CONTRACT AWARD RECOMMENDATION SUMMARY

REQUISITION NO.: C25FI103258528 **B-8**

CONTRACT AMOUNT: $17,067,640.20 (Not-to-Exceed)

FUNDING: Federal / IDOT / CTA

DESCRIPTION: **Letters of Interest & Qualifications (LIQ)**

Forest Park Program - Track Design – Illinois Medical District to I-290 Bridge, excluding the segment from Kedzie Avenue to Keeler Avenue.

AWARD RECOMMENDED TO: AECOM Technical Services, Inc.

PREVIOUS CONTRACTOR: N/A

Remarks:

See Supplemental Remarks

THE FOREST PARK BRANCH REBUILD PROGRAM DEPARTMENT WILL UTILIZE THIS CONTRACT.

BIDDERS RESPONDING:

Solicitations sent via email: 360
Solicitations Requested via Internet: 159

AECOM Technical Services, Inc.
RailPros, Inc.
Stantec, Inc.
STV, Inc.

DBE Goal: 0% **of contract** due to the Interim Final Rule. Although this procurement was not assigned a DBE goal, DBE participation was provided.

DBE Participation Commitment: 15.19% **of contract**

Were good faith efforts documented? N/A

Proposed DBE subconsultants: 6.31% DB Sterlin Consultants, Inc. (Civil & Utility Engineering Design: Utility Surveying), 3.61% Facet Engineering, LLC (Communications and Systems Engineering Design), 5.27% GSG Consultants, Inc. (Soil Investigations- Environmental & Geotechnical; Utility Surveying)

Diversity B. Johnson	*B. Johnson*	DATE *10/13/2026*	Law S. Baker	*S. Baker*	DATE *10/6/2026*
Infrastructure W. Mooney	*W. Mooney*	DATE *10/9/2026*	Purchasing & Supply Chain E. G. McCormack	*E. G. McCormack*	DATE *10/9/2026*
Finance T. J. McKone	*T. J. McKone*	DATE *10/13/2026*	Acting President N. Leerhsen	*N. Leerhsen*	DATE *10/6/2026*

REQUISITION NO. C25FI103258528
CONTRACT AMOUNT $17,067,640.20
(Not-to-Exceed)
FUNDING: FTA / IDOT / CTA

SUPPLEMENTAL REMARKS

Background:
CTA requested Letters of Interest and Qualifications (LIQs) from firms qualified to perform as Designer of Record (DoR) for the Forest Park Branch rail line. The project limits extend from the east end of the Illinois Medical District (IMD) Station to the structure over I-290, excluding the segment from Kedzie Avenue to Keeler Avenue. This project is needed to restore service reliability and operating speeds as the corridor's track bed, track, and traction power system dates back to 1958. Recent slow zone analysis shows the entire Forest Park Branch at 72.4% slow zones. This represents the urgent need to fully reconstruct the trackbed and track to modern standards.

The DoR will develop the design of the entire project corridor to 100% level designs. The major design services include, but are not limited to:

- Field investigation of the entire corridor, including track, signals, traction power, drainage, utilities, and any other facilities within the CTA right-of-way.
- Topographic and utility survey of the entire project corridor, including IDOT drainage elements located along the I-290 expressway shoulders.
- Design of trackwork, civil site and drainage, structural elements, traction power, signals, communications and signage plans.

The corridor will be designed in two packages:
1. East Section: from IMD to the Kedzie Avenue Bridge
2. West Section: from the Keeler Avenue Bridge to the bridge over I-290

The future project construction phase support services are expected to proceed in up to five phases as funding becomes available for the construction. Once the future construction limits are confirmed, CTA and the DoR will negotiate additional services for the DoR to assemble bid documents and provide bidding, construction services, and close out services for the project as an amendment to this contract.

Procurement Process:
Through public advertisement, CTA requested Letters of Interest and Qualifications (LIQ) from firms to perform the scope of services detailed in the solicitation. **The following criteria were established for evaluation in descending order of importance:**

1. **Project Approach**
2. **Qualifications of the Firm**
3. **Qualifications of Key Personnel**

An evaluation committee was recommended by the Vice President of Purchasing and Supply Chain and approved by the Acting President. **The LIQ stated the CTA's primary objective in the evaluation process is to select the Proposer most qualified and likely to provide CTA with successful implementation of the project.**

CTA received responses from the following four firms:

1. AECOM Technical Services, Inc.
2. RailPros, Inc.
3. Stantec, Inc.
4. STV, Inc.

The proposals were evaluated in accordance to the criteria listed in the LIQ. Based on the evaluations, AECOM Technical Services, Inc., was determined to be the most qualified firm and was selected to proceed into negotiations, which CTA successfully concluded.

Recommendation:
Award is recommended to the responsible and most qualified proposer, AECOM Technical Services, Inc., for the not-to-exceed contract amount $17,067,640.20. Board approval is required pursuant to Purchasing Policy and Procedures, Section 1.7(M) because the contract was completed by LIQ and over $250,000.