is frankly better than the old cut. Marty will have the GPS sizing pants to fit the guys with tonight so if you need a second look to compare anything they will be there.

Other than that we discussed changing the knees, and pant cuffs to having black Arashield reinforcements instead of Dragonhide, and adding the same to the outside of the pant pockets. Those are a net change of about a \$3 total increase from before and Arashield is a better reinforcement, which I use almost exclusively for my customers. Those are included in both quotes.

Although there was a January 1<sup>st</sup> price increase handed down to us from Globe we will honor the 2019 pricing.

Please feel free to reach out with any questions.

TURNOUT GEAR

REACTION<sup>®</sup> JACKET



Shown with optional American flag, radio pocket, and cuff reinforcements made from outer shell fabric.



**COLLBREAK™ ATTACHMENT SYSTEM** with the collar sewn to the liner instead of the outer shell for a completely smooth fit across the neck.



**FREE-HANGING THROAT TAB** stays out of your way when not deployed.



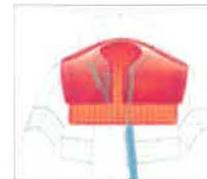
**AXTION™ SLEEVE** provides extra length when you reach.



**TELESCOPING SLEEVE WELLS** keep water out and add thermal protection.



**YOCCO™ DRAG RESCUE DEVICE** is easy to deploy when you need it, out of the way when you don't.



**THERMALLY ENHANCED UPPER BODY** is oversized for more coverage.



**EXTENDED BACK** option allows you to choose to extend the back by 3" or 6" for additional overlap and lettering below the SCBA.

REACTION<sup>®</sup> JACKET

REACTION<sup>®</sup> combines the latest advances in ergonomic design — like AXTION<sup>®</sup> Sleeves — with customer-favorite features — like COLLBREAK™ — to put it all together for you.

MORE STANDARD FEATURES

Semi-bellows CARGO/HANDWARMER POCKETS lined with KEVLAR<sup>®</sup> fabric inside and NOMEX<sup>®</sup> fleece behind hold a lot but don't bulge out in the front.

CONTOURED SLEEVES are ergonomically curved to work with you — not against you.

AXTION<sup>®</sup> LINER allows unrestricted movement and easy access between the layers.

GENEROUS LINER POCKET is lined with moisture barrier.

TRIMTRAX<sup>®</sup> THREAD PROTECTION cording lasts far longer on trim than conventional stitching.

DOUBLE-STITCHED SEAMS with 8-10 stitches per inch for longer service life.

Your choice of MATERIALS: Outer Shells, Moisture Barriers, Thermal Liners, Reinforcements, Reflective Trim, and Lettering.

Your choice of OPTIONS: Closures, Pockets, Holders/Clips/Straps, Patches, and Sleeve Wells/Wristers.

MEN'S & WOMEN'S SIZES: Chest, Length, and Sleeve.



Certified to NFPA 1971 (Structural Fire Fighting)  
MADE IN THE USA

## TURNOUT GEAR

# GLOBE PANT SYSTEM



## THE ONLY PANTS AVAILABLE IN 4 FITS.

### HOW TO CONFIGURE

#### Choose a Globe Pant System Fit

- Slim
- Regular
- Relaxed
- Women's

#### Choose a Closure

- Tunnel with Half-Belt
- Full Belt with Wide Belt Loops
- Escape Belt with Wide Belt Loops
- Hook and Dee with Take-Up Straps

#### Choose Options

- IH™ Ready
- Left-Handed Opening
- Pockets
- Holders/Clips/Straps
- Suspenders
- Harnesses/Loops/Pockets



**VERTICAL FLY CLOSURE** with hook and loop makes for fast and secure donning.



**ELASTICIZED SIDES** provide flexible, more athletic fit at the waist.



**ARTICULATED KNEES** with **CATHEDRAL KNEE** reinforcements are built for unrestricted crawling.



**THERMALLY ENHANCED KNEES** add a layer of thermal and moisture barrier to protect this high-compression area.



**PADDED H-BACK RIPCORD SUSPENDERS** attach to horizontal loops so there is no metal hardware to dig in or pull out.



**ONE-PIECE CROTCH GUSSET** reduces binding in the crotch.



**LEFT-HAND OPENING** with angled fly available (as LH Pant) for left-opening external harnesses with optional harness loops.



Optional **SILZONE™ KNEE PADDING** recommended on liner.

## GLOBE PANT SYSTEM

We've revolutionized turnout pants again with our new Globe Pant System – because fit has never mattered more. Pants that fit you like a pair of jeans enhance your performance and comfort while ensuring your protection and safety. With the advanced design you expect from Globe, you'll have a leg up on the job.

### STANDARD FEATURES

- Your choice of **FITS** make these pants fit like a pair of jeans: Slim, Regular, Relaxed, and Women's.
- Your choice of **CLOSURES** include tunnel with half-belt, full belt with wide belt loops, escape belt with wide belt loops, or hook and dee with take-up straps.
- INDEPENDENT STRETCH WAISTBAND** provides unrestricted fit and no-gap protection with liner.
- LINER ACCESS OPENING** allows for easy access between the layers.
- EXPANSION CARGO POCKETS** are reinforced with KEVLAR® fabric inside.
- REVERSE BOOT CUT** is shorter in the back to avoid premature cuff wear.
- TRIMTRAX™ THREAD PROTECTION** cording lasts far longer on sewn on trim than conventional stitching.
- DOUBLE-STITCHED SEAMS** with 8-10 stitches per inch for longer service life.

### OPTIONAL FEATURES

- Your choice of **REINFORCEMENTS** on knees and cuffs include DRAGONHIDE®, Ara-Shield®, or suede.
- Your choice of **MATERIALS**: Outer Shells, Moisture Barriers, Thermal Liners, Reinforcements, and Reflective Trim.
- Your choice of **OPTIONS**: Closures, Pockets, Holders/Clips/Straps, Suspenders, and Harnesses/Loops/Pockets.
- MEN'S SIZES**: Fit (Slim, Regular, Relaxed), Waist, and Inseam.
- WOMEN'S SIZES**: Waist and Inseam.



Certified to NFPA 1971 (Structural Fire Fighting)  
MADE IN THE USA



ALSO AVAILABLE IN PROXIMITY  
(Regular & Women's Fits)

## GLOBE TURNOUT GEAR FABRICS – OUTER SHELLS

### PBI MAX

PBI MAX is remarkably flexible, lighter weight, and strong. With the proven protection of PBI and the strength of KEVLAR Filament Technology, this shell fabric provides incredible flexibility.

**Content:**

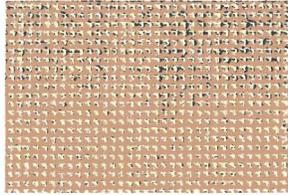
“PBI Dominant” PBI/KEVLAR blend spun yarn with KEVLAR filament yarn

**Weights:**

7.0 oz/yd<sup>2</sup> twill weave  
6.0 oz/yd<sup>2</sup> twill weave

**Supplier:**

Safety Components



PBI MAX<sup>®</sup>  
Gold



PBI MAX<sup>®</sup>  
Black\*

### ARMOR™ AP

This lightweight shell fabric uses KEVLAR Filament Technology for added strength and flexibility.

**Content:**

KEVLAR/NOMEX

**Weight:**

6.5 oz/yd<sup>2</sup> twill weave

**Supplier:**

Safety Components



ARMOR™ AP  
Gold



ARMOR™ AP  
Black\*



ARMOR™ AP  
Tan/Khaki

### PIONEER™

This KEVLAR/NOMEX blend outer shell is even lighter and more flexible but still delivers the strength and durability you need, due to TenCate's innovative ENFORCE Technology. If you're in ADVANCE or similar outer shells, you owe it to yourself to check out PIONEER.

**Content:**

KEVLAR/NOMEX  
blend spun yarn

**Weight:**

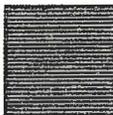
6.6 oz/yd<sup>2</sup> twill weave

**Supplier:**

TenCate Protective Fabrics



PIONEER™  
Gold



PIONEER™  
Light Gold



PIONEER™  
Tan/Khaki



PIONEER™  
Yellow



PIONEER™  
Black\*

### BRIGADE™ 750 (formerly DEFENDER™ 750)

With decades of proven performance, BRIGADE 750 still provides basic protection at an affordable price.

**Content:**

KEVLAR/NOMEX<sup>®</sup>

**Weight:**

7.5 oz/yd<sup>2</sup> plain weave

**Supplier:**

TenCate Protective Fabrics



BRIGADE™ 750  
Yellow



BRIGADE™  
750  
Black\*



BRIGADE™  
750  
Red



BRIGADE™  
750  
Tan/Khaki



BRIGADE™  
750  
Natural/White

## CALDURA® ELITE SL2i

This thermal liner has been our most popular when used in combination with many of our high-performance outer shells and our latest designs. The new face cloth helps you slide easily in and out of your turnout gear, and the quilted package is remarkably light and flexible.

**Face Cloth:**

KEVLAR® filament yarn with LENZING FR®/KEVLAR®/nylon blend spun yarn, twill weave

**Batting:**

2 layers of NOMEX® nonwoven spunlace  
(1 layer each of 2.3 oz/yd<sup>2</sup> and 1.5 oz/yd<sup>2</sup>)

**Total Weight:**

7.7 oz/yd<sup>2</sup>

**Supplier:**

TenCate Protective Fabrics



CALDURA® ELITE SL2i

## DEFENDER® M ELITE SL2

DEFENDER® M ELITE SL2 provides superior moisture management and comfort. The face cloth utilizes the same fiber blend as used in uniforms worn by the military.

**Face Cloth:**

LENZING FR®/para-aramid/nylon blend spun yarn,  
plain weave

**Batting:**

2 layers of NOMEX® nonwoven spunlace  
(2 layers of 2.3 oz/yd<sup>2</sup>)

**Total Weight:**

7.8 oz/yd<sup>2</sup>

**Supplier:**

TenCate Protective Fabrics



DEFENDER® M ELITE SL2  
Camo



DEFENDER®  
M ELITE SL2  
Brass

## DEFENDER® M ELITE NP

Combining the superior moisture management and comfort of the DEFENDER® M ELITE face cloth with the proven protection and value of a single layer KEVLAR®/NOMEX® needlepunch blend batt, this new offering is an excellent upgrade from ARALITE® NP.

**Face Cloth:**

LENZING FR®/para-aramid/nylon  
blend spun yarn, plain weave

**Batting:**

1 layer of needlepunch nonwoven

**Total**

Weight: 7.0 oz/yd<sup>2</sup>

**Supplier:**

TenCate Protective Fabrics



DEFENDER® M ELITE NP  
Brass

## GORE® PARALLON™ LINER SYSTEM

While CROSSTECH® moisture barriers provide the highest level of breathability in traditional turnout gear, the new GORE® PARALLON™ Liner System offers the next level of performance. The new level of breathability and the enhanced thermal protection are only achievable with this unique multi-barrier liner system that replaces the moisture barrier and thermal liner in conventional gear.

**Exterior Layer:**

NOMEX® fabric woven from spun fibers (pajama check), plain weave, coupled with proprietary GORE™ ePTFE film

**Middle Layer:**

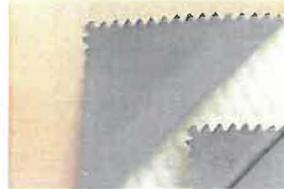
Meta-aramid/para-aramid non-woven, coupled with proprietary GORE™ ePTFE film

**Body-Side Layer:**

60% KEVLAR® filament yarn/40% NOMEX®/LENZING® FR blend spun yarn, twill weave, coupled with proprietary GORE™ ePTFE film

**Supplier:**

W.L. Gore & Associates



GORE® PARALLON™  
LINER SYSTEM

## GORE® CROSSTECH® 3-LAYER MOISTURE BARRIER

For those who want the highest durability in the most rigorous situations, GORE® CROSSTECH® 3-LAYER moisture barrier provides the best durability/THL/TPP combinations possible.

**Substrate (face):**

NOMEX® fabric woven from spun fibers (pajama check)

**Substrate (back):**

NOMEX® fabric woven from spun fibers (proprietary weave)

**Membrane:**

Enhanced bicomponent GORE™ ePTFE film

**Supplier:**

W.L. Gore & Associates



GORE® CROSSTECH®  
3-Layer Moisture Barrier

## GORE® CROSSTECH® BLACK MOISTURE BARRIER

This moisture barrier has earned a well-deserved reputation for being the best in the world. As the inventor of liquid-resistant and breathable ePTFE films, W.L. Gore & Associates has spent three decades improving this critical technology. The GORE® CROSSTECH® Black moisture barrier is widely recognized for being the most protective and the most breathable in the widest range of conditions.

**Substrate:**

NOMEX® fabric woven from spun fibers (pajama check)

**Membrane:**

Enhanced bicomponent GORE™ ePTFE film

**Supplier:**

W.L. Gore & Associates



GORE® CROSSTECH®  
Black Moisture Barrier

# Village Board Agenda Memo

**Date:** February 6, 2020

**To:** President and Board of Trustees

**From:** Rick Ronovsky, Fire Division Chief  
Dean J. Maggos, Fire Chief *DM*  
Julia A. Cedillo, Village Manager *JAC*

**Re:** Purchase of CPR Compression Devices for Village Ambulances

---

As contained in the FY2019-2020 Village Budget, the Fire Department is requesting to purchase two (2) CPR Compression Devices for use in our Village Ambulances. This purchase is consistent with our efforts to continue to provide our staff with the most up to date medical equipment resulting in the ability to provide outstanding emergency medical care.

Over the past 6 months, both our contracted Paramedic/Firefighters and POC Firefighters have been researching the different devices that are available to us. While there are several different manufacturers, two manufacturers have exceeded all of the others. With this in mind, our staff concentrated on these two devices for our purchase.

CPR Compression Devices are used to provide cardiac compressions to people whose hearts have stopped beating. Today, our staff provides manual cardiac compressions performed by our EMS personnel while administering advanced life support (ALS) care in the field. Manual cardiac compressions are continued until a heartbeat is restored or the person is transported to the hospital emergency room where care is turned over to their staff.

The advantages of using a CPR Compression Device versus manual cardiac compression lies in the consistency of providing the compressions, the ability to maintain the compressions per minute according to American Heart Association guidelines, and allowing our staff to efficiently provide care safely. Overall, using a CPR Compression Device increases the chances of survival.

Included here is a comparison documentation on both CPR Compression Devices that we have researched and reviewed (The Lucas Chest Compression System and Zoll Autopulse). While the "Cost of Ownership" and "Cost per Use" are not specific to our situation, the other information is very consistent with our research. We have also included a communication from our EMS staff regarding their recommendation on which device to purchase.

Our EMS staff has recommended purchasing the Lucas device. After reviewing the documentation and communication, we agree with their recommendation even though the cost of the Lucas device initially costs more than the Zoll device. The Zoll device quote indicates they are not charging us for a battery charger or carrying cases. It also indicates that the overall on-going cost of batteries is significantly higher than the Lucas device. Lastly, disposable devices are significantly higher with the Zoll device than the Lucas device. This

will result in higher long-term costs for the Zoll device that will exceed the difference in the initial cost of these two devices.

Additionally, we have spoken with our neighboring fire departments and found that there are more Lucas devices than Zoll devices. While not a deciding factor for our purchase, it does lend support for our recommendation.

The quoted price for two Lucas Chest Compression Devices is \$28,725.60. The quoted price for the Zoll devices is \$26,115.00. Again, while there is a difference in the costs as indicated above, the overall on-going costs and operational differences make the Lucas device the better device to have on our ambulances.

The FY2019-2020 Budget includes \$25,000 for this purchase. As you can see these quotes are over the budgeted amount authorized by the Village Board. To address this, both the Foreign Fire Insurance Tax Board and the Fire Department Foundation were approached to help support this purchase. They have both agreed to pick up the excess cost of the CPR Compression Devices equally, up to a total of \$5,000. This great cooperative effort will allow us to jointly fund this purchase.

**RECOMMENDATION:**

Staff is recommending the purchase of two (2) Lucas Chest Compression Devices from the Stryker Medical Corporation as quoted for \$28,725.00.

**ACTION REQUESTED:**

This item is for discussion only. If there is consensus, it will be placed on the February 25, 2020 Board Meeting Consent Agenda.

Discussion - Purchase of CPR Compression Devices - *Motion: To Approve the purchase of two (2) Lucas Chest Compression Devices from the Stryker Medical Corporation as quoted for \$28,725.00.*

**DOCUMENTATION:**

1. Quotation from Stryker Medical Corporation
2. Quotation from Zoll Medical Corporation
3. Lucas/Zoll Comparison
4. Fire Staff Recommendation



**lucas lapark**

Quote Number: 10115127  
Version: 1  
Prepared For: LAGRANGE PARK FIRE DEPT VILLAGE FUND  
Attn:

Remit to: P.O. Box 93308  
Chicago, IL 60673-3308  
Rep: Steven Schmidt  
Email: steven.schmidt@stryker.com  
Phone Number:

**COPY**

Quote Date: 01/20/2020  
Expiration Date: 04/19/2020

Delivery Address		End User - Shipping - Billing		Bill To Account	
Name:	LAGRANGE PARK FIRE DEPT VILLAGE FUND	Name:	LAGRANGE PARK FIRE DEPT VILLAGE FUND	Name:	LAGRANGE PARK FIRE DEPT VILLAGE FUND
Account #:	1166157	Account #:	1166157	Account #:	1166157
Address:	447 N CATHERINE AVE LA GRANGE PARK Illinois 60526-2006	Address:	447 N CATHERINE AVE LA GRANGE PARK Illinois 60526-2006	Address:	447 N CATHERINE AVE LA GRANGE PARK Illinois 60526-2006

**Equipment Products:**

#	Product	Description	Qty	Sell Price	Total
1.0	99576-000063	LUCAS 3, v3.1 Chest Compression System, Includes Hard Shell Case, Slim Back Plate, (2) Patient Straps, (1) Stabilization Strap, (2) Suction Cups, (1) Rechargeable Battery and Instructions for use With Each Device	2	\$12,952.00	\$25,904.00
2.0	11576-000080	LUCAS 3 Battery - Dark Grey - Rechargeable LiPo	2	\$604.00	\$1,208.00
3.0	11576-000071	LUCAS External Power Supply	2	\$312.80	\$625.60
4.0	11576-000060	LUCAS Desk-Top Battery Charger	1	\$988.00	\$988.00
Equipment Total:					\$28,725.60

**Price Totals:**

Grand Total: \$28,725.60

**Comments:**

Prices: In effect for 60 days.

Terms: Net 30 Days

Ask your Stryker Sales Rep about our flexible financing options.



**lucas lapark**

Quote Number: 10115127  
Version: 1  
Prepared For: LAGRANGE PARK FIRE DEPT VILLAGE FUND  
Attn:

Remit to: P.O. Box 93308  
Chicago, IL 60673-3308  
Rep: Steven Schmidt  
Email: [steven.schmidt@stryker.com](mailto:steven.schmidt@stryker.com)  
Phone Number:

Quote Date: 01/20/2020  
Expiration Date: 04/19/2020

---

AUTHORIZED CUSTOMER SIGNATURE

**Deal Consummation:** This is a quote and not a commitment. This quote is subject to final credit, pricing, and documentation approval. Legal documentation must be signed before your equipment can be delivered. Documentation will be provided upon completion of our review process and your selection of a payment schedule.

**Confidentiality Notice:** Recipient will not disclose to any third party the terms of this quote or any other information, including any pricing or discounts, offered to be provided by Stryker to Recipient in connection with this quote, without Stryker's prior written approval, except as may be requested by law or by lawful order of any applicable government agency.

**Terms:** Net 30 days. FOB origin. A copy of Stryker Medical's standard terms and conditions can be obtained by calling Stryker Medical's Customer Service at 1-800-Stryker.

In the event of any conflict between Stryker Medical's Standard Terms and Conditions and any other terms and conditions, as may be included in any purchase order or purchase contract, Stryker's terms and conditions shall govern.

**Cancellation and Return Policy:** In the event of damaged or defective shipments, please notify Stryker within 30 days and we will remedy the situation. Cancellation of orders must be received 30 days prior to the agreed upon delivery date. If the order is cancelled within the 30 day window, a fee of 25% of the total purchase order price and return shipping charges will apply.



**ZOLL Medical Corporation**

Worldwide HeadQuarters  
269 Mill Rd  
Chelmsford, Massachusetts 01824-4105  
(978) 421-9655 Main  
(800) 348-9011  
(978) 421-0015 Customer Support  
FEDERAL ID#: 04-2711626

**TO: La Grange Park Fire Department**  
447 North Catherine Avenue  
La Grange Park, IL 60526

Attn: **Rick Ronovsky**

email: [rronovsky@lagrangepark.org](mailto:rronovsky@lagrangepark.org)

Tel: 708-906-3557

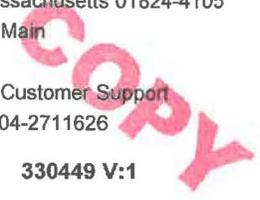
**QUOTATION 330449 V:1**

DATE: January 21, 2020

TERMS: Net 30 Days

FOB: Shipping Point

FREIGHT: Prepay and Add



ITEM	MODEL NUMBER	DESCRIPTION	QTY.	UNIT PRICE	DISC PRICE	TOTAL PRICE
1	8700-0730-01	<b>AutoPulse® System with Pass Thru</b> - Generates consistent and uninterrupted chest compressions, offering improved blood flow during cardiac arrest. Includes Backboard, User Guide, Quick Reference Guide, Shoulder Restraints, Backboard Cable Ties, Head Immobilizer, Grip Strips, In-service Training DVD, and one year warranty.	2	\$10,995.00	\$10,995.00	\$21,990.00
2	8700-0752-01	<b>AutoPulse® Li-Ion Battery</b> - for use with the AutoPulse Platform.	5	\$825.00	\$825.00	\$4,125.00
3	8700-0753-01	<b>Autopulse SurePower Charger, U.S.</b> Tests, Charges and automatically verifies battery charge level. Includes User Guide and U.S Power Cord. Standard one (1) year warranty.	1	\$2,295.00	No Charge	No Charge *
4	8700-000850-40	<b>AutoPulse® Quick Case, Blue</b> - All-in-one carrying case and patient moving sheet for the Autopulse Resuscitation System.	3	\$495.00	No Charge	No Charge *
<b>*Reflects Promotional Pricing valid until March 31, 2020.</b>						

To the extent that ZOLL and Customer, or Customer's Representative have negotiated and executed overriding terms and conditions ("Overriding T's & C's"), those terms and conditions would apply to this quotation. In all other cases, this quote is made subject to ZOLL's Standard Commercial Terms and Conditions ("ZOLL T's & C's") which for capital equipment, accessories and consumables can be found at <http://www.zoll.com/GTC> and for software products can be found at <http://www.zoll.com/SSPTC> and for hosted software products can be found at <http://www.zoll.com/SSHTC>. Except in the case of overriding T's and C's, any Purchase Order ("PO") issued in response to this quotation will be deemed to incorporate ZOLL T's & C's, and any other terms and conditions presented shall have no force or effect except to the extent agreed in writing by ZOLL.

**TOTAL \$26,115.00**

Rodney Cheney  
Territory Manager  
419-906-9018

- DELIVERY WILL BE MADE 60-90 DAYS AFTER RECEIPT OF ACCEPTED PURCHASE ORDER.
- PRICES QUOTED ARE VALID UNTIL MARCH 31, 2020.**
- APPLICABLE TAX, SHIPPING & HANDLING WILL BE ADDED AT THE TIME OF INVOICING.
- ALL PURCHASE ORDERS ARE SUBJECT TO CREDIT APPROVAL BEFORE ACCEPTABLE BY ZOLL.
- FORWARD PURCHASE ORDER AND QUOTATION TO ZOLL CUSTOMER SUPPORT AT [esales@zoll.com](mailto:esales@zoll.com) OR FAX TO 978-421-0015.
- ALL DISCOUNTS OFF LIST PRICE ARE CONTINGENT UPON PAYMENT WITHIN AGREED UPON TERMS.
- PLACE YOUR ACCESSORY ORDERS ONLINE BY VISITING [www.zollwebstore.com](http://www.zollwebstore.com).

## Product Comparison

LUCAS<sup>®</sup> 2 Chest Compression System  
vs. Zoll<sup>®</sup> AutoPulse<sup>®</sup> Non-invasive  
Cardiac Support Pump



LUCAS 2 chest compression system



AutoPulse

### WHICH COMPRESSION DEVICE TO USE?

Compressions per minute	at least 100	80 ±5
Compression depth	2.1 ± 0.1 (5 - 5.6 cm)	20% reduction in anterior-posterior chest depth +0.25/-0.5 inches (+0.6/-1.3 cm)
Compression method	Sternal Compressions	Circumferential Compressions
Compression forces at work	Intrathoracic pressure gradient differences	Intrathoracic pressure gradient differences
Power source	Rechargeable Lithium-ion Polymer Battery 3.3 Ah (typical)	Rechargeable Nickel Metal Hydride Battery 3.2 Ah (typical)
Typical operating time on one battery	45 minutes	30 minutes
Charge time between uses	Less than 4 hours	Less than 4.25 hours
Total solution weight (in carry case with extra battery)	22 lbs (10 kg)	39 lbs (18 kg)
Device weight (with battery)	17.2 lbs (7.8 kg)	25.6 lbs (11.6 kg)
Battery weight	1.3 lbs (0.59 kg)	5.1 lbs (2.3 kg)
Patient size	Sternal height of 6.7 to 11.9 inches (17 to 30.3 cm)	Chest circumference of 29.9 to 51.2 in (76 to 130 cm)
Chest width limits	Up to 17.7 inches (44.9 cm)	9.8 to 15 inches (25 to 38 cm)
Patient weight	The use of LUCAS is not restricted by patient weight	The AutoPulse is designed for adults with weight of no more than 300 lbs (136 kg)
Time to apply device	Interruptions in manual compressions of <20 seconds	Not specified
IP Rating	44	24

### COST OF OWNERSHIP

Cost of Device	\$14,495.00	\$10,995.00
Service support	\$1,095.00	\$1,095.00
Carry case	included with device	\$395.00
Batteries (for 1.5 hours run time)	\$615.00 (1 battery included with device)	\$1,725.00 (no batteries included with device)
Charger	\$945.00	\$1,795.00
Disposable (3 pack) starter kit	included with device	\$375.00
<b>Initial Investment</b>	<b>\$17,150.00</b>	<b>\$16,380.00</b>

### COST PER USE

Battery	\$2.97	\$5.75
Disposable	\$40.00	\$125.00
Standard operating costs over 1 year (100 uses)	<b>\$4,297.00</b>	<b>\$13,075.00</b>
Standard operating costs over 5 years (500 uses)	<b>\$21,485.00</b>	<b>\$65,375.00</b>

**LUCAS is very easy to use and requires fewer steps to apply than AutoPulse.  
LUCAS can be applied with interruptions to compressions of less than 20 seconds.**

## LUCAS 2 chest compression system

### STEPS FOR OPERATION

- 1 Push on/off for 1 second to power up
- 2 Carefully put the back plate under the patient, immediately below armpits
- 3 Pull release rings to make sure claw locks are open and then let go of the release rings
- 4 Attach the support leg nearest to you on the back plate
- 5 Attach the other support leg to the back plate and listen for click
- 6 Pull up once to be sure parts are correctly attached
- 7 Center the suction cup over the chest, with lower edge immediately above the end of the sternum
- 8 Press the adjust button on the device and push down on the suction cup with two fingers until pressure pad touches patient's chest
- 9 Press pause to lock suction cup in place
- 10 Push activate to start compressions

**Note:** Defibrillation pads can be applied after LUCAS is applied and running

**Refer to your compression device operating instructions for actual operation of the device.**

## AutoPulse

### STEPS FOR OPERATION

- 1 Power up the AutoPulse
- 2 Sit patient up, make a single cut down the back of patient's clothing
- 3 Place posterior defibrillation/pacing pad on patient's back, if using anterior/posterior placement
- 4 Slide AutoPulse into position behind the sitting patient and lay the patient down onto the platform
- 5 Grasp clothing by the sleeves and pull down towards ankles to remove from both the front and the back of the torso
- 6 The anterior pad may be placed at this time
- 7 Position patient so he/she is centered laterally and that the armpits are aligned with the AutoPulse using the yellow line positioning guides on the platform
- 8 Close the LifeBand® around the patient's chest
- 9 Properly align the two sides of the LifeBand, place on top of patient's chest
- 10 Locate mating slot of band over the alignment tab
- 11 Press bands together to engage and secure Velcro® fastener
- 12 Lift up the LifeBand to the fullest, ensuring that the side bands are at a 90 degree angle to the platform, that they are not twisted or that there are no obstructions
- 13 Center the LifeBand on the patient's chest, placing it such that its center is over the area upon which manual compressions are conducted
- 14 Make sure the yellow upper edge of the LifeBand is aligned with patient's armpits and is over the yellow line on the AutoPulse platform
- 15 Press and release the start button once to begin compressions

## REFERENCE DOCUMENTS

- Power source cost per use is based on total number of uses per battery (200 for LUCAS 2 battery, 100 for AutoPulse battery).
- All ZOLL AutoPulse pricing is based on 2011 quotes.
- ZOLL AutoPulse service plan listed is for a 1-year extended warranty for depot repair.
- LUCAS 2 Chest Compression System Instructions for Use (26500-003434, 2011).
- AutoPulse Resuscitation System Model 10 User Guide (P/N 11440-001, Rev. 3 2009).

**For further information please call 1.800.442.1142 or visit [www.physio-control.com](http://www.physio-control.com)**



**Physio-Control Headquarters**  
11811 Willows Road NE  
Redmond, WA 98052  
[www.physio-control.com](http://www.physio-control.com)

*Customer Support*  
P. O. Box 97006  
Redmond, WA 98073  
Toll Free 800 442 1142  
Fax 800 426 8049

**Physio-Control Canada**  
Medtronic of Canada Ltd  
99 Hereford Street  
Brampton, ON  
L6Y 0R3  
Tel 888 879 0977  
Fax 866 430 8115



Jolite AB, Scheelevägen 17, SE-223 70 LUND, Sweden

**DATE:** January 31, 2020  
**TO:** Division Chief Rick Ronovsky  
**FROM:** Firefighter/Paramedic Brian Wittman  
**REF:** Recommendation for Purchase – Compression Device

**COPY**

Over the past 6 months, the contracted paramedic/firefighters as well as the POC firefighters have been researching Compression Devices for our ambulances. After reviewing the 2 units most frequently used as a compression devices during CPR (the Stryker LUCAS 3 and Zoll AutoPulse), we have concluded that our recommendation for purchase is for the Stryker LUCAS 3 compression system.

The things we found best were its ease of positioning on patient, overall ease of setup, and the effectiveness of the CPR. We also found that the weight of the unit, the mobility, and durability were other key factors. This unit also has an IP rating of 44, meaning it will still work with dust and splash liquids hitting the unit. The LUCAS 3 unit can also be used in any position allowing for quality CPR while keeping all EMS personnel safe while moving and working on patient.

This unit uses a Li-ion battery that last for approximately 45 minutes with an ability to “hot swap” batteries during use. This unit follows current AHA guidelines for compressions per minute as well as depth with an ability to update further. We can also select the compressions per minute within the AHA guidelines range with 104, 108, and 112 compressions per minute to each patient. This unit has no weight limit of the patient, just a sternal height limit of approximately 12 inches. The total weight of the unit is just 22 pounds and allows us to continue compressions in any patient position. We are also not limited to not using the LUCAS 3 on traumatic arrests as with other devices.

Other advantages to this unit include the continuing use until the patient makes it to the operating table, should they need it. This device can stay on the patient while surgery is performed and does not need to be removed during a shockable rhythm.

In conclusion, the LUCAS 3 device provides CPR following AHA guidelines, ensures safety of EMS personnel, and is easier to set up on a wider variety of patients.

# **Public Works Committee Divider**

**Michael Sheehan, Chairman**

**Jamie Zaura**

**Scott Mesick**

# Village Board Agenda Memo

**Date:** February 11, 2020  
**To:** President and Board of Trustees  
**From:** Richard Radde, Public Works Director   
Julia Cedillo, Village Manager   
**RE:** **Community Development Block Grant (CDBG) – Grant Application Resolution  
Roadway Improvements**

---

## **PURPOSE:**

To seek approval of a Resolution to pursue a maximum grant amount of \$400,000 towards resurfacing Meadowcrest and Woodside from 31<sup>st</sup> to 29<sup>th</sup> Street, and 28<sup>th</sup> Street from Forest Road to Homestead Road, as part of the CDBG grant application.

## **GENERAL BACKGROUND:**

Cook County revised the Census Tract information for the Village in early March of 2019. This information is used to identify areas of low to moderate income. These areas are eligible to receive Cook County Block Development Grant (CDBG) funding for certain types of projects. For the first time, the Village has an area that qualifies. An application will be submitted for the second consecutive year on the Village's behalf for proposed Roadway Improvements on Meadowcrest and Woodside from 31<sup>st</sup> to 29<sup>th</sup> Street and 28<sup>th</sup> Street between Forest Road and Homestead Road. If the Village is awarded the grant, we would budget for design and construction in FY21/22 utilizing MFT funds. The CDBG grant is an 80% - 20% match.

## **STAFF RECOMMENDATION:**

Staff recommends approval of the CDBG Resolution at the February 25, 2020 Board Meeting.

## **MOTION/ACTION REQUESTED:**

This item is for discussion only, if there is a consensus among the Board, this item will be placed on the February 25<sup>th</sup>, 2020 Consent Agenda for Approval.

***Motion: To approve A Resolution Approving the 2020 Community Development Block Grant Application.***

## **DOCUMENTATION:**

- Resolution – CDBG
- Map – Outlining the Reclassified Area of La Grange Park

**Resolution No. \_\_\_\_\_**

**A RESOLUTION APPROVING THE 2020  
COMMUNITY DEVELOPMENT BLOCK GRANT APPLICATION**

WHEREAS, the Village of Lagrange Park, Cook County, Illinois desires to submit an application for Community Development Block Grant funds; and,

WHEREAS, the Village of Lagrange Park, Cook County, Illinois gives the following assurances and certifies with respect to the grant;

1. The President and Board of Trustees of the Village of Lagrange Park, Cook County, Illinois possess the legal authority to accept the grant and execute the proposed programs; and,
2. The Village Board has duly adopted this Resolution, authorizing the filing of the statement, including all understandings and assurances contained herein, and directing and authorizing the President as the official representative of the grantee, to act in connection with the grant request and to provide such additional information as may be required; and

NOW, THEREFORE BE IT RESOLVED BY the President and Board of Trustees of the Village of Lagrange Park as follows:

Section 1. That a Request is hereby made to the County of Cook, Illinois for Community Development Block Grant (CDBG) funds for the program year 2020 in the amount of \$400,000.00 for the following project:

2020 Roadway Improvements  
Amount: \$400,000.00

as identified in the Village of Lagrange Park's 2020 Program Year application.

Section 2. That the Village President and Clerk are hereby authorized to sign the application and various forms contained therein, make all required submissions and do all things necessary to make application for the funds requested in Section 1 of this Resolution, a copy of which application is on file with the Clerk.

Section 3. That the Village President is hereby authorized to certify that matching funds which have been identified as supporting its projects as set out within the application will be made available upon the approval of the projects by the County of Cook, Illinois or the prorated share thereof.

Passed and approved this \_\_\_\_\_ day of February, 2020.

By: \_\_\_\_\_  
Dr. Jim Discipio, President  
Village of Lagrange Park

ATTEST: \_\_\_\_\_  
Meghan Kooi, Clerk  
Village of Lagrange Park

(SEAL)

VILLAGE OF LAGRANGE PARK )  
COUNTY OF COOK ) SS  
STATE OF ILLINOIS )

**CERTIFICATION**

I, THE UNDERSIGNED, Amanda Seidel, do hereby certify that I am the duly elected and qualified Village Clerk of the Village of Lagrange Park, Illinois, and that as such I am the keeper to the records, ordinances, files and seal of the said Village of Lagrange Park; and

I, HEREBY FURTHER CERFITY that the attached constitutes a full true and correct copy of **Resolution No. \_\_\_\_\_, being “A Resolution Approving the 2020 Community Development Block Grant Application”**, passed by the President and Board of Trustees at their Regular Village Board meeting of February \_\_\_\_\_, 2020.

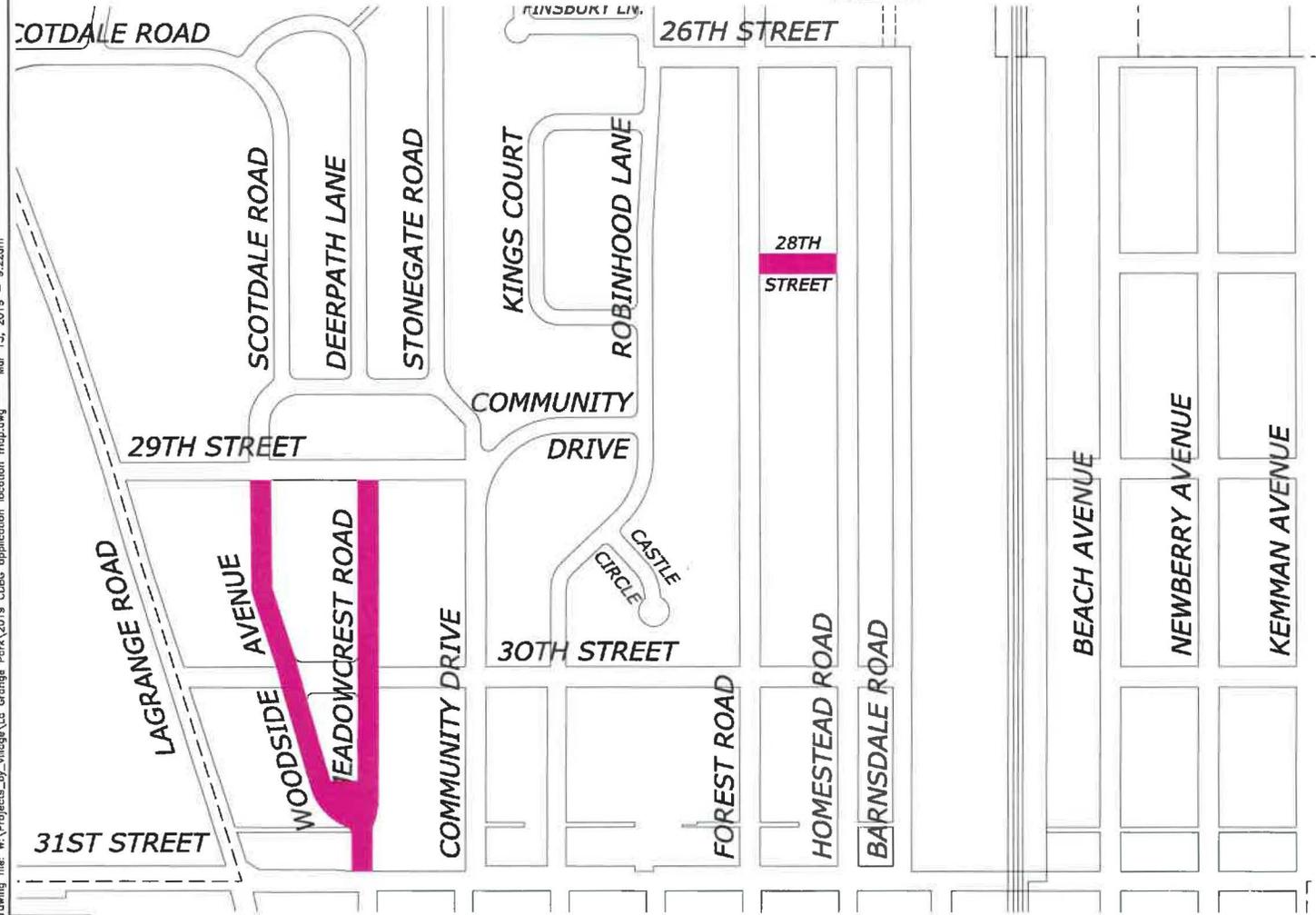
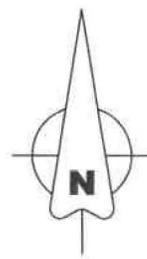
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official Corporate Seal of the said Village of Lagrange Park this \_\_\_\_\_ day of February, 2020.

---

Meghan Kooi  
Village Clerk

SEAL

# VILLAGE OF LAGRANGE PARK 2020 APPLICATION FOR CONSTRUCTION COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM LOCATION MAP



 PROPOSED PROJECT LOCATIONS



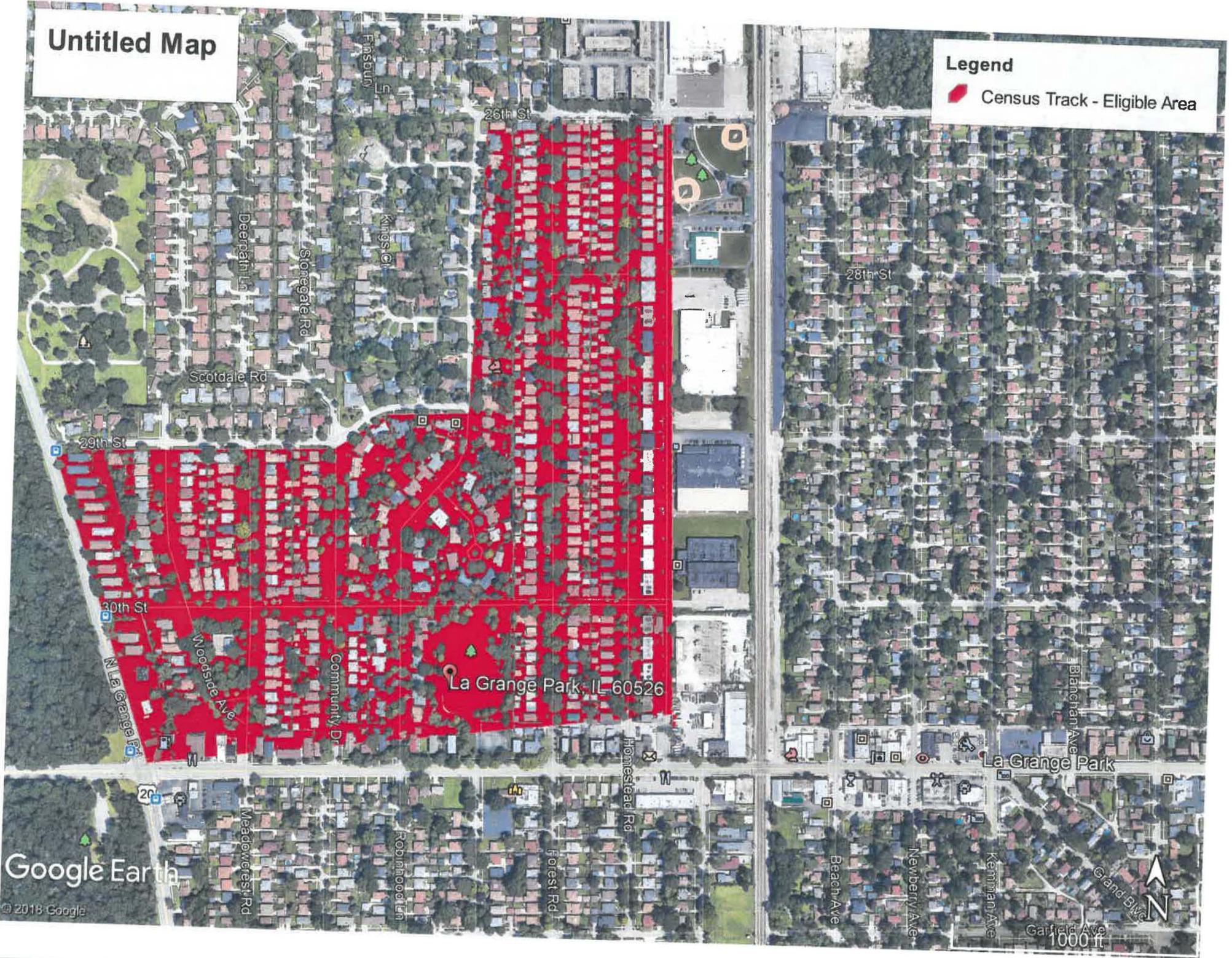
Drawing file: W:\Projects\_by\_Village\La Grange Park\2019 CDBG application location map.dwg Mar 15, 2019 -- 9:22am

REVISED: 1-9-17

# Untitled Map

## Legend

 Census Track - Eligible Area



Google Earth

© 2018 Google

1000 ft

# Village Board Agenda Memo

**Date:** February 11, 2020

**To:** President and Board of Trustees

**From:** Richard Radde, Public Works Director  
Julia Cedillo, Village Manager



**RE:** **FY19/20 Sewer Cleaning and Televising – Edwin Hancock Engineering Agreement**

---

## **PURPOSE**

To approve an Engineering Service Agreement with Edwin Hancock Engineering Company for the Village's Sewer Cleaning and Televising Program.

## **GENERAL BACKGROUND:**

This year's budget includes the Sewer Televising and Cleaning Program, for which the Village Engineer, Edwin Hancock Engineering, will provide professional engineering services (design and construction) in an amount not to exceed \$7,500. This expenditure is budgeted under Sewer Operations & Maintenance, account # 05-44-2-220.

## **STAFF RECOMMENDATION:**

Staff recommends discussion and motion to approve an Agreement between the Village and Edwin Hancock Engineering Company at the Workshop Meeting on February 11, 2020. This timeline will allow Hancock ample time for the bid process for the work to be completed by end of fiscal year.

## **MOTION/ACTION REQUESTED:**

This item is for discussion and action.

***Motion: To Approve and Authorize the Village Manager to Execute Agreements Between the Village of La Grange Park and Edwin Hancock Engineering for Engineering Services in an amount not to exceed \$7,500 for Design and Construction Engineering for the 2020 Sewer Cleaning and Televising Program.***

## **DOCUMENTATION:**

- Engineering Agreement with Hancock Engineering for 2020 Sewer Cleaning and Televising Program.

AGREEMENT  
between the  
VILLAGE OF LA GRANGE PARK  
and the  
EDWIN HANCOCK ENGINEERING COMPANY  
for  
FURNISHING OF PROFESSIONAL ENGINEERING SERVICES  
for the  
**2020 SEWER CLEANING AND TELEVISIONING PROJECT**  
in  
LA GRANGE PARK, ILLINOIS

January, 2020

AGREEMENT  
between the  
VILLAGE OF LA GRANGE PARK  
and the  
EDWIN HANCOCK ENGINEERING COMPANY  
for  
FURNISHING OF PROFESSIONAL ENGINEERING SERVICES  
for the  
**2020 SEWER CLEANING AND TELEVISIONING PROJECT**  
in  
LA GRANGE PARK, ILLINOIS

---

THIS Agreement, made and entered into between the Village of La Grange Park, hereinafter referred to as "VILLAGE", and the Edwin Hancock Engineering Co., hereinafter referred to as "ENGINEER", covers the furnishing of Professional Engineering Services necessary to provide the design and construction engineering required for the 2020 Sewer Cleaning and Televisioning Project with a current construction budget of \$50,000, hereinafter referred to as the "PROJECT".

The general scope of the work will include cleaning and televising certain sections of sanitary or combined sewer at various location throughout the Village.

Design Engineering includes the preparation of plans, specifications and bidding documents for the proposed work, bid analysis, assistance with the award of the contract, and performance of other necessary engineering services outlined in Section A.I (a-e) of this Agreement.

Construction Engineering includes providing observation of the work to become familiar with the progress and quality of the work completed and to determine if the work when completed will be in accordance with the contract documents, attendance at meetings during construction as may be required, measurement of quantities and preparation of pay estimates as required, as well as other services outlined in Section A.II (a-g) of this Agreement.

WITNESSETH THAT; in consideration of these premises and of the mutual covenants set forth,

A. THE ENGINEER AGREES;

- I. To perform, or be responsible for the performance of, the following Design Engineering services for the proposed improvement:
  - a. Preparing preliminary design criteria.
  - b. Preparing location map.
  - c. Preparing detailed plans, specifications, bid proposals, and estimates of construction costs and furnishing the VILLAGE with sufficient sets of these documents to be used for obtaining bids from contractors.
  - d. Endorsing all plans and other documents furnished by the ENGINEER pursuant to this Agreement by showing his signature and professional seal where Law requires such.
  - e. Assisting the VILLAGE in the tabulation and interpretation of contractors' bid proposals and preparing a letter of recommendation for award of contract.
  
- II. To perform, or be responsible for the performance of, the following Construction Engineering services for the proposed improvement:
  - a. Preparation of all necessary contract documents resulting from the award of the contract.
  - b. Consulting on interpretations of specifications and any changes under consideration as construction proceeds, including attending a preconstruction meeting.
  - c. Visiting the construction site several times a week to become familiar with the progress and quality of the work completed and to determine if the work when completed will be in accordance with the contract documents.
  - d. Making final measurement of quantities of work performed under the contract as required to be able to prepare pay estimates.
  - e. Cursory review of sewer videos to confirm adequate cleaning of pipe and verification of the segments cleaned and televised.
  - f. Advising the VILLAGE of defects and deficiencies in the work of the contractor, but the ENGINEER does not guarantee the performance of the contract by the contractor.

- g. Preparing contractor's partial and final payment estimates, change orders, and other records that may be required.

III. That ENGINEER will save harmless the VILLAGE and its employees from all damages and liabilities caused by negligent or wrongful acts or omissions of ENGINEER in the performance of professional services or by anyone for whose acts ENGINEER is liable. ENGINEER shall carry insurance as agreed upon between VILLAGE and ENGINEER, including insurance covering this indemnity. Such insurance shall remain in force until all work is completed and all final measurements and reports have been made and accepted by the VILLAGE.

B. THE VILLAGE AGREES;

I. That for the performance by the ENGINEER of the engineering services set forth above, the VILLAGE shall pay the ENGINEER on the following basis of payment:

- a. To pay the Engineer as compensation for all Design Engineering services performed as stipulated in above Section A.I a Lump Sum Fee of Four Thousand dollars (\$4,000.00), unless there is a substantial change in the scope, complexity, or character of the work to be performed or there is a substantial overrun in the time necessary for the ENGINEER to complete the work due to causes beyond its control, no increase in Fees shall occur without the advance written agreement of the VILLAGE. Under such circumstances, adjustments in the total compensation to the ENGINEER shall be determined through discussions between the parties of this AGREEMENT and shall be documented by a change order or amendment to this AGREEMENT.
- b. To pay the Engineer as compensation for all Construction Engineering services performed as stipulated in above Section A.II a Lump Sum Fee of Three Thousand Five Hundred Dollars (\$3,500.00), unless there is a substantial change in the scope, complexity, or character of the work to be performed or there is a substantial overrun in the time necessary for the ENGINEER to complete the work due to causes beyond its control, no increase in Fees shall occur without the advance written agreement of the VILLAGE. Under such circumstances, adjustments in the total compensation to the ENGINEER shall be determined through discussions between the parties of this AGREEMENT and shall be documented by a change order or amendment to this AGREEMENT.
- c. Total Fee Payments. The VILLAGE, for and in consideration of the rendering of the engineering services enumerated herein agrees to pay to the ENGINEER for rendering such services the total fee hereinbefore established in the following manner:

- (1) Partial Payments – Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the VILLAGE monthly payments for the work performed shall be due and payable to the ENGINEER, such payment to be equal to One Hundred Percent (100%) of the value of the partially completed work minus all previous payments made to the ENGINEER.
- (2) Final Payment – Upon approval by the VILLAGE but not later than sixty (60) days after the work is completed and all final measurements and reports have been made and accepted by the VILLAGE, a sum of money equal to the total fee as determined in this AGREEMENT less the total amounts of partial payments previously paid to the ENGINEER under Section B.I.b of this AGREEMENT shall be due and payable to the ENGINEER.

C. IT IS MUTUALLY AGREED:

- I. ENGINEER shall neither have control over or charge of, nor be responsible for, the construction, means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the construction Work, since these are solely the contractor's rights and responsibilities under the contract documents.
- II. Any claim, dispute, or other matter in question arising out of or related to this Agreement shall be subject to mediation as a condition precedent to the institution of legal proceedings by either party. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the county where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.
- III. The VILLAGE and the ENGINEER waive consequential damages for claims, disputes or other matters in question arising out of or relating to this AGREEMENT. This mutual waiver applicable, without limitation, to all consequential damages due to either party's termination in accordance with the terms of this AGREEMENT.
- IV. This AGREEMENT represents the entire and integrated agreement between the VILLAGE and the ENGINEER and supersedes all prior negotiations, representations, or agreements, either written or oral. This AGREEMENT may be amended only by written instruments signed by both parties hereto.

In witness whereof, the parties have caused this Agreement to be executed in duplicate counterparts, each of which shall be considered as an original, by their duly authorized officers as of the dates below indicated.

Executed by the VILLAGE, this

\_\_\_\_\_ day of \_\_\_\_\_, 2020

VILLAGE OF LA GRANGE PARK  
Cook County, Illinois  
Acting through its  
President and Board of Trustees

By \_\_\_\_\_  
Julia Cedillo, Village Manager

ATTEST:

By \_\_\_\_\_  
Sandy Bakalich, Deputy Village Clerk

(SEAL)

-----

Executed by the ENGINEER, this

\_\_\_\_\_ day of \_\_\_\_\_, 2020

EDWIN HANCOCK ENGINEERING COMPANY  
9933 ROOSEVELT ROAD  
WESTCHESTER, ILLINOIS 60154

By \_\_\_\_\_  
Derek S. Treichel, P.E., President

ATTEST:

By \_\_\_\_\_  
Mark Volk, P.E., Vice President

(SEAL)

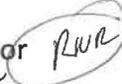
# ATTACHMENT A

## 2019 SCHEDULE OF HOURLY RATES

PERSONNEL CLASSIFICATION	HOURLY RATE
ENGINEER – VI	\$140.00
ENGINEER – V	\$130.00
ENGINEER – IV	\$120.00
ENGINEER – III	\$115.00
ENGINEER – II	\$103.00
ENGINEER – I	\$90.00
ENGINEERING TECHNICIAN – V	\$115.00
ENGINEERING TECHNICIAN – IV	\$105.00
ENGINEERING TECHNICIAN – III	\$83.00
ENGINEERING TECHNICIAN – II	\$65.00
ENGINEERING TECHNICIAN - I	\$40.00
CAD MANAGER	\$115.00
CAD - II	\$105.00
CAD – I	\$95.00
ADMINISTRATIVE	\$65.00

**Note:** Schedule of Hourly Rates is subject to change annually as of March 1<sup>st</sup>.  
The most current Schedule of Hourly Rates will be in effect at the date of service.

# Village Board Agenda Memo

**Date:** February 11, 2020  
**To:** President and Board of Trustees  
**From:** Brendan McLaughlin, Public Works Director   
Julia Cedillo, Village Manager   
**RE:** **Invest in Cook – Grant Application (26<sup>th</sup> Street from Kemman to Maple)**  
***Resolution Designating Local Contribution Amount***

---

**PURPOSE:**

To seek approval of a Resolution designating \$113,000 as the local contribution toward resurfacing 26<sup>th</sup> Street (Kemman to Maple), as part of the Invest in Cook grant application.

**GENERAL BACKGROUND:**

The Cook County Department of Transportation and Highways has designated 8.5 million dollars for a grant program to improve transportation in Cook County and support the implementation of their Long Range Transportation Plan.

**DISCUSSION:**

Each municipality in Cook County is allowed to submit one application for consideration. An application will be submitted for the second consecutive year. Applications are due on March 13, 2020. The proposed application focuses on roadway improvements to 26<sup>th</sup> Street from Kemman to Maple Ave, install a sidewalk on the North side of 26<sup>th</sup> between the two groves for pedestrian safety and include a designated crosswalk at Harrison or Morgan to assist our residents with safe passage across 26<sup>th</sup> to gain access to the Salt Creek trail system. Part of the application requirement is the submission of a Resolution from the municipality showing a local contribution. If the Village is awarded the grant, we would budget for design and construction in FY21/22 utilizing MFT funds. The Invest in Cook grant 75% - 25% match.

**STAFF RECOMMENDATION:**

Staff recommends approval of the Resolution at the February 25, 2020 Board Meeting.

**MOTION/ACTION REQUESTED:**

This item is for discussion only, if there is a consensus among the Board, this item will be placed on the February 25<sup>th</sup>, 2020 Consent Agenda for Approval.

***Motion: To approve a Resolution Designating Local Contribution Amount, as part of the Invest in Cook Grant Application Submission.***

**DOCUMENTATION:**

- Resolution Designating Local Contribution
- Invest in Cook FY2020 Call for Projects

**RESOLUTION NO. \_\_\_\_**

**RESOLUTION DESIGNATING LOCAL CONTRIBUTION AMOUNT**

WHEREAS, the Cook County Department of Transportation and Highways has put out a call for projects under the Invest in Cook grant program; and

WHEREAS, the Village of La Grange Park supports the priorities established in Connecting Cook County, the County's Long Range Transportation Plan; and

WHEREAS, the Village of La Grange Park has identified the resurfacing of 26<sup>th</sup> Street (Kemman and Maple) as a project which would help achieve the vision established in Cook County's Long Range Transportation Plan and Improve Pedestrian Safety; and

WHEREAS, the Invest in Cook Application requests that a Resolution be adopted demonstrating the local money committed; and

NOW, THEREFORE BE IT HEREBY RESOLVED, by the President and Board of Trustees of the Village of La Grange Park, Cook County, Illinois, as follows:

1. That \$113,000 is committed to matching the \$337,000 requested in the Invest in Cook application, for the resurfacing of 26<sup>th</sup> Street (Kemman to Maple), install sidewalk (gap) for pedestrian safety and include a designated pedestrian crosswalk across 26<sup>th</sup> Street to connect to the Cook County Forest Preserve District Salt Creek Trail System.
2. The Village Manager is authorized and directed to take such further actions, as she deems necessary and appropriate to implement, administer and enforce this Resolution.

ADOPTED BY THE PRESIDENT AND THE BOARD OF TRUSTEES of the Village of La Grange Park, Cook County, Illinois this 11<sup>th</sup> day of February, 2020.

YES:

NOS:

ABSENT:

Approved this 11<sup>th</sup> day of February, 2020.

\_\_\_\_\_  
Dr. James L. Discipio, Village President

ATTEST:

\_\_\_\_\_  
Amanda Seidel  
Village Clerk

APPROVED AS TO FORM-  
VILLAGE ATTORNEY - \_\_\_\_\_



# INVEST IN COOK

Cook County Department of Transportation and Highways  
FY2020 Call for Projects

## INTRODUCTION

Cook County is part of the third largest urban area in the U.S.—one that provides transportation services to the nation and connects our region to the world. The Chicago region's dense and complex network of freight and passenger transportation systems were developed by public and private investors over two centuries. Because of these assets and our central location, the metropolitan area is the freight center of North America and a transportation hub for the nation with 266,000 companies and 3.8 million jobs.

But Cook County cannot rest on its historic legacy of investments. The transportation infrastructure that was an essential element in the development of our regional economy needs to be maintained, updated, expanded, and improved in order to remain competitive and grow. Many of our transportation facilities have fallen into disrepair or become outdated. If they continue to be neglected, the ease with which people and goods move—a strength that has always been a competitive advantage—will be greatly diminished. If we do not maintain and modernize our infrastructure other regions in the nation will capture a growing share of the markets in which we have been dominant.

## Connecting Cook County

*Connecting Cook County*, the County's first long range transportation plan in 75 years, takes stock of our transportation assets, deficiencies, and future needs and measures them against the community and economic opportunities that transportation can facilitate. The Plan outlines a new direction and a more expansive role for the County in funding and collaborating on projects across jurisdictional boundaries and in achieving greater integration of the system across all transportation modes.

The plan identifies five priorities and can be accessed at [www.cookcountyil.gov/service/connecting-cook-county-long-range-transportation-plan](http://www.cookcountyil.gov/service/connecting-cook-county-long-range-transportation-plan)

**Prioritize Transit and Other Transportation Alternatives** – Cook County has long prioritized the automobile as the preferred mode of personal travel. However, the County now acknowledges that commuter preferences are changing and indefinitely expanding highways is not a realistic or sustainable way to meet future transportation needs. Cook County will look specifically at ways to improve our transit networks and also place greater emphasis on supporting walking, biking, and car/ride-sharing as alternatives to driving.

**Support the Region's Role as North America's Freight Capital** – Freight plays a critical role in Cook County's economy and its continued prosperity. While being North America's largest port has provided our region with tremendous wealth, it has also made the Chicago region the largest chokepoint for both trucks and trains in the national freight system. To retain our supremacy in the freight industry, Cook County will focus on improving rail and truck movements through the region and on coordinating land uses in proximity to freight transportation facilities.

**Promote Equal Access to Opportunities** – Transportation facilities provide people with access to jobs, schools, healthcare, recreational activities, and stores. A high quality

transportation network provides the means by which people have access to opportunity. Historically, in Cook County, access to economic opportunities has been unfairly distributed and has disproportionately impacted African Americans and residents of south Cook County. The plan addresses these inequities by targeting transportation investments in support of business expansion and job creation in disadvantaged communities and by improving transportation options between low/moderate income and minority residents in Cook County and existing regional employment centers.

**Maintain and Modernize What Already Exists** – Though large capacity-increasing projects can be seductive, maintaining and modernizing existing transportation facilities is a top priority for Cook County. Postponing regular maintenance adds to long-term costs, reduces the appeal of public transit services, causes delay and congestion, creates safety hazards, and makes transportation more expensive for users. Cook County will first concentrate on eliminating the backlog of maintenance projects and secondly invest in technologies and building practices that modernize the transportation network.

**Increase Investments in Transportation** – Growing and maintaining the County's transportation systems will require more money. Increased investment will help our economy grow and make communities more livable. The County will pursue new and increased sources of revenue and leverage local resources by aligning state and federal funds with transportation priorities.

### **Implementing Our Transportation Vision**

The Cook County Department of Transportation and Highways (DOTH) is playing an increasingly active role in supporting local governments in their efforts to build and maintain a comprehensive transportation network. The County has offered monetary and staff support to help municipal or regional transportation agencies leverage available revenues to complete or expedite transportation improvements. Through cooperation with local municipalities high priority projects have secured full funding and been completed in a timely and efficient way. The Department's involvement has helped advance projects that might otherwise have languished. DOTH has been especially successful in helping local municipalities secure federal or state funding by assisting with the local match required for those projects.

Invest in Cook represents one avenue for beginning to implement the priorities of *Connecting Cook County*. With this Call for Projects, the Department of Transportation and Highways has established a formal process that local and regional governments and private partners can use to apply for up to \$8.5 million in transportation funds to cover the cost of planning and feasibility studies, engineering and construction associated with improvements consistent with the LRTP. (Due to funding limitations, applications that are selected may receive less than the amount originally requested. In those cases, the applicants must be able to demonstrate that the proposed projects are still viable and can be completed with the amount awarded.) The Call for Projects ensures that limited resources are spent wisely by identifying the universe of transportation proposals and prioritizing them using objective and transparent selection criteria. Just as important, it strengthens the partnerships and strategic matching of funding from various sources to expedite the completion of projects vital to a stronger economy and more livable communities.

### **ELIGIBILITY AND APPLICATION PROCESS**

The following sections describe which entities are eligible to apply, application deadlines, match requirements, and project readiness criteria that must be met in order to qualify to apply. If your project qualifies under these basic criteria and the application is received on-time, your project will be evaluated.

## Deadlines and How to Apply

The call for projects opens on January 15, 2020 and ends at 5:00 PM on March 13, 2020. Application materials are posted on Cook County's DOT website at: <https://www.cookcountyil.gov/investincook>. Applications will only be accepted electronically and must be submitted by the deadline.

## Eligible Applicants and Projects

Eligible sponsors include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, and any other local or regional governmental entity with responsibility for transportation or recreational trails within Cook County. For projects that involve multiple jurisdictions, the application should identify a lead applicant and provide letters of support from partner entities. Private for-profit or non-profit organizations can submit project proposals as a lead applicant, but they are required to partner with a public sponsor that meets the above criteria. Proposals for multimodal projects in any phase of development will be considered. Lead applicants are limited to a single project application. Staff salaries are not an eligible expense under this program. Also, the purchase and/or maintenance of rolling stock (rail cars, buses, vans, etc.) and stand-alone lighting projects are not eligible under the Invest in Cook program.

Eligible project proposals should be consistent with the priorities set forth in *Connecting Cook County* and expand the County's involvement in multimodal projects. The following is a representative but not exhaustive list of the types of proposals sought through Invest in Cook:

- Transit Improvement Projects
  - Transit Studies
  - Transit Facility Improvements or Equipment Improvements
- Transit Service Enhancements or Improving Transit Accessibility
- Bicycle and Pedestrian Facility Projects
  - Bicycle or Pedestrian Master Planning
  - Adding Bike Lanes
  - Traffic Calming/Road Diets
  - Multi-Use Trails
  - Filling Sidewalk Gaps
  - Intersection Safety Improvements
  - ADA-Related Improvements
- Freight Projects
  - Truck Route Planning
  - Increased Viaduct Clearance
  - Improvements to Highway-Rail Grade Crossings
  - Roadway-Rail Grade Separations
  - Roadway Improvements on Truck Routes and High Truck Traffic Road Segments
  - Railroad Improvements
- Traffic Flow Improvement Projects
  - Eliminating Bottlenecks
  - Intersection Improvements and Modernization
  - Interconnected Signal Technologies
- Bridge Improvements
- Demonstration Projects for New Technology
  - Fleet Retrofits and Replacements
  - Electric Charging Stations
  - ITS
- Corridor Studies
- Other Projects – Please consult with County Staff to determine eligibility

Cook County DOTH understands that quality project delivery requires good planning over a project's life. To foster the development of quality projects and help projects meet qualifications required to receive federal funding, applications can be submitted for projects at any stage of development, from planning and feasibility studies, to engineering design, and all the way through to final construction. Applicants are limited to one application each.

### **Project Submission Instructions**

Project information, helpful resources, and submission forms can be found on the Cook County DOTH Home Page at <https://www.cookcountyil.gov/investincook>. Project applicants must fill out the form as completely as possible and submit the form electronically at the Cook County DOTH Invest in Cook Submission Page <https://www.cookcountyil.gov/service/investincook2020>. The form was designed to provide descriptive information that evaluators will need to understand the scope of the project and its benefits in relation to the county-wide priorities set forth in *Connecting Cook County*. The form will be the primary tool Cook County staff will use to evaluate and rank projects.

Supporting documentation like existing plans should be referenced in the project description with links provided to copies of the plan. If a link is not available, applicants should provide a copy of the parts of the plan that apply to the proposed project or a summary of all studies/plans of no more than five pages. Other documentation like cost estimates, board resolutions, etc. should be uploaded with the application. Documents should be uploaded with the application submission at the Cook County DOTH Invest in Cook Submission Page <https://www.cookcountyil.gov/service/investincook2020> with cover pages that accurately identify the applicant's name, the project name, and the project location.

If an applicant needs assistance filling out the application or has questions about how to develop estimates they should contact Tim Egan at [InvestInCook.CC@cookcountyil.gov](mailto:InvestInCook.CC@cookcountyil.gov) or (312) 603-1534. County staff will be available to answer questions about the application, how to submit a competitive application, and other general questions. Depending on availability, the County will also set aside staff time to assist with more technical tasks like developing cost estimates or mapping project information. Applicants are encouraged to contact Tim Egan as soon as they know they will be requesting technical assistance. The County will prioritize aid to disadvantaged communities/applicants but cannot guarantee staff availability to help in every instance where it is required.

Please submit the completed application form and all supporting attachments like maps, studies and plans, resolutions, detailed cost estimates, and other supporting documentation through the County's Invest in Cook Submission Page <https://www.cookcountyil.gov/service/investincook2020>.

### **Invest in Cook FY20 Call for Projects Timeline**

Cook County DOTH's inaugural Invest in Cook will be conducted according to the following timeline. It is imperative that project applicants adhere to the application deadline and are responsive to County requests for information.

- January 15, 2020, Invest in Cook program opens and resources distributed throughout the county
- January 24, 2020, Cook County DOTH will host an in-person informational workshop
- January 30, 2020, Cook County DOTH will host an online informational workshop
- March 13, 2020, applications due
- March - June 2020, project evaluation team will review applications
- July 2020, projects will be approved by the board and programmed into the County's Multi-Year Program
- July 2020, awardees will be notified of award

## PROJECT SELECTION CRITERIA AND PROCESS

Cook County staff will evaluate applications using a three-step process.

### I. General Measures of Application Quality

The first level of review is meant to determine the quality and completeness of applications as prepared by the applicants. During this portion of the evaluation, projects will not be scored, but will be reviewed at a high level to identify projects with quality applications that are worth evaluating. Projects passing this stage, will be subject to a scored evaluation using criteria and measures tied to the LRTP's priorities.

To do well in the initial screening, applicants should ensure the quality and clarity of their responses. All mandatory fields in the application must be filled out and any fields that pertain directly to the type of project for which the applicant is requesting funds should also be filled in. Applicants should clearly describe the need for the project in their application, demonstrate how the proposed project addresses that need and spell out its benefits. The scope of the project and its geographic limits should be clearly delineated. Applications should include specific information about the area that may be difficult for reviewers to discern on their own.

Images are often a good way to describe a project, including its limits and potential benefits. Applicants are strongly encouraged to include maps, photos, and other graphics that help to illustrate needs and benefits. We ask that applicants provide no more than 6 graphic files (can include maps, pictures, excerpts from studies or other types of graphics). Though a map showing the project's limits is required, other graphics are optional, and lack of additional graphics will not exclude a project from consideration.

Cost estimates are required for projects seeking construction funding. The project budget for projects in other phases should be as complete as possible. County staff can help develop a cost estimate in cases of need, contingent upon staff availability and the applicant's level of need. The schedule should reflect a reasonable timeline for completion of a project with high-level milestones and start and end dates. These dates can be flexible, but proposed projects will be assessed for the likelihood that they will begin and end as forecasted. Construction projects will be held to standards consistent with IDOT's Project Implementation procedures outlined in Chapter 13 of the Bureau of Local Roads & Streets Manual. Federally funded projects, or projects seeking Federal funding, should be prepared to follow all policies and procedures outlined in Part III of IDOT's BLRS Manual.

Reviewers will consider past experiences and fiscal factors (where available) in assessing an applicant's capacity to lead and complete a project. Reviewers will also take note of barriers to implementation that might suspend activity on a project or prevent it from being completed by noting obstacles such as known environmental concerns, lack of consensus among community residents, businesses, or elected officials, and/or engineering feasibility concerns.

Very low- and low-need communities (as designated by CMAP) will be expected to match County funds on at least a one to one basis. Matches from moderate-need communities will be calculated on a sliding scale basis. Very high- and high-need communities may not need a local match to County funds.

Applicants lacking the capacity to implement a project can ask that the County lead the project.

### II. Support for the Priorities of Connecting Cook County

Projects submitted in response to the 2020 Call for Projects will also be evaluated using performance-based measures directly related to the priorities set forth in *Connecting Cook County*. DOTH staff will download openly available and dependable data from the Chicago Metropolitan Agency for Planning, the Illinois Department of Transportation, the University of Illinois-Chicago Urban Transportation Center and the Center for Neighborhood Technology for each of these indicators to ensure the consistent application of data across all project submissions. Projects performing well for the various measures will receive the most points; fewer points will be awarded as project performance declines. Projects will be ranked according to their score. In order to promote modal diversity, projects will be evaluated and ranked by mode: Transit, Bicycle and Pedestrian, Freight, and Roadways.

The following indicators are derived from our priorities and consistent with Federal recommendations for performance measures. They will be applied to project proposals as part of the quantitative phase of the evaluation process:

Priorities	Measures
<b>Transit</b> Rail Project Buffer: ½ mile Bus Project Buffer: ¼ mile	<ul style="list-style-type: none"> <li>• Number of accessible jobs</li> <li>• Increase in jobs</li> <li>• Number of low to moderate income persons</li> <li>• Existing transit ridership</li> <li>• Presence of transit deserts</li> <li>• Number of acres of vacant land</li> <li>• Traffic congestion/delay</li> </ul>
<b>Transportation Alternatives</b> Pedestrian Project Buffer: ½ mile Bicycle Project Buffer: 1 mile	<ul style="list-style-type: none"> <li>• Number of existing jobs</li> <li>• Number of low to moderate income persons*</li> <li>• Number of bike/pedestrian crashes</li> <li>• Connections to bicycle trip generators</li> <li>• Miles of existing trails</li> </ul>
<b>Freight Transportation</b> Freight Project Buffer: 1 mile	<ul style="list-style-type: none"> <li>• Increase in jobs</li> <li>• Proximity to industrial uses</li> <li>• Number of low to moderate income persons*</li> <li>• Number of accessible jobs</li> <li>• Number of acres of vacant industrialized land</li> <li>• Truck and/or train traffic count (IDOT or locally generated)</li> <li>• Traffic congestion/delay</li> </ul>
<b>Equal Access to Opportunity</b> Buffer determined by project mode	<ul style="list-style-type: none"> <li>• Number of low to moderate income persons*</li> <li>• Number of accessible jobs</li> <li>• Presence of transit deserts*</li> <li>• Transportation asset's condition</li> <li>• Reduction in rail crossing delay*</li> </ul>
<b>Maintain and Modernize</b> Roadway Project Buffer: 1 mile Fatality and Injury Buffer: 100 Ft	<ul style="list-style-type: none"> <li>• Increase in jobs</li> <li>• Number of low to moderate income persons*</li> <li>• Number of accessible jobs</li> <li>• Transportation asset's condition</li> <li>• Segment fatalities and serious injuries</li> <li>• Number of acres of vacant land</li> <li>• Traffic congestion and delay</li> </ul>
<b>Invest in Transportation</b>	<ul style="list-style-type: none"> <li>• Leverage ratio</li> <li>• Availability of full funding for the requested project phase</li> </ul>

\* Please refer to maps provided on the Invest in Cook homepage for visualizations of transit deserts and disadvantaged community locations

Projects will be mapped and buffers of varying size will be applied based on project type (buffer sizes are identified in the table above). A project's performance on any given measure will be determined by impacts captured within the projects buffer, not solely along the project corridor itself.

While it is the responsibility of County staff to aggregate this data for proposed projects, applicants should include locally sourced data for measures relevant to their application to enhance reviewers' understanding of the project.

### III. Qualitative Assessment

Project reviewers will also conduct a qualitative review of applications that assesses project readiness, the applicant's capacity to complete the project, and the benefits to be derived from the project as described in the project summary. Once reviews have been completed, the Department will make project selections and build a proposed program constrained by the available Invest in Cook funding. Cook County will consider factors such as geographic equity, the mix of different types of transportation projects, the distribution of projects across phases and project feasibility in putting together final program awards.

### PROJECT TRACKING AND MILESTONES

Once selected, project applicants will be expected to develop a detailed project schedule with estimated milestone dates. County staff will ask that awardees provide brief status updates every quarter and more detailed updates as they are needed throughout the development of the project.

### APPLICATION CHECKLIST

- Signed Mayor's or Chief Executive's cover letter
- Completed project application form
- Project area map (preferably GIS shapefile showing project extents)
- Project milestone schedule
- Most recent financial audit or proof of financial standing

#### Optional Items:

- Sections or summaries of formally adopted or approved plans, studies, or reports that reinforce the need for the applicant's project (limit five pages)
- Resolutions and Certifications of Resolutions
- Detailed cost estimates (Required for construction funding requests)
- Attach any related images

Applicants should double check their applications and make sure that all applicable fields have been filled in completely and accurately. If the evaluation team finds data missing or requires more information to make a determination, a department representative will contact the applicant and make a request for the information. Applicants will have 7 days to comply with the request.

### CONTACT INFORMATION

Questions or requests for assistance should be directed to:

Tim Egan  
69 W. Washington, Suite 2300  
Chicago, IL 60602  
(312) 603-1534  
[InvestInCook.CC@cookcountyil.gov](mailto:InvestInCook.CC@cookcountyil.gov)

## **Items of Interest Divider**

# VILLAGE OF LA GRANGE PARK

La Grange Park Village Hall, 447 N. Catherine Ave., La Grange Park, Illinois

---

## Annual Schedule of Regular Meeting Dates for 2020

February 11, 2020	Work Session Meeting	7:30 p.m.	Village Hall
February 25, 2020	Village Board Meeting	7:30 p.m.	Village Hall
March 10, 2020	Work Session Meeting	7:30 p.m.	Village Hall
March 24, 2020	Village Board Meeting	7:30 p.m.	Village Hall
April 14, 2020	Work Session Meeting	<b>7:15 p.m.</b>	Village Hall
April 28, 2020	Village Board Meeting	7:30 p.m.	Village Hall
May 12, 2020	Work Session Meeting	7:30 p.m.	Village Hall
May 26, 2020	Village Board Meeting	7:30 p.m.	Village Hall
June 9, 2020	Work Session Meeting	7:30 p.m.	Village Hall
June 23, 2020	Village Board Meeting	7:30 p.m.	Village Hall
July 14, 2020	Work Session Meeting	7:30 p.m.	Village Hall
July 28, 2020	Village Board Meeting	7:30 p.m.	Village Hall
August 11, 2020	Work Session Meeting	7:30 p.m.	Village Hall
August 25, 2020	Village Board Meeting	7:30 p.m.	Village Hall
September 8, 2020	Work Session Meeting	7:30 p.m.	Village Hall
September 22, 2020	Village Board Meeting	7:30 p.m.	Village Hall
October 13, 2020	Work Session Meeting	7:30 p.m.	Village Hall
October 27, 2020	Village Board Meeting	7:30 p.m.	Village Hall
November 10, 2020	Work Session Meeting	7:30 p.m.	Village Hall
November 24, 2020	Village Board Meeting	7:30 p.m.	Village Hall
December 8, 2020	Village Board Meeting	7:30 p.m.	Village Hall