



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board

From: Piotr Wietrzak
Director, Finance and Administration

Date: January 11, 2023

Re: Contract Approval for 3-year Agreement with ICF for the development of a Resilience Improvement Plan for a not-to-exceed amount of \$834,715.

Climate change and extreme weather are causing more frequent flooding and temperature-related impacts on northeastern Illinois' transportation system. Inclement weather conditions cause road closures, traffic slowdowns, transit delays, crashes, and damage to electronic devices including traffic lights, message signs, and cameras. These disruptions affect drivers, transit users, pedestrians, and cyclists, and the region's most vulnerable residents are particularly affected by disruptions to the transit network. These capacity and performance issues are only expected to worsen.

In response to these challenges, in early 2022, CMAP convened transportation, stormwater, and emergency management stakeholders to solicit input on a scope of work for a risk-based vulnerability assessment and resilience improvement plan. This work seeks to understand transportation system vulnerability to climate change and identify strategies to build resilience in the seven-county region of northeastern Illinois. It complements ongoing efforts by transportation, emergency management, and stormwater agencies to increase regional transportation resilience, including assessing vulnerability, upgrading stormwater design standards, pursuing partnerships to address flooding issues, and investing in a zero-emissions transit system.

This work will also help CMAP meet USDOT's minimum elements of a resilience improvement plan and make the region fully eligible and prepared to pursue Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program funding. The project will implement recommendations from the ON TO 2050 comprehensive regional plan and help CMAP comply with Federal requirements for improving the resiliency and reliability of the transportation system, reducing stormwater impacts of surface

transportation, and developing strategies to reduce the vulnerability of the existing transportation infrastructure to natural disasters and extreme weather.

To support this effort, CMAP initiated a request for proposals from a consultant or team of consultants to work with the agency and regional partners to conduct a risk-based assessment of the regional transportation system (Phase 1) and develop a resilience improvement plan based on the assessment results (Phase 2). The scope of work also included four optional scope elements for CMAP to consider: 1) Criticality assessment, 2) Climate scenarios and projections, 3) Impacts on transit riders, and 4) Economic impact analysis.

Review Process

A Request for Proposals (RFP) was circulated and posted on the CMAP website on October 14, 2022. On November 10, 2022, CMAP received proposals from AECOM, Arcadis, GRAEF, ICF, Jacobs, and Tetra Tech.

Proposals were reviewed by CMAP staff, who scored each proposal independently. The criteria for selection included the following:

1. The demonstrated record of experience of the consultant as well as identified staff in providing the professional services identified in this scope of work.
2. The consultant's Phase 1 approach to develop a risk-based assessment of regional transportation vulnerability to climate change that meets the minimum requirements outlined in current and future PROTECT Program guidance. This includes an evaluation of the strength and innovativeness of the approach and any optional or additional enhancements.
3. The consultant's Phase 2 approach to develop a resilience improvement plan that meets the minimum requirements outlined in current and future PROTECT Program guidance. This includes an evaluation of the strength and innovativeness of the approach and any optional or additional enhancements.
4. The consultant's approach to the optional scope elements, including (1) Criticality assessment; (2) Climate scenarios and projections; (3) Impacts on transit riders; and (4) Economic impact analysis. This includes an evaluation of the strength and innovativeness of the approach and any optional or additional enhancements.
5. The quality and relevance of the examples of similar work.
6. The consultant's integration of the principles of ON TO 2050 into the proposal.
7. Prior performance of previous CMAP contracts will be considered. Consultants who are or have been seriously deficient in current or recent contract performance in the absence of evidence to the contrary or circumstances properly beyond the control of the Consultant shall be presumed to be unable to meet these requirements. Past unsatisfactory performance will ordinarily be sufficient to justify a finding of non-responsibility.
8. Cost to CMAP, including consideration of all project costs and per-hour costs.

Table 1 below shows the raw average score of each firm that submitted a response to the RFP.

Table 1. Average team scores for all proposals

Criteria	Maximum Score	AECOM	Arcadis	GRAEF	ICF	Jacobs	Tetra Tech
Record of experience	15	10.1	8.6	4.5	14.1	9.9	11.3
Consultant's approach to Phase 1 (assessment)	15	12.2	9.8	5.3	12.9	10.6	11.9
Consultant's approach to Phase 2 (plan)	15	9.1	10.8	4.5	11.9	8.9	11.8
Consultant's approach to optional scope elements	10	6.6	5.9	2.8	7.8	5.9	6.5
Quality and relevance of examples of similar work	20	12.8	12.8	6.0	18.0	12.3	14.7
Consultant's integration and alignment to ON TO 2050	5	3.6	4.3	1.5	4.4	2.9	3.6
Prior performance on CMAP contracts	0	0	0	0	0	0	0
Cost to CMAP	20	10.03 (\$876,210)	7.98 (\$1,101,847)	20.00 (\$439,439)	10.53 (\$834,715)	9.96 (\$881,989)	10.41 (\$844,380)
Total	100	64.4	60.1	44.5	79.6	60.4	70.1

Recommendation for Contractor Selection

Following consideration of the 6 proposals and interviews with the top two teams, the Selection Committee decided that the ICF team presented the strongest approach, experience, similar work examples, and nuanced understanding of CMAP and the region's resilience needs.

The ICF team has remarkable experience in the transportation resilience field, having developed transportation resilience guidance for FHWA, risk-based transportation vulnerability assessments for MPOs and state DOTs, and currently helping MPOs and state DOTs develop resilience improvement plans. The team outlined a clear and efficient approach that will ensure CMAP meets USDOT's minimum elements of a resilience improvement plan and can be adapted to respond to the needs of both CMAP and regional partners. The proposal was particularly strong in its approach to developing a resilience improvement plan that outlines priority projects as well as strategies to integrate climate resilience into transportation decision-making. Their overall approach addresses each task thoroughly in a manner that is achievable within the project time frame.

CMAP staff is seeking Board approval to enter into a three-year agreement with ICF for the Resilience Improvement Plan for the not-to-exceed cost of \$834,715.00. Support for this project will be provided by FY2023, FY2024, and FY2025 UWP funds.

ACTION REQUESTED: Approval