



Chicago Metropolitan Agency for Planning

MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: August 30, 2024
Re: Authorization to enter into a contract with CDM Smith as a result of RFP 306 for a Corridor Development Office for the I-290 Blue Line Corridor Program for a term up to 36 months, with two one-year renewal options in an amount not to exceed \$11,000,000

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (“CMAP”) is seeking to contract with a professional consulting firms with multidisciplinary expertise to provide program administration in connection with a newly formed Corridor Development Office (“CDO”) for the I-290 Blue Line Corridor Program (“Corridor Program”) in Illinois.

Program Background

The I-290 Blue Line Corridor is the country’s first integrated transit and highway project. It represents the Northeastern Illinois region’s primary major east-west Corridor, connecting residents to jobs in Chicago’s downtown Business District as well as to major employment centers in West Cook and DuPage counties. As both areas represent major regional job centers, corridor travel is heavy during peak commuting periods.

Over the decades, not only has infrastructure within the Corridor aged, but travel demand has exceeded the roadway’s design capacity resulting in poor roadway operations and safety. The Blue Line Forest Park branch has deteriorated, suffering from slow zones and hard-to- access uninviting rail stations. While this multi-modal Corridor was the first of its kind, much needed modernization is required yet advancing the needed extensive improvements has proven to be difficult due to the lack of a comprehensive coordinated vision and approach to funding.

Today, we are at an inflection point where real consideration must be made for long discussed policies such as congestion pricing, innovative financing and reconnecting communities. These concepts will necessitate thoughtful consideration of multi-modal, integrated solutions that will optimize the overall performance of the Corridor, improve safety, and provide equitable mobility options to all travelers. In January 2024, CMAP, IDOT, and CTA entered a Joint Statement of

Understanding and a funding agreement that was formalized in agency budgets to leverage the desire of each agency to progress the program forward. As a critical Program milestone CMAP is procuring a professional consultant that will coordinate day to day operations of the Corridor Development Office (“CDO”) in partnership with the project implementers, IDOT and CTA.

In June, CMAP solicited proposals from professional consulting firms with multidisciplinary expertise to provide program administration in connection with a newly formed CDO for the I-290 Blue Line Corridor Program. Under this solicitation, it will be critically important for the selected firm to be well-versed in all joint and individual project phases of planning, design, and construction such that it may provide effective coordination and strategic guidance of project components led by IDOT and CTA. All of this work will form the foundation of the cohesive Corridor Program that is both visionary and implementable.

Review Process

A Request for Proposals (RFP) was circulated and posted on the CMAP website on June 12, 2024. CMAP hosted a non-mandatory, virtual, pre-bid meeting on June 20 to provide an overview to the RFP and answer consultant questions. Fifty attendees joined the pre-bid meeting. On July 15, CMAP received proposals from Arcadis, CDM Smith, Patrick Engineering, and WSP. Each proposal was a joint submission in partnership with subconsultants. Proposals were reviewed by the evaluation team composed of two evaluators from each agency (CMAP, CTA and IDOT). Evaluators scored each proposal independently. The criteria for selection is included in **Attachment 1**.

Following consideration of the four proposals, and review of each team’s experience and approach across the proposed scope, the evaluation panel determined that the top three scoring teams should be interviewed. Interviews were conducted on August 9, 2024. Each consulting team gave a presentation with clarification of their proposal, responded to provided questions submitted by the evaluation panel, and completed a real-time scenario exercise. The evaluation panel used the information from the interview to finalize the selection.

Recommendation for Contractor Selection

Following scoring of the four proposals and interviews of the top three teams, the evaluation panel determined that CDM Smith presented the strongest understanding, experience, project team, DBE commitments and cost effectiveness to execute the work. A table showing the rankings of the firms which submitted a response to the RFP are included in **Attachment 2**. The approach proposed by CDM Smith resonated strongly with the goals and objectives of the CDO program and showed a high level of project understanding. CDM Smith demonstrated familiarity with the complexity, challenges and opportunities facing the region and the Corridor including nuances of the Corridor’s history, current community needs, and the need to work with multiple jurisdictions and stakeholders. CDM Smith also recognized the important precedent this work could set for other multi-modal corridor programs in the region. The project team identified by CDM Smith has strong qualifications and significant experience in a variety of different technical areas.

While both Patrick Engineering and WSP had thoughtfully constructed teams, with extensive qualifications and experience, the CDM Smith team provided an unparalleled depth of personnel with regional experience. The CDM Smith team included Key Personnel and task leads with backgrounds on regional transit and roadway projects as well as experience with local stakeholders. The proposed team brought together a spectrum and depth of individuals both within CDM Smith and through selected DBE subconsultants to support all aspects of the project. The submittal also includes 39% DBE participation – far exceeding the 25% goal.

Recommendation for contractor selection

The evaluation panel, comprised of CMAP, CTA, and IDOT staff, concluded that CDM Smith’s strong understanding of the multi-modal needs of the Corridor and the partners, goals for the CDO program, the significant and relevant experience of the firm and dedicated involvement of key staff on the project team, as well as their meaningful inclusion of DBE firms makes the application the strongest received. CDM Smith’s project approach provides a clear roadmap to the completion of a successful I-290 Blue Line Corridor Program. The price proposal submitted by CDM Smith was in the amount of \$9,999,038.

The evaluation panel recommends entering into a contract with CDM Smith for a term of up to 36-months, with two one-year renewal options in an amount not to exceed \$10,000,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$11,000,000.