



MEMORANDUM

To: CMAP Board

From: Stephane Phifer, Interim Finance Deputy

Date: April 1, 2024

Subject: Authorization to enter into an engineering contract with a vendor to be determined as a result of RFQ 290, for the Berwyn-Riverside Railroad Grade Crossing Study for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$500,000

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with an engineering consulting firm to complete a Planning and Environmental Linkages (PEL) study for crossings of the BNSF Railway from Delaplaine Road in Riverside to Ridgeland Avenue in Berwyn.

Background

At its meeting on May 10, 2023, the CMAP Board approved an intergovernmental agreement between CMAP and the Cook County Department of Transportation and Highways (CCDOTH) for the Berwyn-Riverside Railroad Grade crossing study. The Board of Commissioners of Cook County, at its meeting on July 20, 2023, authorized the execution of the intergovernmental agreement. Under the agreement, CMAP will complete a Planning and Environmental Linkages study for crossings of the BNSF Railway from Delaplaine Road in Riverside to Ridgeland Avenue in Berwyn. Cook County will pay the PEL study costs incurred by CMAP and will reimburse CMAP for study costs up to \$500,000.

Consistent with statutory requirements for architecture and engineering contracts, CMAP is following a qualifications-based selection (QBS) process. CMAP issued a Request for Qualifications (RFQ) on December 27, 2023. Five firms submitted their qualifications by the January 19, 2024 deadline for submittals. CMAP, together with the Cook County Department of Transportation and Highways, reviewed and ranked the submittals.

CMAP has identified 47 at-grade highway-rail crossings prioritized for study based on travel-time reliability, safety, transit, and freight issues. CMAP initiated studies at prioritized crossings, including along the BNSF Railway in Riverside and Berwyn. The study in Berwyn and Riverside identified a draft purpose and need coordinated with the Federal Highway

Administration and the Illinois Department of Transportation, addressing travel-time reliability, safety, and delay issues stemming from the highway-rail grade crossings. The present contract would advance this study to the identification and evaluation of alternatives to identify alternatives to carry forward to the phase-I engineering process. CCDOTH has agreed to carry the project forward to the engineering process if CMAP, working with communities and stakeholders, can identify one or more feasible alternatives that address the identified purpose and need and that are acceptable to the affected communities.

Review Process

RFQ 290 was advertised on the CMAP website on December 27, 2023. The RFQ identified five tasks: project management; outreach and engagement; identifying evaluation criteria for the alternatives; identify the range of alternatives; evaluate the alternatives; and select alternatives to carry forward. Submittals were to include the proposed project team; a narrative addressing the evaluation criteria for the RFQ (below); exhibits showing samples of exemplary projects or activities illustrating the responses to the evaluation criteria above; references; and required forms. Five responses were received by the January 19 deadline for submittals. Responses were reviewed by CMAP and CCDOTH staff. Following were the evaluation criteria:

1. The consultant team's proposed organization for this project and project management/technical capabilities.
2. The consultant team's project development experience for complex highway-rail grade separation projects, sensitive to community and environmental concerns. These projects may be throughout the United States. At a minimum, two such highly complex projects should be provided.
3. The consultant team's experience participating in the coordination process for federally-funded Phase I projects through the Illinois Department of Transportation.
4. Project outreach and engagement experience, particularly experience leading to consensus for controversial projects. Responses should demonstrate prior effective engagement with the Spanish-speaking populations.
5. Familiarity with the transportation and community issues for this project, as laid out in the Purpose and Need and the Transportation System Performance Report, posted at <https://engage.cmap.illinois.gov/berwyn-riverside-crossings>.
6. Although experience on PELs by project team is not required, relevant experience will be taken into consideration.
7. Performance on prior CMAP and CCDOTH contracts will also be a consideration.

Following were the review team's combined scores for the consultants, ranked from highest to lowest:

<i>Rank</i>	<i>Firm</i>	<i>Score</i>
1	Jacobs	8.9
2	Benesch	8.3
3	Patrick	8.2
4	TranSystems	8.1
5	Globetrotters	5

CMAP and CCDOTH, having reviewed the submittals in detail, are satisfied that several of the vendors who submitted qualifications can complete the work.

Next Steps and Request of Board

Following the legislatively mandated qualifications-based selection process, CMAP and CCDOTH are commencing negotiations with vendors, beginning with the most qualified vendor. If we cannot reach agreement on price or hours with the most qualified vendor, that vendor, we move that vendor from consideration, and move to the next-most qualified vendor, and so on, until we come to agreement with a vendor. CMAP will then proceed to contract development and approval with the selected vendor. We expect to complete this process in April.

Staff requests Board authorization to enter into a contract with the vendor selected through the qualifications-based selection process for term of up to 24-months, with three one-year renewal options in an amount not to exceed \$500,000. Support for this study will be provided by Cook County Department of Transportation and Highways (CCDOTH).

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