



OFFICE OF THE WILL COUNTY EXECUTIVE
LAWRENCE M. WALSH

Will County Office Building – 302 N Chicago Street – Joliet, Illinois 60432

Rita Weiss
Purchasing Director

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December 7, 2018

To Whom It May Concern:

Will County is requesting proposals from qualified candidates in preparing the **Transportation Master Plan** to identify the transportation needs for the current level of commerce in the area and for the future buildout as identified in the **Will County Community Friendly Freight Mobility Plan (Freight Plan)**.

Responses to this RFQ will be received in the Purchasing Department, 2nd floor, Will County Office Building, 302 North Chicago Street, Joliet, IL 60432, **not later than 4:00 p.m., “as so indicated by the time stamp clock of Will County”, Friday, December 28, 2018.**

The respondent acknowledges the right of the County of Will to reject any or all responses and to waive non-material informality or irregularity in any statement of qualifications received in whole or part as may be specified in the solicitation.

Should you have any questions regarding this RFQ, please contact Rita Weiss, Purchasing Director, at rweiss@willcountyillinois.com.

We welcome your response to this solicitation.

Sincerely,

Rita Weiss

Rita Weiss
Purchasing Director

**ADVERTISEMENT OF REQUEST FOR QUALIFICATIONS (RFQ):
JOLIET INTERMODAL TRANSPORTATION MASTER PLAN
A WILL COUNTY – JOLIET PARTNERSHIP
JOLIET, ILLINOIS**

WILL COUNTY IS REQUESTING PROPOSALS FROM QUALIFIED CANDIDATES IN PREPARING THE **TRANSPORTATION MASTER PLAN** TO IDENTIFY THE TRANSPORTATION NEEDS FOR THE CURRENT LEVEL OF COMMERCE IN THE AREA AND FOR THE FUTURE BUILDOUT AS IDENTIFIED IN THE **WILL COUNTY COMMUNITY FRIENDLY FREIGHT MOBILITY PLAN (FREIGHT PLAN)**.

RESPONSES WILL BE RECEIVED AT THE WILL COUNTY PURCHASING DEPARTMENT, WILL COUNTY OFFICE BUILDING, 302 N. CHICAGO ST., JOLIET, IL 60432, UNTIL THE HOUR OF **4:00 P.M., FRIDAY, DECEMBER 28, 2018**.

THE TERMS AND CONDITIONS OF THE RFQ ARE AVAILABLE AT www.demandstar.com OR www.willcountyillinois.com OR FROM THE PURCHASING DEPARTMENT, 2ND FLOOR, WILL COUNTY OFFICE BUILDING, 302 N. CHICAGO ST., JOLIET, IL 60432, AND purchasing@willcountyillinois.com.

THE TENDERING OF A RESPONSE TO THE COUNTY SHALL BE CONSTRUED AS ACCEPTANCE OF THE STATED TERMS AND CONDITIONS. THE RESPONDENT ACKNOWLEDGES THE RIGHT OF THE COUNTY OF WILL TO REJECT ANY OR ALL RESPONSES AND TO WAIVE NON-MATERIAL INFORMALITY OR IRREGULARITY IN ANY RFQ RESPONSE RECEIVED IN WHOLE OR IN PART, AS SPECIFIED IN THE SOLICITATION.

BY ORDER OF THE WILL COUNTY EXECUTIVE, LAWRENCE M. WALSH.

INSTRUCTIONS TO RESPONDENTS

GENERAL REQUIREMENTS:

Will County is requesting proposals from qualified candidates in preparing the **Transportation Master Plan** to identify the transportation needs for the current level of commerce in the area and for the future buildout as identified in the **Will County Community Friendly Freight Mobility Plan (Freight Plan)**.

RESPONSES:

Sealed statements of qualifications will be received in the Purchasing Department, 2nd floor, Will County Office Building, 302 N. Chicago St., Joliet, IL 60432, **not later than Friday, December 28, 2018, at 4:00 PM “as so indicated by the time stamp clock of Will County”**. **STATEMENTS OF QUALIFICATIONS RECEIVED AFTER THIS TIME WILL NOT BE ACCEPTED.**

Sealed statements of qualifications must be made in accordance with the instructions contained herein. All terms and conditions as attached hereto shall be included in the contract for the work to be performed.

Statements of qualifications shall be submitted to the County of Will in a sealed package marked with the respondent's name and address and the notation:

SEALED RFQ: **2019-50 RFQ – TRANSPORTATION MASTER PLAN**

RESPONSES DUE: **Friday, December 28, 2018 - 4:00 P.M.**

Sealed statements of qualifications shall be addressed to the Will County Purchasing Department, Will County Office Building, 302 N. Chicago St., Joliet, IL 60432.

Please affix the label included on the outermost package of your sealed response to help ensure proper delivery!

SIGNATURE OF AUTHORIZED PERSONNEL:

The signature on statement of qualifications documents shall be that of an authorized representative of the firm. An officer or agent of the business entity who is empowered to bind the firm in a contract shall sign the statements of qualifications and any clarifications thereto.

Each respondent, by producing and signing a statement of qualifications, represents that he/she has read and understands the solicitation documents. **Any statement of qualifications not containing said signed documents shall be non-conforming and shall be rejected.**

PROCEDURES:

1. The Statement of Qualifications must be prepared as indicated in the "Submittal Requirements" section. One (1) original, twelve (12) paper copies (plainly marked) and one (1) PDF copy on CD or USB must be included in the sealed response package.
2. A statement of qualifications is invalid if it has not been deposited at the designated location prior to the time and date for receipt of RFQ indicated in the Advertisement for RFQ or prior to any extension thereof issued by the County of Will.
3. Each respondent shall carefully examine all documents and all addenda thereto; and, shall thoroughly familiarize itself with the detailed requirements thereof prior to submitting a statement of qualifications. Should a respondent find discrepancies, ambiguities or omissions in documents; or, be in doubt as to meaning, shall at once, and in any event not later than seven (7) days prior to RFQ due date, notify the County of Will. If necessary, the County of Will shall issue a written addendum to all respondents. The County of Will is not responsible for any oral instructions. All inquiries shall be directed to Rita Weiss in writing at: rweiss@willcountyillinois.com.
4. Changes or corrections may be made in the documents after they have been issued and before responses are received. In such cases a written addendum describing the change or correction will be issued by the County of Will to all parties recorded as having received the documents and will be available for inspection wherever issued. The County of Will shall issue a written addendum to all recorded parties via email and post on www.demandstar.com and www.willcountyillinois.com. Such addendum shall take precedence over that portion of the documents concerned and any conflicting provisions, and shall become part of the documents. Unless impracticable, such an addendum will be issued to reach the respondents at least five (5) days prior to date established for receipt of bids.

REJECTION OF RESPONSES:

The respondent acknowledges the right of the County of Will to reject any or all statements of qualifications, to waive any non-material informality or irregularity in any statements of qualifications received, and to accept the statements of qualifications deemed most favorable to the interest of the County of Will after all have been examined and evaluated. In addition, the respondent recognizes the right of the County of Will to reject a statement of qualifications if it is in any way incomplete or irregular.

CONTRACT COMMENCEMENT:

The contract is expected to commence on or after March 1, 2018, upon approval by Will County Board.

PRIME CONTRACTOR CERTIFICATION:

Included in this packet is a prime contractor certification form. This form **must** be filled out, signed and returned with your proposal or it will not be considered.

NON-DISCRIMINATION:

The respondent shall at all times observe and comply with any applicable laws, statutes, regulations or the like relating in any way to civil rights including but not limited to the Public Works Employment Discrimination Act, 775 ILCS 10/0.01 et seq.

DEFAULT:

In case of default by the successful respondent, the County of Will may procure the services from other sources and may deduct from the unpaid balance due the successful respondent any of its costs resulting from the default, and the prices paid by the County of Will shall be considered the prevailing market price at the time such purchase is made.

HOLD HARMLESS CLAUSE:

The respondent will save and hold harmless the County of Will from and against all causes of action, liabilities, claims, demands and damages of whatsoever kind or nature arising out of or connected with the performance of services by the respondent, whether such injury, death, loss or damage shall have been occasioned by the negligence of the respondent, or a sub-consultant of the respondent, or their employees, or otherwise. The respondent will defend at its own expense any actions based thereon and shall pay all charges of reasonable attorneys, all costs, damages and other expenses arising therefrom. All obligations arising from this clause shall survive termination of the agreement resulting from award of a contract derived from this RFQ.

TAX EXEMPTION:

The County of Will is exempt from Federal, State and Municipal Taxes.

TERMINATION:

Either party hereto may, at any time during the term hereof, terminate the contract, with or without cause, upon thirty (30) days written notice to the other party of such termination. At the end of said thirty (30) days' notice period, the contract shall be terminated.

Immediately upon the termination of the contract for any reason, all debts, obligations and liabilities theretofore accrued between the vendor and Will County will be paid, performed and discharged except for the provisions of the Hold Harmless Clause which shall survive any termination of the Agreement resulting from the award of this proposal.

COMPLIANCE WITH APPLICABLE LAW:

In all aspects relative to the performance of their respective obligations under this contract, the respondent and County of Will shall conduct their respective businesses in accordance with all applicable federal, state and local laws.

CHOICE OF LAW

Responses to this RFQ and any agreement connected herewith shall be governed by the laws of the State of Illinois, without regard to conflict of law provisions.

VENUE

Venue for any cause of action related to this RFQ and any agreement connected herewith shall be filed with the Twelfth Judicial Circuit, Will County, Illinois.

ILLINOIS FREEDOM OF INFORMATION ACT

Any and all submissions to the County of Will become the property of the County of Will and these and any late submissions will not be returned. Responses will be open to the public under the Illinois Freedom of Information Act (FOIA) (5 ILCS 140) and other applicable laws and rules, unless you request in your response that we treat certain information as exempt. We will not honor requests to exempt entire responses. You must show the specific grounds in FOIA or other law or rule that support exempt treatment. If you request exempt treatment, you must submit an additional copy of the response with exempt information deleted. This copy must tell the general nature of the material removed and shall retain as much of the response as possible. In the event the County of Will receives a request for a document submitted, the County of Will shall provide notice to the respondent, as soon as practicable. Regardless, the respondent will be responsible for any costs or damages associated with defending any request for exempt treatment. Furthermore, respondent warrants that County of Will's responses to requests for a document submitted that is not requested to be exempt will not violate the rights of any third party.

Please be advised that if your response is accepted by the County of Will and a contract between the respondent and County of Will results for subsequent negotiations, all related records maintained by, provided to, or required to be provided to the County of Will during the contract duration are subject to FOIA. In the event the County of Will receives a request for a document relating to the respondent, its provision of services, or the arranging for the provision of services, the County of Will shall provide notice to the respondent as soon as practicable; and, within the period available under FOIA, respondent may then identify those records, or portions thereof, that it in good faith believes to be exempt from production and the justification for such exemption. Regardless, respondent will be responsible for any costs or damages associated with defending the request for exempt treatment. Furthermore, respondent will warrant that County of Will's responses to requests for a document relating to the respondent, its provision of services, or the arranging for the provision of services, will not violate the rights of any third party.

Please also be advised that FOIA provides that any record in the possession of a party with whom the County of Will has contracted to perform a governmental function on behalf of the County of Will, and that directly relates to the governmental function and is not otherwise exempt under FOIA is considered a public record of the County of Will for purposes of FOIA (5 ILCS 140/7(2)). As such, upon request by the County of Will (or any of its officers, agents, employees or officials), the respondent shall provide to the County of Will at no cost and within the timeframes of FOIA, a copy of any "public record" as required by FOIA and in compliance with the provisions of FOIA. After request by the County of Will, the respondent may then identify those records, or portions thereof, that it in good faith believes to be exempt from production and the justification for such exemption. Regardless, the respondent will be responsible for any costs or damages associated with defending the request for exempt treatment.

TENTATIVE TIMELINE:

December 7, 2018	RFQ Released/Available
December 21, 2018	Deadline for Submittal of Questions
December 28, 2018	RFQ due in Purchasing Department by 2:00 P.M.(CST)
January 7 – 11, 2019	Tentative Interviews
February 21, 2019	County Board Meeting – final approval of award
March 31, 2020	Completion of final plan

SUBMITTAL REQUIREMENTS:

Each of the following items shall be submitted by the time mentioned herein in order that the RFQ will be considered:

1. One (1) Complete original, twelve (12) paper copies (plainly marked) and one (1) electronic copy (CD or Flash Drive) of all submitted materials
2. **Signed** Copy of Prime Contractor Certification
3. **Signed** Copy of RFQ Form
4. **Signed** Copy of Addenda Form (mark n/a if none issued)

Joliet Intermodal Transportation Master Plan A Will County – Joliet Partnership

RFQ Scope

Background

In September 2017, the Will County Board formally adopted the Will County Community Friendly Freight Mobility Plan (Freight Plan). Included in the plan were a series of recommendations focused on six primary goal areas based on extensive stakeholder input. Goal areas include safety, mobility, preservation enhancement, workforce, economic competitiveness and community. Ultimately, it is important to the County, cities and villages, businesses and residents to achieve a balance between a vibrant and growing freight economy and community livability.

The Freight Plan illustrates that in just ten years, industrial space has tripled, employment has grown 138% and the area has become the largest inland port in North America. This explosive growth has been concentrated mainly in 3 superclusters identified by the plan through data collection and analysis. The Freight plan recognizes that identifying and investing in the key freight clusters will better equip the transportation system to safely and efficiently handle increased freight traffic.

Of the three superclusters, the fastest growing super cluster was the Elwood/Joliet super cluster that rests approximately between I-55 and to east of IL 53 from I-80 to south of the CenterPoint intermodal facilities. Over the next 8 – 10 years, this super cluster is also projected to add the most industrial square footage of the 3 superclusters identified, 39.2 million square feet. Within that super cluster lies the Elwood/Joliet cluster, which accounts for over 62% of the anticipated growth by 2026.

Study Area

The Elwood/Joliet cluster includes Laraway Road to the south edge of the CenterPoint Intermodal and between I-55/Des Plaines River and Illinois 53. Because of the rapid growth within this cluster and the projected future growth in the cluster as identified in the Freight Plan, Joliet and Will County are joining together for the development of a Transportation Master Plan for an area within the Elwood/Joliet Cluster with some of the greatest bottleneck, safety, and mobility challenges. The area to be studied generally includes the transportation system bounded by Interstate 80 to the North and Hoff Road to the South and Interstate 55 to the West and State Route 52 to the East. The area can be expanded beyond the defined study area if deemed necessary by the study team.

Study Purpose

The purpose of preparing the Transportation Master Plan is to identify the transportation needs for the current level of commerce in the area and for the future buildout as identified in the Freight Plan. The goal is to integrate transportation investments to produce on-going economic benefit, improve the safety of the highway system and create a more efficient flow of freight in the region.

The proposed approach to developing the Joliet Intermodal Transportation Master Plan is to build on stakeholder input provided in the Freight Plan, working with stakeholders to provide input and guidance throughout the development of the plan.

- The study team will develop a stakeholder involvement plan that includes the Will County Governmental League, townships, and municipalities in or adjacent to the study area, the Will County Center for Economic Development, area developers, site selectors and businesses.
- The study team will create a model to analyze traffic operations within the study area focusing on key intersections, identified corridors and within the defined transportation network.
- In order to create the model, traffic impact analyses will be conducted and include collecting traffic counts, updating available travel time data from existing data sources including CMAP, IDOT, FHWA/USDOT and ATRI and updating socioeconomic data as needed.

- Based on the results, the project team will document needed transportation improvements that addresses the goals identified in the Freight Plan – emphasizing preservation/enhancement of the current system, safety, mobility, community livability and ensuring the transportation system can support expected economic growth. This includes identifying conceptual improvements, evaluating those improvements and identifying priority projects within the study area.
- Identified projects will be ranked using the tool developed in the Freight Plan.
- The project team will identify the appropriate sequencing of project development through the phases of project engineering and construction. Project phases should assume projects will be made eligible for federal funding.

The selected consultant will need to complete the Plan by March 31, 2020.

IDOT LRTP and the Transportation Master Plan

Economy

The plan is part of a regional collaboration that started broadly with the Freight Plan and includes an intergovernmental partnership between the City of Joliet and Will County with the support of the Center for Economic Development. The results of this effort will inform not only local transportation improvement programs, but also will provide input into CMAP and IDOT programming using a performance-based prioritization of projects. This is consistent with the strategies of the first objective in meeting the goal of improving the State's economy.

The study area is part of the largest inland port in North America and will evaluate the surface transportation assets that support key intermodal connections via rail and the inland waterways nearby. The goal of the Plan is to identify how best to improve connectivity, improve the mobility of freight and ensure the efficient movement of freight in northeastern Illinois and throughout the State. This addresses actions identified for the second objective in meeting the goal of improving the State's economy.

The Freight Plan that is the foundation for the Transportation Master Plan, closely examined the impacts of land use planning and land use decisions in the development of the burgeoning freight sector in Will County. One of the recommendations of the Freight Plan was to concentrate freight development in the existing freight clusters. One of the goals of the Transportation Master Plan is to anticipate the surface transportation impacts of capacity maximization of the study area within the Elwood/Joliet freight cluster. Projects identified as necessary to support the current level of development and to address future demands will be prioritized using the performance-based project prioritization tool developed as part of the Freight Plan. This approach aligns well with the third objective under Economy in IDOT's LRTP.

In promoting economic prosperity within the IDOT LRTP, the fourth objective focuses on identifying and addressing issues affecting freight commerce and passenger services. The Transportation Master Plan will include regional collaboration with various stakeholders and decision-makers to ensure that the projects identified within the Transportation Master Plan sufficiently address the challenges that exist. By identifying and prioritizing key projects in the study area, the Transportation Master Plan will be part of a blue print for the County, Joliet, CMAP and IDOT in identifying investments with the highest return that support multimodal connectivity.

The IDOT LRTP describes key strategies to support economic development in Illinois communities (Objective 5, Economy). The Transportation Master Plan directly addresses 2 of the 3 recommended actions/strategies by improving access to the State's largest intermodal facilities and identifying projects that will accommodate continued economic growth.

Livability

The IDOT LRTP lists 5 objectives to improve livability. The Transportation Master Plan incorporates actions and strategies identified in two of the five objectives. The first objective is concerned with enhanced coordination and collaboration between IDOT, regional and local transportation agencies. As a partnership between at least 2 local transportation agencies that will collaborate with the region's MPO and IDOT in development of the Transportation Master Plan, this effort will support the promotion and further enhancement of Illinois' existing intermodal system utilizing a performance-based project identification and prioritization process.

The second objective is met by using that performance-based tool for project prioritization that incorporates the livability measures that were developed in the Freight Plan. Those measures were developed with input from various community and business stakeholders with additional insights provided by environmental organizations. Broadly, the community impacts that are measured and used include a measure of Environmental Justice and excluded communities, sensitive land uses and residential areas. Environmental impacts were incorporated through measures of agricultural land and preservation area impacts.

Mobility

The Transportation Master Plan addresses all 3 objectives that improve mobility by enhancing intermodal freight connectivity and mobility by identifying and ranking transportation improvements that will improve modal connections, address truck routing issues, exploring ITS solutions to improve both mobility and safety and by consulting directly with stakeholders to validate findings.

In meeting the second objective, the Transportation Master Plan is designed to capture current needs and project future demand based both on nationally recognized forecasts and building from the bottom up through stakeholder input. That allows for the capture of shifts in economic activity in the study area. Part of improving mobility will be a review of key corridors to identify operational opportunities to improve freight and traffic flows through the study area including signal coordination and timing that considers the level of heavy truck traffic, incorporating solutions for truck parking and staging areas and other appropriate technologies.

The third objective focuses on increasing route efficiency and safety by improving infrastructure condition and addressing capacity issues. The Transportation Master Plan is intended to do just that using bottleneck and safety criteria, focusing on preserving and enhancing existing transportation assets and incorporating the latest proven safety design features that consider the level and mix of traffic.

Stewardship

The Transportation Master Plan will support IDOT's efforts to invest in improvements that support both highway and freight transportation needs. By utilizing the previously discussed performance-based project identification and prioritization process and validating results with stakeholders that are directly impacted, the Transportation Master Plan will ensure a transparent process focused on the highest return on transportation investments. By including an approach for sequencing improvements, the Transportation Master Plan creates flexibility while addressing the most critical needs, which should result in effective and efficient project delivery.

Enlisting a comprehensive public – private partnership approach for funding and stakeholder input in the process, the Transportation Master Plan will serve as a further example of how Will County and the communities in Will County are working to be on the cutting edge of innovative project delivery and maximizing the return on public investment.

Performance-based Project Selection and Prioritization

The Transportation Master Plan should be rooted in the performance-based decision-making tool developed by the foundational Freight Plan completed last year.

The Freight Plan incorporated weighted project evaluation criteria that focused on the goals of preservation enhancement, mobility, safety, economic competitiveness and community. There were at least 2 measures identified for each category using data currently produced by IDOT, CMAP and other publicly available data sets.

By using the tool to prioritize projects that have already been identified and any new projects emerging from this analysis, the Transportation Master Plan can feed into any performance-based process used by CMAP, IDOT or FHWA.

Asset Management Principles

The Transportation Master Plan will incorporate proven economic and transportation analyses using proven, state of the art modeling and data. The Transportation Master Plan will include projects based on current use and future demands and will include an approach to sequence improvements accordingly. The sequencing of project delivery will incorporate the tenets of asset management to maximize utilization of existing infrastructure in the study area. The approach used will be a template that will be scalable to additional areas in Will County, the region and throughout the state.

Project Management Plan

The selected vendor will develop a Project Management Plan with the following components:

- Project Overview
- Scope and Task Assignments
- Project Schedule
- Project Team Roles and Responsibilities
- Communication/Correspondence Plan
- Project Team Online Workspace
- Quality Assurance/Quality Control (See below)
- Project Closeout Procedures

Quality Assurance/Quality Control

The selected vendor will develop a Quality Assurance/Quality Control (QA/QC) Plan that documents a quality control program within its organization and to be used by the sub-consultant and sub-providers. This document will identify procedures for the review of methodology, technical material, technical output, and project deliverables by the project team, project manager, and meetings with an independent technical review team.

Project Deliverables

1. Stakeholder involvement plan.
2. Traffic operations model for the study area. The model should include an analysis of the current level of commerce and allow for testing of different development scenarios. The model should be a turn-key solution that can be used by Joliet and Will County planners and economic development professionals to understand the transportation system impacts of proposed developments.
3. Technical memo identifying current and future transportation needs and the methodology used to determine them.

4. A transportation infrastructure improvement program for the study area. Projects should identify the responsible jurisdiction(s), be prioritized, include an estimated cost, project sequence schedule and performance goals/metrics used to measure impact when complete.
5. Technical memo outlining transportation impacts of future development projected by the Freight Plan with a sensitivity analysis of and optimistic and pessimistic scenario. The memo should include the cost of the impacts identified and system impacts beyond the study area. (e.g. interstate interchanges, nearby communities, etc.).
6. Technical memo identifying innovative technologies that can improve operations, reduce congestion, maximize existing infrastructure utilization and reduce future maintenance costs.
7. Executive Summary.
8. Final Plan.
9. Website updates at www.willcountyfreight.org
10. At least 2 public meetings in the study area.

SELECTION AND EVALUATION

Will County in its sole discretion shall select the proposal which is most advantageous to Will County and the project stakeholders. In rendering this decision, the following evaluation criteria and process will be utilized as a general guideline:

Stage 1: Proposals will be reviewed for completeness and conformity to all Will County requirements. Proposals not substantially in compliance with such requirements will be identified and, at the sole discretion of Will County, may be eliminated from further consideration.

Stage 2: Proposals will be evaluated in detail and preliminarily ranked based on the evaluation criteria identified below. Proposals determined not to be responsive or qualified will be identified and, at the sole discretion of Will County, may be eliminated from further consideration. The evaluators may find it necessary to request additional information from the Proposers. All requests and responses shall be in writing. Will County may release a list of all selected finalist Proposers.

The proposals will be evaluated and ranked by a Selection Committee based on the evaluation factors in the chart below, with points awarded up to the maximum shown

Evaluation Factors	Points
Technical Approach and Understanding of the Project	45
Technical Expertise - Qualifications, Credentials and Availability of the Key Personnel	55
Total Points	100

Stage 3: Will County may require that one or more selected Proposers conduct an onsite briefing and product demonstration for representatives of Will County and/or their agents for further evaluation. Proposers should be prepared to discuss their approach to the project, proposed data sources and analytical tools and any other information related to project delivery. Will County will contact each short-listed Proposer to schedule a date, time, and location for the briefing. The tentative date for the briefings can be found in the Tentative Timeline. All pertinent information obtained from written proposals, clarifications, interviews, and on-site visits, along with references from past and current clients, will be considered.

The Proposer offering, in the opinion of Will County, the best evaluated proposal will be selected for negotiation of all necessary contract documents. Should such negotiations not be completed successfully within a reasonable time period, at the sole discretion of Will County, the County may undertake contract negotiations with one or more other Proposers. Will County reserves the right at any time to reject any and all proposals.

Once a mutually satisfactory contract has been negotiated with such Proposer finalist (or the next most highly ranked Proposer in the event a mutually agreeable contract cannot be negotiated with the initial Proposer finalist), Will County staff will prepare a recommendation for award of the necessary contract(s) to the preferred Proposer for consideration and approval by Will County in accordance with applicable laws. Should the County determine, at its sole discretion, to request further information from the Proposers via the selection committee regarding one or more of the proposals received, or to undertake additional evaluation activities or negotiations with respect to the preferred Proposer or any other respondent to the RFQ, such activities will be undertaken and a modified recommendation presented to Will County in accordance with such direction. The Board has the right to reject any and all proposals.

DISADVANTAGED BUSINESS ENTERPRISE

Will County, in accordance with Title VI of the Civil Rights Act of 1964, 42 USC 2000d - 2000d4, Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in federally-assisted programs of the department of Transportation issued pursuant to such Act, hereby notifies all bidders that the Department will affirmatively ensure that in any contract/agreement entered into pursuant to this advertisement, minority and disadvantaged business enterprises will be afforded the full opportunity to submit bids in response to this invitation and will not be discriminated on the basis of race, color, national origin, or sex in consideration for an award.

Will County encourages small, minority, women, and service-disabled veteran owned businesses to compete for contracts, both as "Vendor" and as subcontractors. Will County, their vendors, suppliers and consultants should take all necessary and reasonable steps to ensure that small, minority, women, and service-disabled veteran owned businesses have the opportunity to compete for and perform contract work for Will County in a nondiscriminatory environment.

The Disadvantaged Business Enterprise ("DBE") participation shall be an integral component of the consultant selection procedure for this RFQ. Offerors shall submit with their proposals a DBE Participation Plan that identifies any DBE (defined in 49 CFR Part 26) that shall be participating in the Project. The plan shall include the name and address of the firm, a copy of the firm's current DBE Certification from any federal, state, or local government agency that certifies DBE ownership (See Appendix B). The DBE goal for this Project is 10%.

PRIME CONTRACTOR CERTIFICATION:

The undersigned hereby certifies that _____

Company Name

Is not barred from contracting with any unit of State or local government as a result of a violation of either Section 33E-3 or 33E-4 of the Criminal Code of 1961.

Name of Authorized Representative

Title

Signature

Date

Note: A person who makes a false certificate commits a Class 3 Felony.

Sections 33E-3 and 33E-4 provide as follows:

33E-3. Bid-rigging. A person commits the offense of bid-rigging when he knowingly agrees with any person who is, or but for such agreement would be, a competitor of such person concerning any bid submitted or not submitted by such person or another to a unit of State or local government when with the intent that the bid submitted or not submitted will result in the award of a Contract to such person or another and he either (1) provides such person or receives from another information concerning the price or other material term or terms of the bid which would otherwise not be disclosed to a competitor in an independent noncollusive submission of bids or (2) submits a bid that is of such a price or other material term or terms that he does not intend the bid to be accepted.

Bid-rigging is a Class 3 felony. Any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from Contracting with any unit of State or local government. No corporation shall be barred from Contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to Contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation as provided in paragraph (2) of subsection (a) of Section 5-4 of this Code.

33E-4 Bid rotating. A person commits the offense of bid rotating when, pursuant to any collusive scheme or agreement with another, he engages in a pattern over time (which, for the purposes of this Section, shall include at least 3 Contract bids within a period of 10 years, the most recent of which occurs after the effective date of this amendatory Act of 1988) of submitting sealed bids to units of State or local government with the intent that the award of such bids rotates, or is distributed among, persons or business entities which submit bids on a substantial number of the same Contracts. Bid rotating is a Class 2 felony. Any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from Contracting with any unit of State or local government. No corporation shall be barred from Contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to Contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation as provided in paragraph (2) of subsection (a) of Section 5-4 of this Code.

Possible violations of Section 33 can be reported to the Office of the Will County State's Attorney at (815) 727-8453.

Date Released: December 7, 2018
Due: December 28, 2018, 4:00 P.M.

**RFQ FORM
SUBMIT TO:**
WILL COUNTY
PURCHASING DEPARTMENT
302 N. CHICAGO STREET
JOLIET, IL 60432

**#2019-50 RFQ
TRANSPORTATION
MASTER PLAN**

COMPANY NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

SOC. SEC # or FEIN: _____

CONTACT: _____

PHONE: _____ FAX: _____

EMAIL: _____

Agency Name and Delivery Address:	WILL COUNTY 302 N. CHICAGO STREET, JOLIET, IL 60432
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For Additional information contact:	RITA WEISS, PURCHASING DIRECTOR, rweiss@willcountyillinois.com
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Signed by: _____ Title: _____

Authorized Representative of Company

RFQ FORM

SUBMIT TO:

Date Released: December 7, 2018
Due: December 28, 2018, 4:00 P.M.

WILL COUNTY
PURCHASING DEPARTMENT
302 N. CHICAGO STREET
JOLIET, IL 60432

#2019-50 RFQ
TRANSPORTATION
MASTER PLAN

COMPANY NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. or F.E.I.N. # _____

CONTACT _____

PHONE _____ FAX _____ EMAIL _____

ADDENDUM RECEIPT: Receipt of the following Addendum to the Bidding Documents is hereby acknowledged:

No. _____, dated _____, signed _____

ADDENDUM RECEIPT: Receipt of the following Addendum to the Bidding Documents is hereby acknowledged:

No. _____, dated _____, signed _____

ADDENDUM RECEIPT: Receipt of the following Addendum to the Bidding Documents is hereby acknowledged:

No. _____, dated _____, signed _____

ADDENDUM RECEIPT: Receipt of the following Addendum to the Bidding Documents is hereby acknowledged:

No. _____, dated _____, signed _____

LATE RESPONSES CANNOT BE ACCEPTED!

<u>Respondents Return Address:</u>	
<u>RFQ #:</u>	2019-50 TRANSPORTATION MASTER PLAN RFQ
<u>DUE DATE:</u>	12/28/18
<u>DUE:</u>	4:00 P.M.
DATED MATERIAL-DELIVER IMMEDIATELY WILL COUNTY PURCHASING DEPARTMENT 302 N. CHICAGO ST., 2ND FLOOR JOLIET, IL 60432	

PLEASE
CUT OUT AND AFFIX THIS LABEL (ABOVE) TO
THE OUTERMOST PACKAGE OF YOUR SEALED RESPONSE
TO HELP ENSURE PROPER DELIVERY!

LATE RESPONSES CANNOT BE ACCEPTED!