



DEPARTMENT OF PROCUREMENT SERVICES NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION

Complete this cover form and the **Non-Competitive Procurement Application Worksheet** in detail. Refer to the page entitled "Instructions for Non-Competitive Procurement Application" for completing this application in accordance with its policy regarding NCRB. Complete "other" subject area if additional information is needed. Subject areas must be fully completed and responses merely referencing attachments will not be accepted and will be immediately rejected.

Department	Originator Name	Telephone	Date	Signature of Application Author
Transportation	Abraham Emmanuel	312-742-0804	9/14/2022	<i>Jeziel Cortes</i>
Contract Liaison	Email Contract Liaison	Telephone		
Jeziel Cortes	jeziel.cortes@cityofchicago.org	312-744-5717		

List Name of NCRB Attendees/Department
Abraham Emmanuel CDOT Jeziel Cortes CDOT

Request NCRB review be conducted for the product(s) and/or service(s) described herein.

Company: Parsons

Contact Person:	Phone:	Email:
Jeziel Cortes	312-744-5717	jeziel.cortes@cityofchicago.org

Project Description: The Advanced Traffic Management System (ATMS) developed by Parsons Corporation is a custom software that is used for collecting, processing, and analyzing real-time and historical traffic information.

This is a request for:

<input checked="" type="checkbox"/> New Contract <u>Contract Type</u> <input checked="" type="checkbox"/> Blanket Agreement Term: <u>36</u> (# of mo) <input type="checkbox"/> Standard Agreement + 2 x 1 yr Ext Options.	<input type="checkbox"/> Amendment / Modification <u>Type of Modification</u> <input type="checkbox"/> Time Extension <input type="checkbox"/> Vendor Limit Increase <input type="checkbox"/> Scope Change Contract Number: _____ Specification Number: _____ Modification Number: _____
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Department Request Approval	Recommended Approval
 _____ DEPARTMENT HEAD OR DESIGNEE Jeziel Cortes PRINT NAME	 _____ BOARD CHAIRPERSON STEVEN M. LOBODA PRINT NAME
9/15/22 DATE	10/14/2022 DATE

(FOR NCRB USE ONLY)

Recommend Approval/Date: _____

Return to Department/Date: _____

Rejected/Date: _____

Approved **Rejected**

 CHIEF PROCUREMENT OFFICER

10/17/2022
 DATE



**DEPARTMENT OF PROCUREMENT SERVICES
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION
JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT WORKSHEET**

All applicable information on this worksheet must be addressed using each question found on the "Instructions for Non-Competitive Procurement Application" in this application.

Justification for Non-Competitive Procurement Worksheet

<input checked="" type="checkbox"/> PROCUREMENT HISTORY Please see attached for details.
<input checked="" type="checkbox"/> ESTIMATED COST Please see attached for details.
<input checked="" type="checkbox"/> SCHEDULE REQUIREMENTS Please see attached for details.
<input checked="" type="checkbox"/> EXCLUSIVE OR UNIQUE CAPABILITY Please see attached for details.
<input checked="" type="checkbox"/> OTHER Please see attached for details.



DEPARTMENT OF PROCUREMENT SERVICES NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION INSTRUCTIONS FOR NON-COMPETITIVE PROCUREMENT APPLICATION

INSTRUCTIONS FOR PREPARATION OF NON-COMPETITIVE PROCUREMENT APPLICATION

If a City Department has determined that the purchase of supplies, equipment, work and/or services cannot be done on a competitive basis, a justification must be prepared on this "Justification for Non-Competitive Procurement Application" in which procurement is requested on a or non-competitive basis in accordance with 65 ILCS 5/8-10-4 of the Illinois Compiled Statutes. Using this instruction sheet, all applicable information must be addressed on the worksheet. The information provided must be complete and in sufficient detail to allow for a decision to be made by the Non-Competitive Procurement Review Board. For Amendments, Modifications, describe in detail the change in terms of dollars, time period, scope of services, etc., its relationship to the original contract and the specific reasons for the change. Indicate both the original and the adjusted contract amount and/or expiration date with this change.

Attach a DPS Checklist and any other required documentation; the Board will not consider justification with incomplete information documentation or omissions.

PROCUREMENT HISTORY

1. Describe the requirement and how it evolved from initial planning to its present status.
2. Is this a first time requirement or a continuation of previous procurement from the same source? If so, explain the procurement history.
3. Explain attempts made to competitively bid the requirement (attach copy of sources contacted).
4. Describe in detail all research done to find other sources; list other cities, companies in the industry, professional organizations contacted. List periodicals and other publications used as references.
5. Explain future procurement objectives. Is this a one-time request or will future requests be made for doing business with the same source?
6. Explain whether or not future competitive bidding is possible. If not, explain in detail.

ESTIMATED COST

1. What is the estimated cost for this requirement or for each contract, if multiple awards are contemplated? What is the funding source?
2. What is the estimated cost by fiscal year?
3. Explain the basis for estimating the cost and what assumptions were made and/or data used (i.e., budgeted amount, previous contract price, current catalog or cost proposal from firms solicited, engineering or in-house estimate, etc.)
4. Explain whether the proposed Contractor or the City has a substantial dollar investment in original design, tooling or other factors which would be duplicated at City expense if another source was considered. Describe cost savings or other measurable benefits to the City which may be achieved.
5. Explain what negotiation of price has occurred or will occur. Detail why the estimated cost is deemed reasonable.

SCHEDULE REQUIREMENTS

1. Explain how the schedule was developed and at what point the specific dates were known.
2. Is lack of drawings and/or specifications a constraining factor to competitive bidding? If so, why is the proposed Contractor the only person or firm able to perform under these circumstances? Why are the drawings and specifications lacking? What is the lead time required to get drawings and specifications suitable for competition? If lack of drawings and specifications is not a constraining factor to competitive bidding, explain why only one person or firm can meet the required schedule.
3. Outline the required schedule by delivery or completion dates and explain the reasons why the schedule is critical.
4. Describe in detail what impact delays for competitive bidding would have on City operations, programs, costs and budgeted funds.

EXCLUSIVE OR UNIQUE CAPABILITY

1. If contemplating hiring a person or firm as a Professional Service Consultant, explain in detail what professional skills, expertise, qualifications, and/or other factors make this person or firm exclusively or uniquely qualified for the project. Attach a copy of the cost proposal, scope of services, and Temporary Consulting Services Form.
2. Does the proposed firm have personnel considered unquestionably predominant in the particular field?
3. What prior experiences of a highly specialized nature does the person or firm exclusively possess that is vital to the job, project or program?
4. What technical facilities or test equipment does the person or firm exclusively possess of a highly specialized nature which is vital to the job?
5. What other capabilities and/or capacity does the proposed firm possess which is necessary for the specific job, project or program which makes them the only source who can perform the work within the required time schedule without unreasonable costs to the City?
6. If procuring products or equipment, describe the intended use and explain any exclusive or unique capabilities, features and/or functions the items have which no other brands or models, possess. Is compatibility with existing equipment critical from an operational standpoint? If so, provide detailed explanation?
7. Is competition precluded because of the existence of patent rights, copyrights, trade secrets, technical data, or other proprietary data (attach documentation verifying such)?
8. If procuring replacement parts and/or maintenance services, explain whether or not replacement parts and/or services can be obtained from any other sources? If not, is the proposed firm the only authorized or exclusive dealer/distributor and/or service center? If so, attach letter from manufacturer on company letterhead.

MBE/WBE COMPLIANCE PLAN

- * All submissions must contain detailed information about how the proposed firm will comply with the requirements of the City's Minority and Women Owned Business program. All submissions must include a completed C-1 and D-1 form, which is available on the Procurement Services page on the City's intranet site. The City Department must submit a Compliance Plan, including details about direct and indirect compliance.

OTHER

1. Explain other related considerations and attach all applicable supporting documents, i.e., an approved "ITGB Form" or "Request For Individual Hire Form".

REVIEW AND APPROVAL

This application must be signed by both Originator of the request and signed by the Department Head. After review and final disposition from the Board, this application will be signed by the Board Chairman. After review and final disposition from the Board, this form will be presented to the Chief Procurement Officer recommending approval.

PROCUREMENT HISTORY

1. Describe the requirement and how it evolved from initial planning to its present status.

The project requirements were developed from the need to make improvements to the stage 1 of the Chicago Traffic Management Center (TMC) – Advanced Traffic Management System (ATMS). There are many traffic management needs that were not included in the stage 1. These are proposed to be developed in the stage 2 for which we have received the grant funding. See attached grant application. A traffic management platform like the TMC/ATMS must adapt to new developments in technology and continue to integrate with other systems. It cannot be developed once and handed over to maintenance for the rest of its lifecycle. The system must evolve with ongoing development. The scope of work for stage 2 were developed with this goal. There is about \$50 million in federal grant funds awarded to CDOT for other traffic technology implementation projects. These projects are related to the TMC/ATMS but are distinct projects. When these newer systems are developed it is imperative that they all are integrated with the TMC/ATMS so they all work seamlessly. Continued development of TMC/ATMS is also required for this purpose. For example, there is existing funding for integrated corridor management and adaptive signal operations. An integrated corridor or adaptive signal system cannot function without the data and continuous input from the TMC/ATMS system. The TMC/ATMS developer must build the application programming interface so disparate systems can communicate each other and function as one large system.

2. Is this a first time requirement or a continuation of previous procurement from the same source? If so, explain the procurement history.

Continuation of previous work done by the vendor, Parsons Corporation. The TMC/ATMS stage 1 contract was competitively bid in 2012 and Parsons Corporation was selected from 4 qualified bids. The contractor was issued Notice To Proceed in November 2015. (PO: 29890 / Spec: 87465). For a project like this, only vendors with an existing base ATMS software are considered qualified as it requires significant amount of prior experience and a base software with generic ATMS features to get started with the project. For the last six and half years the TMC/ATMS contractor, Parsons Corporation, have been customizing their base ATMS application for the CDOT specific traffic management needs. After the initial 5 year term the contract was extended twice utilizing the allowed two one year extension.

3. Explain attempts made to competitively bid the requirement (attach copy of sources contacted).

ATMS stage 1 was competitively bid in 2012. Due to the proprietary nature of the TMC/ATMS stage 1 system, we are not proposing to competitively bid the stage II of the ATMC/TMC system.

4. Describe in detail all research done to find other sources; list other cities, companies in the industry, professional organizations contacted. List periodicals and other publications used as references.

See response to previous question. Due to the proprietary nature of the system stage 1 TMC/ATMS, CDOT is not proposing to use another vendor to further develop the TMC/ATMS.

5. Explain future procurement objectives. Is this a one-time request or will future requests be made for doing business with the same source?

After the stage II, future enhancements to TMC/ATMS and continued use of Parsons services will depend on the decision CDOT will make on technology and traffic operations. New technologies are likely to fully replace existing traffic management systems every 10 to 20 years.

6. Explain whether or not future competitive bidding is possible. If not, explain in detail.

See response to question 5. Technology in traffic management will leapfrog every 10 to 20 years. After several years with the stage II of the TMC/ATMS it is likely that newer mobility needs will require CDOT to opt for a new type of traffic management system and operations. The newer mobility needs includes the expansion of connected, shared, electric, and autonomous vehicles. These are likely to change the mobility landscape in the next 10 years.

ESTIMATED COST

1. What is the estimated cost for this requirement or for each contract, if multiple awards are contemplated? What is the funding source?

Estimated cost: \$5 Million

Funding source: Congestion Mitigation and Air Quality Management Grant from USDOT. 80% of the cost supported by federal dollars. 20% local match.

CDOT submitted a TMC/ATMS stage II application for USDOT CMAQ grant in 2021 and it was awarded later that year. It was a competitive application and the grant was awarded based on the project merit. Award letter is included in NCRB package.

2. What is the estimated cost by fiscal year?

2023: \$1 million

2024: \$1.2 million

2025: \$1.2 million

2026: \$0.8 million

2027: \$0.8 million

3. Explain the basis for estimating the cost and what assumptions were made and/or data used (i.e., budgeted amount, previous contract price, current catalog or cost proposal from firms solicited, engineering or in-house estimate, etc.)

Based on previous experience with development hours and equipment needed. About 10 - 20% of the cost will be direct cost for new hardware or third-party data and/or software licensing.

4. Explain whether the proposed Contractor or the City has a substantial dollar investment in original design, tooling or other factors which would be duplicated at City expense if another source was considered. Describe cost savings or other measurable benefits to the City which may be achieved.

If another vendor is used for the stage II of the project they will be required to spend nearly half of the project budget and time to build their proprietary ATMS to the same level at the Parsons' ATMS. This is

because completing vendors do not modify another vendor's ATMS. It is expected that less than half of the proposed work can be achieved by a third party if they were selected for the stage II work.

5. Explain what negotiation of price has occurred or will occur. Detail why the estimated cost is deemed reasonable.

CDOT has developed a rough project scope and Parsons understands that the work will have to be completed with the grant funds available. Parson and CDOT have collaborated on the required upgrades needed for the ATMS Stage II, CDOT has developed a detailed project scope with Parsons identifying the budget allocation for each subtask and skills required. This will also be presented to IDOT and FHWA for approval. The project estimate is deemed reasonable based on the stage 1 project scope and budget.

SCHEDULE REQUIREMENTS

1. Explain how the schedule was developed and at what point the specific dates were known.

A rough schedule has been developed based on the task. The schedule dates are approximate only.

Project expected Start November 2022.

Requirements & Concept of Operation Submission: Feb 2023

Task 1: Connected Intersection Integration with ATMS/Asses Parking & Curb eval/Synchro Modes/ATSPM research/ICM Corridor Planning/Long Term Storage and Dashboarding of Detection data: Dec 2023

Task 2: Additional Connected Intersection Integration/Cub & parking Management Pilot Program/Pilot Semi-Automated Signal Operations/: Dec 2024

Task 3 Updated Counts for All Intersections/Route Guidance Solution Development/Submit Parking Guidance Report/ Complete Citywide Synchro Models/CAV Pilot: Dec

2025 Task 4: Roadmap for curb and parking management/Expanded CAV testing/Advanced ATSPM/Completed ICM corridor development/Dashboard for real time incident management: Dec 2026

Task 5: Role out Curb and Parking Management/Training & Documentation/Punch List Items - Oct 2027

2. Is lack of drawings and/or specifications a constraining factor to competitive bidding? If so, why is the proposed Contractor the only person or firm able to perform under these circumstances? Why are the drawings and specifications lacking? What is the lead time required to get drawings and specifications suitable for competition? If lack of drawings and specifications is not a constraining factor to competitive bidding, explain why only one person or firm can meet the required schedule.

A design contract for the stage II of the TMC/ATMS will take over a year to complete and can cost two to three hundred thousand dollars. Such designs have proven to be less useful for technology projects as the technology is continuously evolving and by the time the system is developed the original design can become obsolete. For TMC/ATMS stage I there was a design phase. Most of what was designed over 10 years ago is obsolete currently.

3. Outline the required schedule by delivery or completion dates and explain the reasons why the schedule is critical.

See response to question 1.

4. Describe in detail what impact delays for competitive bidding would have on City operations, programs, costs and budgeted funds.

A competitive bidding process can take over a year to complete and issue a Notice to Proceed. Federal/State approval can take several additional months. The TMC/ATMS Phase I contract is set to end in October 2022. After this date, the system Parsons developed will function without support. CDOT does not have the resources or skills to manage or further develop the system. One data source alone (Wejo) brings in close to 90 million data points into the TMC/ATMS database each day. There are 15 different City of Chicago and non-City systems that interface with the ATMS. The TMC/ATMS likely has the most number of database transactions in a day for any City system. A system with such staggering size and complexity cannot be let to run on its own for long. Communications with traffic signals are also managed with this system and any break down of the systems will limit our ability to automatically keep the traffic signals in sync and remotely program signals.

EXCLUSIVE OR UNIQUE CAPABILITY

1. If contemplating hiring a person or firm as a Professional Service Consultant, explain in detail what professional skills, expertise, qualifications, and/or other factors make this person or firm exclusively or uniquely qualified for the project. Attach a copy of the cost proposal, scope of services, and Temporary Consulting Services Form.

ATMS is a complex system with many custom features and multiple interfaces with other City and non-City system to meet CDOT specific needs. It will be very difficult, and time consuming for another vendor to modify the system Parsons' developed for the City. Using a new vendor for Phase II could have the same effect as starting Phase I all over again with a new vendor as each ATMS vendor has their own version of the base ATMS application that they customize for the clients. In addition, the Parsons team has developed significant expertise on CDOT operations and needs. From traffic signal operations to dynamic message boards, to information security, each transportation agency has its own uniqueness in its operations. It takes several years for anyone to learn the basics to provide a productive support to our projects. A new vendor team will easily take two years to get up to speed to understand the operational modalities of the department.

2. Does the proposed firm have personnel considered unquestionably predominant in the particular field?

Only firms with background in Intelligent Transportation Systems can work on this project. This requires skills in Civil Engineering, Transportation, Traffic Signal Timing, Network Communications, Planning, and Software development. Combination of all these is quite unique that only a select few firms possess these skills. Almost all the firms that develop ATMS software have their own proprietary base ATMS. They do not develop or modify an ATMS developed by another vendor. It is impossible to get another reputed vendor to modify the ATMS developed by Parsons. Parsons has developed significant skills in CDOT's specific transportation environment. They know how the system environment is built, how the database and communication work, how the traffic signals are programmed, how the civil construction projects are executed, and how to communicate with OEMC and 911 systems. These skills require several years to develop. Many of the Parsons consultants have been with the ATMS stage 1 project

right from the start in 2015 and replacing them will require several years of a learning curve for a new consultant team.

3. What prior experiences of a highly specialized nature does the person or firm exclusively possess that is vital to the job, project or program?

Parsons is considered one of the best firms in the industry for ATMS installation and integration. They currently manage the ATMS system for the State of Illinois (IDOT), IL Tollway, and Lake County. This makes it much easier for CDOT to coordinate with IDOT and Tollway and other the counties. For example when CDOT want to put automated traffic alerts messages on IDOT managed dynamic message signs on the freeways, Parsons can make it happen easily since IDOT also run the Parsons system for traffic management. There is significant benefit is having the same system on the State and City level.

4. What technical facilities or test equipment does the person or firm exclusively possess of a highly specialized nature which is vital to the job?

Not applicable

5. What other capabilities and/or capacity does the proposed firm possess which is necessary for the specific job, project or program which makes them the only source who can perform the work within the required time schedule without unreasonable costs to the City?

See previous responses. The most important aspect is that ATMS cannot be developed and installed by any software vendor. As previously stated, an ATMS vendor does not modify another ATMS vendor's system. Doing modifications to the ATMS developed by Parsons requires Parsons own resources. A new vendor will have to install their own ATMS and redo much of the stage-1 work again, before the new stage II scope can be implemented.

6. If procuring products or equipment, describe the intended use and explain any exclusive or unique capabilities, features and/or functions the items have which no other brands or models, possess. Is compatibility with existing equipment critical from an operational standpoint? If so, provide detailed explanation?

Not applicable.

7. Is competition precluded because of the existence of patent rights, copyrights, trade secrets, technical data, or other proprietary data (attach documentation verifying such)?

Not applicable. The TMC/ATMS stage 1 was developed with Parsons entering into multiple interface contracts with third parties on behalf of CDOT to integrate their systems with the CDOT TMC/ATMS. These interface contracts will be nullified and not enforceable when Parsons is no longer working with CDOT. For example, the interface between ATMS and the Central Signal System provided by Kapsch is custom developed and Central Signal System itself was developed as a sub-system to TMC/ATMS. CDOT did not enter a contract with Kapsch to develop the system and interface.

8. If procuring replacement parts and/or maintenance services, explain whether or not replacement parts and/or services can be obtained from any other sources? If not, is the proposed firm the only

authorized or exclusive dealer/distributor and/or service center? If so, attach letter from manufacturer on company letterhead.

Not applicable.

MBE/WBE COMPLIANCE PLAN

* All submissions must contain detailed information about how the proposed firm will comply with the requirements of the City's Minority and Women Owned Business program. All submissions must include a completed C-1 and D-1 form, which is available on the Procurement Services page on the City's intranet site. The City Department must submit a Compliance Plan, including details about direct and indirect compliance.

The vendor currently has 30% of the project work sub-contracted to DBE firms. CDOT will ensure that in the ATMS Phase II contract will have at the minimum 30% DBE participation.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Aileen Velazquez, Chief Procurement Officer
Department of Procurement Services

FROM: *Jezeel Cortes* for
Gla Biagi, Commissioner
Chicago Department of Transportation

REVIEWED BY: Jezeel Cortes, Contracts Administrator
Division of Administration

SUBJECT: NCRB Request for Approval
Vendor: Parsons Corporation
Project: Professional services for the Advanced
Traffic Management System Stage II project.

DATE: September 15, 2022

The Chicago Department of Transportation ("CDOT") requests the Non-Competitive Review Board approval for the professional consulting services to be provided by Parsons Corporation for the Advanced Traffic Management System (ATMS) Stage II project as detailed in the attached NCRB application.

The Advanced Traffic Management System (ATMS) Stage I was awarded under PO 29890 and developed by Parsons Corporation (Delcan) over a seven-year period. This CDOT system is a highly customized and complex software system that is used for collecting, processing, and analyzing real-time and historical traffic information. The ATMS is the primary system used to operate the CDOT Traffic Management Center. The ATMS Stage II project is funded by an approved USDOT CMAQ grant which will add enhancements to the ATMS developed in Stage I to further expand the system capacities and address evolving technology.

Stage II services would require an extensive rebuild of a system that has been custom developed and would require 3 times the amount of money provided for this grant along with a minimum of a year to reconstruct/develop a new system if a vendor was being selected via an RFP solicitation which would add several years to the process. CDOT requests the approval of this NCRB contract request to continue the development and implementation of system updates and tracking capabilities that Parsons has already established with their Stage I system. CDOT has estimated the total contract cost to be \$5M and requests a 3-year base term with 2 x 1 year extension options. This time frame is required for CDOT to fully implement any system updates, programming and as well as to allow time to adjust to emerging technology. Though CDOT has received USDOT CMAQ grant approval for the funding of this project, we will need to provide the draft contract to IDOT in order for the UIGA to be approved, and the funding allocations set which is the reason we have included a corp account in the DPS checklist as a placeholder. This funding strip will be revised and provided to DPS once the draft contract is created and sent to IDOT for approval. Once approved, the funding allocations will be set and CDOT can then provide the correct funding strips to DPS for contract signature cycle and award.

CDOT realizes the September 6, 2022 meeting application due date has just recently passed but respectfully requests this request be viewed within that time frame in order to avoid any lengthy delays of system maintenance and updates.

For further information, contact Jeziel Cortes at jeziel.cortes@cityofchicago.org; (312) 744-5717 or Eusebio Islas at Eusebio.islas@cityofchicago.org; (312) 744-1757 if you have any further questions. Thank You.

CC: T. Carney, K. O'Malley, A. Emmanuel



Attach required forms for each procurement type and detailed scope of services and/or specifications and forward original documents to the Chief Procurement Officer; City Hall, Room 806.

Date: 9/14/22

Department Name: **Transportation**

Requisition No: 479003 Specification No: 1252796

PO No: Modification No:

Contract Liaison: **Eusebio Islas**

Telephone: (312) 744-5717

Email: jezieel.cortes@cityofchicago.org

Project / Program Manager: Abraham Emmanuel

Telephone: (312) 742-0804

Email: abraham.emmanuel@cityofchicago.org

For Blanket Agreements, the lead department must consult with other departments who may want to participate in the Blanket Agreement. If grant funded, attach copy of the approved grant application and other terms and conditions of the funding source.

Note:

1) **Funding:** Attach information if multiple funding lines

2) **Individual Contract Services:** Include approval form signed by all parties

3) **ITGB:** IT project valued at \$100,000.00 or more, attach approval transmittal sheet.

Contract Liaison Signature
Jeziel Cortes
 By signing this form, I attest that all information provided is true and accurate.

Project Title: Advanced Traffic Management System (ATMS) Phase II

Project Description: The Advanced Traffic Management System (ATMS) developed by Parsons Corporation is a custom software that is used for collecting, processing and analyzing real-time and historical traffic information.

Funding:

Corporate Bond Enterprise Grant Other:

IDOT/Transit IDOT/Highway FHWA FTA FAA

LINE	FY	FUND	DEPT	ORGN	APPR	ACTV	PROJECT	RPTG	ESTDOLLAR AMOUNT
	22	0100	084	2130	0140	0000			\$5M

Check One:

New Contract Request

**By signing below, I attest the estimates provided for this contract are true and accurate.*

* Corporate fund is shown solely to process the NCRB request. IDOT requires the agreement to be submitted so that the actual fund setup can take place. CDOT will request final funding strip for contract award at the time the contract is drafted by DPS for vendor submittal, so that the vendor can supply the CECS and UIGA required for IDOT approval and funding allocation. All funds are Grant funds when applied to actual contract.

***Project / Program Manager Signature**
Abraham Emmanuel

***Commissioner/Authorized Designee Signature**
Jeziel Cortes

Purchase Order Type:

Blanket/Purchase Order (DUR)

Master Consultant Agreement (Task Order)

Standard/One-Time Purchase

Special Approvals Required:

Emergency

Non-Competitive Review Board (NCRB)

Request for Individual Contract Services

Information Technology Governance Board (ITGB)

IDOT Concurrence

Purchase Order Information:

Contract Term (No. of Months): 36 5 Yrs (60 Months)

Extension Options (Rate of Recurrence): 2 x 1Yr

Estimated Spend/Value: \$ \$5,000,000.00

Procurement Method:

Bid RFP RFQ RFI

Small Order

Grant Commitment / Expiration Date:

Pre-Bid/Submittal Conference: Yes No

Mandatory Site Visit

Contract Type:

Architect Engineering Commodity Construction JOC SBI

Professional Services Revenue Generating Vehicle & Heavy Equipment

Work Service Joint Procurement Reference Contract

Modification or Amendment

Modification Information:

PO Start Date: _____

PO End Date: _____

Amount (Increase/Reduction): _____

Safety Enhancing Vehicle Equipment (MCC 2-92-597) Yes No

Modification/Amendment Type:

Time Extension Scope Change/Price Increase /Additional Line Item(s)

Vendor Limit Increase Requisition Encumbrance Adjustment

Other (specify): _____

MBE/WBE/DBE Analysis: (Attach MBE/WBE/DBE Goal Setting Memo)

Full Compliance Contract Specific Goals

No Stated Goals Waiver Request

Vendor Information

Name: Parsons

Contact: Joseph Brahm

Address: 630 E. Algonquien Rd - Schaumburg, IL 60173

E-mail: joseph.brahm@parsons.com

Phone: 847-925-0120

Risk Management / EDS / IDOT

Insurance Requirements (included) Yes No

EDS Certification of Filing (included) Yes No

IDOT Concurrence (required) Yes No

IDOT concurrence is required for the UIGA, CECS and Agreement to be sent for IDOT for approval. Selection of firm required by IDOT prior to award.



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

December 22, 2021

Keith Privett
Chicago DOT
2 N. LaSalle St, Ste 1110
Chicago, IL 60602

Via email to keith.privett@cityofchicago.org

Dear Keith Privett:

On October 13, 2021 the CMAP Board and MPO Policy Committee approved the FFY 2022 – 2026 Congestion Mitigation and Air Quality Improvement (CMAQ) program and the locally programmed Transportation Alternatives Program (TAP-L). Subsequently, the Federal Highway Administration and the Federal Transit Administration found the projects included in the programs met federal eligibility requirements of the programs. The approved programs include the below funding for the **Traffic Management Center - ATMS Added Functions** project.

The TIP ID for this project is **01-21-0010**. Please use this ID in all project correspondence with CMAP.

Fund Source	FFY	Phase	Federal Funds
CMAQ	2025	Implementation	\$4,000,000

The Federal Fiscal Year(s) (FFY) may not reflect the year(s) requested in the project application. This is due to the fiscal constraint in the individual years and the funding available at the time of the selection process. The CMAQ program is a dynamic process and projects' schedules change on a regular basis. Staff along with the planning liaisons will make every effort to adjust project funding for projects that need a change. More information will be provided at the Initiation Meeting described below.

To encourage project implementation and awareness, the CMAQ Project Selection Committee has implemented programming and management policies. As the project sponsor you are responsible for the timely implementation of your project.

Quarterly Status Reporting

Status updates must be submitted to CMAP by the project manager every December, March, June, and September, beginning in December 2021, until the project is completed. All sponsors

should complete a status update form by January 31, 2022. Instructions for completing the status updates along with the status update forms can be found at www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources. Updates are required even when there has been no project activity since the last reporting period. Status updates may be submitted on any day during the required months. Updates submitted during any other month of the year, unless specifically requested by CMAP, will not be considered official submittals and will not satisfy the quarterly status update requirement of the APM policies. Failure to submit a required status update may result in project delays or deferral of CMAQ or TAP-L funds from the active program.

Initiation Webinar Meeting

A CMAQ/TAP-L initiation webinar will be held for all local agency sponsors responsible for the accomplishment of bicycle/pedestrian, intersection improvements, signal interconnects, bottleneck elimination, and commuter parking projects included in the program. At the time of this letter the webinar has not been scheduled but will be held early in 2022. A notice will be sent out with further details. In the meantime, materials from the 2019 initiation webinar are available at www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources.

CMAP is excited to be partnering with you on this project. We look forward to assisting with project completion, contributing to project press releases, and participating in ground breakings, ribbon cuttings, and other ceremonial activities throughout the project implementation. Sponsors should contact Elliott Lewis, elewis@cmap.illinois.gov, prior to any press related activities.

Please contact your planning liaison for assistance. Program resources are also available on the CMAQ webpage.

Sincerely,



Douglas Ferguson
Senior Program Analyst, Research, Analysis and Programming
Chicago Metropolitan Agency for Planning

Chad Riddle, IDOT District 1 Bureau of Local Roads & Streets
Holly Primm, IDOT Bureau of Local Roads & Streets

Traffic Management Center ATMS Advanced Features

CFP 01-21-0010

Detailed Project Description

Current Conditions (Stage 1)

The Initial stage of the CMAQ funded Chicago TMC/ATMS (Traffic Management Center/Advanced Traffic Management System) project is nearing completion. The program has established a Traffic Management Center, established real time traffic measurement of over 2000 miles of arterial streets, centralized data and control of the existing ITS devices (VMS, Traffic Signals, Surveillance Cameras, and many others), built communications to over 400 traffic signals. and connected several separate systems into one integrated solution.

Systems and processes that are integrated into the ATMS include:

- Chicago's traffic signal system,
- Division of Electrical Operations (Integrated dispatch and ticket tracking)
- Traffic sign and signal asset tracking, including signal schematics
- External real time traffic data from Google and HERE
- City of Chicago Construction Permits / Department of Planning and Development
- 911 Emergency Communications Center / Office of Emergency Management Cameras
- 311 City Services
- Bus automatic vehicle location (AVL), Metra and CTA Regional Transit Systems
- Speed and red light camera enforcement systems
- Windy Grid data portal
- Midway Airport ATMS
- Chicago Police Department vehicular collision data
- HAAS alert emergency vehicle tracking
- Regional traveler information system
- Dynamic Message Signs (DMS)
- RWIS weather stations.
- Demonstration projects for integrated video analytics

In developing this integrated environment, the City has built a platform that can support the optimization of traffic flow, incident, and event management, can improve operational coordination between City departments and can assist with active traffic management throughout the city.

The result for the City is reduced congestion, improved traffic safety, improved travel time reliability, improved air quality, and most of all prepares our transportation network for the new age in transportation that is consisted of connected, shared, electric, and automated vehicles. The initial ATMS consultant services contract was very successful, winning the ITS Midwest Project of the Year award, and proved that a high level of integration and automation is possible, but it is only the first step.

Proposed Scope of Work

The ATMS phase II project will build upon the success in phase I and leverage the intersection technology upgrade work to be completed as part of the Capital Bond program. Proposed cost for the project is \$5M. Since this is software and ITS hardware installation work no design is needed. We can start the project in the implementation phase right away.

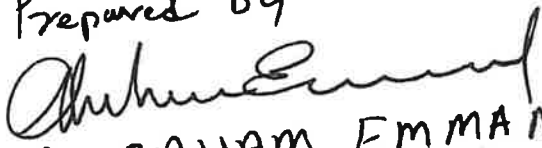
With an award of additional CMAQ funds, the City would secure consultant services to further to integrate its ITS infrastructure and systems while also adding features and functions that will use of the integrated ATMS environment.

The following functions will further improve safety and travel time reliability, while reducing travel delays and their associated tailpipe emissions:

- 1) **Add Automated Traffic Signal Performance Measures (ATSPM).** ATSPM is currently considered the gold standard in signal performance measure and would provide the City's traffic engineers with insights and visualization tools to help optimize traffic signal timing throughout the City. It has long been very challenging for the City to keep a large quantity of signals optimized and to identify problem intersections. ATSPM will help CDOT more rapidly identify problem areas and address the causes of the poor intersection performance.
- 2) **Extend Signal Integration:** Through the first stage of ATMS deployment, the City connected about 400 signals. Although funding is already available to support the capital work of installing additional communication lines, this scope item provides resources for support and troubleshooting of connection issues during installation to functionally integrate 1000 more signals in the ATMS central system.
- 3) **Establish Citywide Traffic Modeling Capacity:** Historically, the City's signals have operated independently of each other. As the signals are connect to a central signal system, they need to be assigned to appropriate signal zones, so that Synchro models can be developed in each zone to support optimization of the traffic signal timing. Such work requires support of a consultant team to assist in improving efficiency and maintaining proper signal coordination and timing.
- 4) **Semi-Automated Signal Operations:** Tools are now available that utilize third party data to recommend changes to keep the signal timing remain in an optimal state. After the initial setup these tools will allow for a much more cost-effective signal optimization approach than conventional signal timing efforts.
- 5) **Analytics-Based Continuous Traffic Counts.** In the first phase of the ATMS deployment the vendor has demonstrated the ability to utilize video analytics and existing CCTV to provide accurate traffic counts. CDOT seeks to move this from the demonstration stage to a full integrated city-wide count solution. This will provide for more accurate counts collected on a continual basis, an improvement in timeliness and cost compared to the City's current program of manual counts every five years.

- 6) **Connected and Autonomous Vehicles (CAV) Support:** After many years of speculation, it appears that CAV features are finally starting to develop traction. As more vehicles support this technology, a rich new set of data will become available to help optimize roadway operations. In addition, motorist expectations continue to increase regarding the ability to intelligently manage traffic on a regional and individual level. Resources will be needed to address opportunities for the Traffic Management Center to integrate with the introduction of CAV technologies.
- 7) **Enhanced Citywide Event Management Coordination and Route Guidance:** While the current ATMS allows for the entry and management of incidents and events, a citywide system is needed to ensure that all important roadwork and event details get into the ATMS for distribution. Without this information, motorists that route guidance applications can frequently be routed right into a road closure, causing additional VMT and motorist annoyance. As technology progresses, drivers expect more details and the ability to get intelligent and accurate route guidance that makes use of all relevant information.
- 8) **Curb and Parking Management and Integration:** One of the key integration items that is not in the current ATMS is the integration of real time parking information. Providing accurate live parking and curb management information allows motorists and truckers to drive directly to their parking destination without any circling, or redirecting to alternative locations, while significantly reducing motorist level of frustration and emissions. Understanding curb usage will be a key requirement for traffic management in the coming decades.
- 9) **Integrated Corridor Management (ICM):** ICM has been shown to be an effective method to balance traffic within a corridor to maximize throughput and reduce the negative impacts of special events, maintenance activities, and incidents. There is currently funding available in TIP for an initial ICM deployment. Through this project, we would like to be able to propagate ICM strategies to multiple corridors in the City.
- 10) **Central System Transit Signal Priority (TSP) and EVP:** As part of the ongoing system improvements, CDOT would like to expand the Transit Signal Priority and Emergency Vehicle Preemption throughout the City. Both strategies have been proven to be very successful. Leveraging current efforts to multiple corridors throughout the City leverages previous investments, allowing the City to maximize the return on previous investments. Now that we have a centralized ATMS platform in place we can more readily implement Center to Center based TSP that does not require installation of field equipment.
- 11) **Evacuation Program Creation:** it is prudent for the City to create an evacuation program and process. The tools provide under the Citywide ATMS project can be leveraged to support an evacuation plan. However, the planning and coordination for the initial plan will take a reasonable effort.

Prepared by


ABRAHAM EMMANUEL

PARSONS

650 E Algonquin Road, Suite 400 • Schaumburg, IL 60173 • (847) 925-0120 • Fax: (847) 925-0140 • www.parsons.com

August 8, 2022

Dear Abraham,

Parsons is pleased to present an unsolicited bid to continue and expand upon the work done in the TMC-ATMS Phase 1 contract. The program has been very successful in establishing a Traffic Management Center, real time traffic measurement of over 2000 miles of arterial streets, centralizing data and control of the existing ITS devices (VMS, Traffic Signals, Surveillance Cameras, and many others), building communication to over 400 traffic signals, and connecting several separate systems into one integrated solution. The initial phase won the ITS Midwest Project of the Year award, and proved that a high level of integration and automation is possible, but it is only the first step.

The Parsons team is uniquely qualified to continue this work. As the developers of the software system, there is no learning period in the understanding or architecture of the system. Additionally, with the most large scale ATMS deployments nationally of any company we have yet to see an agency choose a different vendor for maintenance of a system we have deployed.

Our time working with the City has also created valuable synergies with the field team and the signal timing group. Since 2015, the Parsons Team has had multiple in-house resources working side by side with the city personnel. These relationships are fully created and would benefit the City to continue.

This document lays out a proposed scope of work, and budget for phase 2. The City can continue to integrate the ITS infrastructure and systems while building additional features and functions into the ATMS that make the best use of the integrated ATMS environment. We look forward to working with you to ensure the goals are met and discuss any adjustments to make this scope work for you.

Sincerely,



Joseph Brahm
Regional Vice President
Parsons Corporation

DETAILED ESTIMATE OF COSTS - SUMMARY

Project Title: Traffic Management Center - ATMS Added Functions (CFP 01-21-0010)					
Item	Description	Unit	Quantity	Unit Price	Total
1	Add Automated Traffic Signal Performance Measures (ATSPM)	Hr Billed	2,340	\$139	\$325,260
2	Extend Signal Integration	Hr Billed	3,640	\$139	\$505,960
2E	Signal Integration Equipment	Allow	1	\$200,000	\$200,000
3	Traffic Modeling Capacity (Synchro Model)	Hr Billed	1,830	\$139	\$254,370
4	Semi-Automated Signal operations	Hr Billed	3,960	\$139	\$550,440
5	Analytics-Based Continuous Traffic Counts.	Hr Billed	2,870	\$139	\$398,930
6	Connected and Autonomous Vehicles (CAV) Support	Hr Billed	2,160	\$139	\$300,240
6E	Equipment for CAV Support	Allow	1	\$500,000	\$500,000
7	Enhanced Citywide Event Management Coordination and Route Guidance	Hr Billed	1,840	\$139	\$255,760
8	Curb and Parking Management and Integration	Hr Billed	2,160	\$139	\$300,240
9	Integrated Corridor Management (ICM)	Hr Billed	3,580	\$139	\$497,620
10	Central System Transit Signal Priority (TSP) and EVP	Hr Billed	2,796	\$139	\$388,644
11	Evacuation Program Creation	Hr Billed	1,860	\$139	\$258,540
12	Project Management (5% of total Value)	Hr Billed	1,800	\$139	\$250,200
12E	Other Direct Expenses	Allow	1	\$13,796	\$13,796
				TOTAL COST OF ITEMS:	\$ 5,000,000

Scope and Explanation

Chicago TMC/ATMS (Phase 2 project)

Systems and processes that are currently integrated into the ATMS include; Chicago's traffic signal system, Division of Electrical Operations (Integrated dispatch and ticket tracking), Traffic sign and signal asset tracking, including signal schematics, HERE real time traffic data, Google real time traffic data, Permits, Planning (or Department of Planning and Development), 911 Emergency Communications Center, 311 City Services Bus automatic vehicle location (AVL), Metra and CTA Regional Transit System, Speed enforcement system, Red light running system, Windy grid data portal, Midway Airport ATMS, Crash data from Police, HAAS alert emergency vehicle tracking, Regional traveler information system OEMC video, demonstration of integrated video analytics, Dynamic Message Signs (DMS) and RWIS weather stations.

In developing this integrated environment, the City has built a platform that can support the optimization of traffic flow, incident, and event management, improve operational coordination between City departments and help with active traffic management throughout the city. The result for the City is reduced congestion, improved traffic safety, improved travel time reliability, improved air quality, and most of all prepares our transportation network for the new age in transportation that is consisted of connected, shared, electric, and automated vehicles.

The following are the additional features that would help get the most out of our ATMS investment while reducing congestion and improving safety, travel time reliability and air quality.

Add ATSPM to the ATMS: Automated Traffic Signal Performance Measures(ATSPM) is currently considered the gold standard in signal performance measure and it provide the City's traffic engineers with the insights and visualization tools to help optimize traffic signal timing throughout the City. With a large number of signals and limited resources it has been very challenging for the City to keep the signals optimized and identifying problem intersections. ATSPM will help us quickly identify problems areas as well as the causes of the poor performance.

Continue Signal Integration: Through the first phase of the ATMS deployment the City connected about 400 signals. In this second phase we want to continue to connect the City's signals to the central signal system. Separate funding is available to support the actual communications to the field, but these funds will allow the ATMS consultant to support and troubleshoot connection issues and provide the actual integration and setup of the signals in the central signal system. In phase II one thousand additional signals will be integrated with the ATMS.

Citywide Synchro Models: The City's signals have historically run independently. As the signals are moved to a central signal system they need to be assigned to signal zones. Once assigned to the appropriate signal zones Synchro models can be developed per zone to support the optimization of the traffic signal timing. With the limited resources within CDOT we need

the support of a consultant team to support this effort, which will improve efficiency in maintaining proper signal coordination and timing.

Semi-Automated Signal operations: Without significantly increasing the city's traffic engineering staff it will not be possible for the City to maintain the signals in an optimized state utilizing conventional signal timing techniques. Fortunately, there are now tools available that utilize third party data to suggest signal timing changes that can help the City engineers keep the signal timing remain in an optimal state. After the initial setup these tools allow for a much more cost-effective signal optimization approach than conventional signal timing efforts.

Internal Count Program: Under the City's current program, the City collects manual counts throughout the City every five years or so. The cost to perform these counts is in the order of over a million dollars. In the first phase of the ATMS deployment the vendor has demonstrated the ability to utilize video analytics and existing CCTV to provide accurate traffic counts. Additional funding is needed to move this from the demonstration stage to a full integrated city-wide count solution. This will save the City money and provide for more accurate counts that can be collected on a continual basis.

Connected and Autonomous Vehicles (CAV): After many years of speculation, it appears that CAV features are finally starting to develop traction. As more vehicles support this technology, a rich new set of data will become available to help optimize roadway operations. In addition, motorist expectations continue to increase regarding the ability to intelligently manage traffic on a regional and individual level. Without planning and funding available to support this trend, the City will be left behind and left out of the opportunities that are associated with the introduction of CAV technologies.

Citywide Event Management Coordination and Route Guidance: While the current ATMS allows for the entry and management of incidents and events, there is not a citywide process and system in place to ensure that all important roadwork and event details get into the ATMS for distribution. As a result, even motorists that use Google or other route guidance applications can frequently be routed right into a road closure. This is not only an inefficient use of the city's roadways, but very annoying to motorists. As technology progresses, drivers expect more details and the ability to get intelligent and accurate route guidance that makes use of all relevant information.

Curb and Parking Management and Integration: One of the key integration items that is not in the current ATMS is the integration of real time parking information. Providing accurate live parking and curb management information allows motorist and truckers to drive directly to their parking destination without any circling, or redirecting to alternative locations, while significantly reducing motorist level of frustration and emissions. Understanding curb usage will be a key requirement for traffic management in the coming decades.

Integrated Corridor Management (ICM): ICM has been shown to be an effective method to balance traffic within a corridor to maximize throughput and reduce the negative impacts of special events, maintenance activities, and incidents. There is currently funding available for an initial ICM deployment. Through this project, we would like to be able to propagate ICM strategies to multiple corridors in the City.

Central System Transit Signal Priority (TSP) and EVP: As part of the ongoing system improvements, we would like to expand the Transit Signal Priority and Emergency Vehicle Preemption throughout the City. Both strategies have been proven to be very successful. Leveraging current efforts to multiple corridors throughout the City leverages previous investments, allowing the City to maximize the return on previous investments. Now that we have a centralized ATMS platform in place we can more readily implement Center to Center based TSP that does not require installation of field equipment.

Evacuation Program Creation: Given the nature of the world today, it is prudent for the City to create an evacuation program and process. The tools provide under the Citywide ATMS project can be leveraged to support an evacuation plan. However, the planning and coordination for the initial plan will take a reasonable effort.

The ATMS phase II project will build upon the success in phase I and leverage the intersection technology upgrade work to be completed as part of the Capital Bond program. Proposed cost for the project is \$5M. Since this is software and ITS hardware installation work no design is needed. We can start the project in the construction/implementation phase right away.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
08/09/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER LIC #CA 0C19812 Lockton Companies, LLC-1 Kansas City 444 W. 47th Street, Suite 900 Kansas City, MO 64112-1906	1-816-960-9000	CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL ADDRESS: RiskManagement.Parsons@parsons.com	FAX (A/C, No):
INSURED Parsons Transportation Group Inc. 100 M Street SE, Suite 1200 Washington, DC 20003-3515		INSURER(S) AFFORDING COVERAGE	NAIC #
		INSURER A: NATIONAL UNION FIRE INS CO OF PITTS	19445
		INSURER B: LEXINGTON INS CO	19437
		INSURER C: AIU INS CO	19399
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES

CERTIFICATE NUMBER: 66293902

REVISION NUMBER:

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	X	X	GL17587105	01/01/22	01/01/23	EACH OCCURRENCE	\$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 2,000,000
							MED EXP (Any one person)	\$ 10,000
							PERSONAL & ADV INJURY	\$ 2,000,000
							GENERAL AGGREGATE	\$ 4,000,000
							PRODUCTS - COMP/OP AGG	\$ 4,000,000
								\$
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> SCHEDULED AUTOS NON-OWNED <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> AUTOS ONLY	X	X	CA134-1446 (AOS)	01/01/22	01/01/23	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
B	UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$	X	X	11665435	01/01/22	01/01/23	EACH OCCURRENCE	\$ 10,000,000
							AGGREGATE	\$ 10,000,000
								\$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below			WC012-32-6657 (CA) WC012-32-6658 (AOS) WC012-32-6660 (WI) WC013-75-1697 (NY)	01/01/22 01/01/22 01/01/22 01/01/22	01/01/23 01/01/23 01/01/23 01/01/23	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER	
							E.L. EACH ACCIDENT	\$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	\$ 1,000,000
B	ARCHITECTS & ENGINEERS PROFESSIONAL LIABILITY			11665420	01/01/22	01/01/23	PER CLAIM	5,000,000
							POLICY AGG	5,000,000
A	AUTO LIABILITY	X	X	CA134-1447 (NJ)	01/01/22	01/01/23	CSL (EA ACCIDENT)	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: Contract #29890 Professional Design, Implementation and Support of ATMS Specification No. 87465, Requisition No. 70748, Job No. 648634.

Additional Insureds: The City of Chicago, its employees, elected officials, agents or representatives.

Waiver of subrogation applies in favor of the additional insureds.

See attached endorsements and special clauses.

CERTIFICATE HOLDER**CANCELLATION**

CHICAGO DEPARTMENT OF TRANSPORTATION (CDOT) 121 NORTH LASALLE ST., SUITE 403 CHICAGO, IL 60602 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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SUPPLEMENT TO CERTIFICATE OF INSURANCE

DATE
08/09/2022

NAME OF INSURED: Parsons Transportation Group Inc.

SPECIAL CLAUSES

Additional Insured:

Except as respects Workers Compensation and Professional Liability Coverage and solely as respects work performed by the named insured, The City of Chicago, its employees, elected officials, agents or representatives are included as an additional insured but only to the extent of the named insureds negligence.

Waiver of Subrogation:

Solely as respects work performed by the named insured, the company(ies) agree to waive all rights of subrogation, where required by contract entered into prior to loss, against The City of Chicago, its employees, elected officials, agents or representatives.

Excess Liability:

Excess Liability follows form over the General Liability and Automobile Liability policies.

Cancellation Notice:

The named insured, Parsons Corporation or its Insurance Broker shall notify the certificate holder of any cancellation, or reduction in coverage or limits, of any insurance within thirty (30) days of receipt of insurers' notification to that effect.



CERTIFICATE OF FILING FOR
CITY OF CHICAGO ECONOMIC DISCLOSURE STATEMENT

EDS Number: 175124

Certificate Printed on: 08/09/2022

Date of This Filing:08/09/2022 04:00 PM

Original Filing Date:08/09/2022 04:00 PM

Disclosing Party: Parsons Transportation
Group Inc.

Title:Transportation Planning Manager

Filed by: Mr. Anthony Pakeltis

Matter: Professional Consultant Services for
Traffic Management Center ATMS Phase 2
Applicant: Parsons Transportation Group Inc.
Specification #:
Contract #:

The Economic Disclosure Statement referenced above has been electronically filed with the City. Please provide a copy of this Certificate of Filing to your city contact with other required documents pertaining to the Matter. For additional guidance as to when to provide this Certificate and other required documents, please follow instructions provided to you about the Matter or consult with your City contact.

A copy of the EDS may be viewed and printed by visiting <https://webapps1.chicago.gov/eds> and entering the EDS number into the EDS Search. Prior to contract award, the filing is accessible online only to the disclosing party and the City, but is still subject to the Illinois Freedom of Information Act. The filing is visible online to the public after contract award.



**FOR
NON-CONSTRUCTION
PROJECTS ONLY**

SCHEDULE C-1
MBE/WBE Letter of Intent to Perform as a
Subcontractor, Supplier, or Consultant

Project Name: 01-21-0010 Traffic Management Center-ATAMS Specification No.: CMAQ and TAP-L (FFY 2022-2026)

From: J. A. Watts, Inc
(Name of MBE/WBE Firm)

To: Parsons Transportation Group and the City of Chicago.
(Name of Prime Contractor)

The MBE or WBE status of the undersigned is confirmed by the attached City of Chicago or Cook County, Illinois Certification Letter. 100% MBE or WBE participation is credited for the use of a MBE or WBE "manufacturer." 60% participation is credited for the use of a MBE or WBE "regular dealer."

The undersigned is prepared to perform the following services in connection with the above named project/contract. If more space is required to fully describe the MBE or WBE proposed scope of work and/or payment schedule, including a description of the commercially useful function being performed, Attach additional sheets as necessary:
Fiber inspection, Network debug, integration, commissioning, electrical inspection and evaluation

The above described performance is offered for the following price and described terms of payment:
15% of Contract Value

SUB-SUBCONTRACTING LEVELS

A zero (0) must be shown in each blank if the MBE or WBE will not be subcontracting any of the work listed or attached to this schedule.

0 % of the dollar value of the MBE or WBE subcontract that will be subcontracted to non MBE/WBE contractors.

0 % of the dollar value of the MBE or WBE subcontract that will be subcontracted to MBE or WBE contractors.

NOTICE: If any of the MBE or WBE scope of work will be subcontracted, list the name of the vendor and attach a brief explanation, description and pay item number of the work that will be subcontracted. MBE/WBE credit will not be given for work subcontracted to Non-MBE/WBE contractors, except for as allowed in the Special Conditions Regarding Minority Business Enterprise Commitment and Women Business Enterprise Commitment.

The undersigned will enter into a formal written agreement for the above work with you as a Prime Contractor, conditioned upon your execution of a contract with the City of Chicago, within three (3) business days of your receipt of a signed contract from the City of Chicago.

The undersigned has entered into a formal written mentor protégé agreement as a subcontractor/protégé with you as a Prime Contractor/mentor: () Yes () No

NOTICE: THIS SCHEDULE AND ATTACHMENTS REQUIRE ORIGINAL SIGNATURES.

7/28/22
(Signature of President/Owner/CEO or Authorized Agent of MBE/WBE) (Date)

Julie A. Watts, President
(Name/Title-Please Print)

jwatts@jwincorporated.com - 312-997-3720
(Email & Phone Number)



FOR
NON-CONSTRUCTION
PROJECTS ONLY

SCHEDULE C-1

MBE/WBE Letter of Intent to Perform as a
Subcontractor, Supplier, or Consultant

Project Name: 01-21-0010 Traffic Management Center-ATAMS Specification No.: CMAQ and TAP-L (FFY 2022-2026)

From: Alrek Business Solutions, Inc
(Name of MBE/WBE Firm)

To: Parsons and the City of Chicago.
(Name of Prime Contractor)

The MBE or WBE status of the undersigned is confirmed by the attached City of Chicago or Cook County, Illinois Certification Letter. 100% MBE or WBE participation is credited for the use of a MBE or WBE "manufacturer." 60% participation is credited for the use of a MBE or WBE "regular dealer."

The undersigned is prepared to perform the following services in connection with the above named project/contract. If more space is required to fully describe the MBE or WBE proposed scope of work and/or payment schedule, including a description of the commercially useful function being performed. Attach additional sheets as necessary:

- Base System Development Task
- Custom Development
- Maintenance and support Task

The above described performance is offered for the following price and described terms of payment:

SUB-SUBCONTRACTING LEVELS

A zero (0) must be shown in each blank if the MBE or WBE will not be subcontracting any of the work listed or attached to this schedule.

- 0 % of the dollar value of the MBE or WBE subcontract that will be subcontracted to non MBE/WBE contractors.
- 0 % of the dollar value of the MBE or WBE subcontract that will be subcontracted to MBE or WBE contractors.

NOTICE: If any of the MBE or WBE scope of work will be subcontracted, list the name of the vendor and attach a brief explanation, description and pay item number of the work that will be subcontracted. MBE/WBE credit will not be given for work subcontracted to Non-MBE/WBE contractors, except for as allowed in the Special Conditions Regarding Minority Business Enterprise Commitment and Women Business Enterprise Commitment.

The undersigned will enter into a formal written agreement for the above work with you as a Prime Contractor, conditioned upon your execution of a contract with the City of Chicago, within three (3) business days of your receipt of a signed contract from the City of Chicago.

The undersigned has entered into a formal written mentor protégé agreement as a subcontractor/protégé with you as a Prime Contractor/mentor: (X) Yes () No

NOTICE: THIS SCHEDULE AND ATTACHMENTS REQUIRE ORIGINAL SIGNATURES.

Praveen Goud 07/28/22
(Signature of President/Owner/CEO or Authorized Agent of MBE/WBE) (Date)

Praveen Goud /President
(Name/Title-Please Print)

praveen@absli.com; hr@absli.com ; 847-401-4150 (Cell) 847-413-8292 (Office)
(Email & Phone Number)

3. Name of DBE: _____
 Address: _____
 Contact Person: _____
 Phone Number: _____
 Dollar Value of Participation: \$ _____
 Percentage of Participation % _____

4. Attach Additional Sheets as Needed

II. **Summary of DBE Proposal**

DBE Firm Name	Dollar Amount Participation \$	Percent Amount Participation %
J. A. Watts, Inc		15
Alrek Business Solution, Inc		15
Total Direct DBE Participation		30

The Prime Contractor designates the following person as its DBE Liaison Officer:

Joseph Brahm
(Name- Please Print or Type)

847-485-1054
(Phone)

I DO SOLEMNLY DECLARE AND AFFIRM UNDER PENALTIES OF PERJURY THAT THE CONTENTS OF THE FOREGOING DOCUMENT ARE TRUE AND CORRECT, THAT NO MATERIAL FACTS HAVE BEEN OMITTED, AND THAT I AM AUTHORIZED ON BEHALF OF THE PRIME CONTRACTOR TO MAKE THIS AFFIDAVIT.

Parsons
(Name of Prime Contractor – Print or Type)

State of: Illinois

Joseph Brahm
(Signature)

County of: Cook

Joseph Brahm
(Name/Title of Affiant – Print or Type)

8/2/2022
(Date)

On this 2nd day of August, 2022, the above signed officer Joseph Brahm
(Name of Affiant)

personally appeared and, known by me to be the person described in the foregoing Affidavit, acknowledged that (s)he executed the same in the capacity stated therein and for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and seal.

Teresa K. Strach
(Notary Public Signature)



SEAL:

Commission Expires: 12/12/2025

Contract Goal Participation Determination Form

Project Title: Advanced Traffic Management System (ATMS) Phase II

Project Description:

The Advanced Traffic Management System (ATMS) is a custom software that is used for collecting, processing, and analyzing real-time and historical traffic information.

Specification No. 1252796 Requisition No. 479003

Funding Source(s): City Federal Other Grant Funded

Target Market: Yes No MBI I MBI II SBI I SBI II

Previous Contract No(s): 29890

SCOPE OF WORK:

Phase II Services of the ATMS software system. Adding Automated Traffic Signal Performance measures, Extend Signal Integration, Establish City Wide Traffic Modeling, Semi-Automated Signal Operations, Analytics Based Continues Traffic Counts, Connected and Autonomous Vehicle Support, Enhanced Citywide Event Management Coordination and Route Guidance, Curb and Parking Management Integration, Integrated Corridor Management, Central System Transit Signal Priority and Evp, Evacuation Program Creation. System Maintenance and tracking of traffic data points.

SUBCONTRACTING OPPORTUNITIES

(Subcontracting opportunity list is based on specialty areas of known Certified MBE/WBE/VBE/DBE contractors)

Type of Work	Estimated Dollar Amount	Percentage of Total Contract	Goal Percentage of Participation			
			MBE%	WBE%	VBE%	DBE%
Fiber Inspection, Network Debug, Integration, Electrical Inspection,	\$ 1,500,000.00	30%				30
Base System Development, Maintenance/Support, Custom Development						
TOTAL						

TOTAL ESTIMATED CONTRACT VALUE \$ \$ 5,000,000.00

GOAL RECOMMENDATION: MBE participation 0 WBE participation 0 VBE participation 0 DBE participation 30

For Construction Projects Only

RECOMMENDED PROJECT AREA: YES NO (If yes, attach a project/community areas map) _____%

Recommended: *Jeziel Cortes* 8/8/22
 (User Department Authorized Signature) Date
Chicago Department of Transportation
 (Name of User Department)

Department of Procurement Services

Approved By: *[Signature]* 8.11.22
 Gabriel Rodriguez, Deputy Procurement Officer Date

Approved By: *[Signature]* 8/11/22
 Aileen Velázquez, Chief Procurement Officer Date

• Please include additional sheets as necessary

From: [Brahm, Joseph](#)
To: [Abraham Emmanuel](#)
Cc: [Judkins, Preston](#)
Subject: Informaton you need for the Sole Source
Date: Tuesday, August 9, 2022 2:17:46 PM
Attachments: [image001.png](#)
[EDS-167113-10-26-21.pdf](#)

[Warning: External email]

Abraham,

We are ok with the contract terms.

I have attached the latest EDS print out. It is valid until October. We will get an update before the expiration date.

Teresa should be sending you the Insurance Certificate any minute now.

You already have the letter. So I think you should be good to go.

Please let me know if you need anything else.

Thanks

Joseph

Joseph Brahm, PE
V.P. ITS Sector Regional Manager
650 E Algonquin Road, Suite 400
joseph.brahm@parsons.com
Direct: 847-485-1054 / Mobile: 262-391-8056
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



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