



Chicago Metropolitan Agency for Planning

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April 3, 2009

REQUEST FOR PROPOSALS (RFP) NO. 031 FOR REGIONAL FREIGHT SYSTEM PLANNING RECOMMENDATIONS

Chicago Metropolitan Agency for Planning (CMAP) is requesting proposals from interested and qualified firms to provide expert assistance in the form of developing recommendations related to the regional freight system and related future-year freight flow estimates to be considered in the development of *GO TO 2040*, the regional comprehensive plan. Scope of deliverables is described in the enclosed Request for Proposals (RFP) No. 031.

If your firm is qualified and experienced in providing the described services, CMAP would appreciate receiving your proposal as indicated in the RFP. The deadline for receipt of submissions in response to the RFP is 3:00 p.m., Friday, April 24, 2009.

Thank you and if you have any questions, please call me at (312) 386-8788.

Margaret McGrath
Grant/Contract Officer

Enclosure

RFP 031 FOR REGIONAL FREIGHT SYSTEM PLANNING RECOMMENDATIONS

Chicago Metropolitan Agency for Planning (CMAP) is requesting proposals from organizations to provide consulting services to develop regional freight system recommendations and related future-year freight flow estimates to be considered in the development of GO TO 2040, the regional comprehensive plan, as described in the following Request for Proposal (RFP). Please read each section for information regarding the proposal and submittal requirements.

SECTION 1: Background and General Information

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created to integrate planning for land use and transportation in the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP and its partners are removing barriers to cooperation across geographical boundaries and subject areas such as land use, transportation, natural resources, housing, and economic development. By understanding how these issues — and our communities' futures — are inter-related, CMAP seeks to change the way planning is conducted in northeastern Illinois.

Statement of Purpose

The purpose of this RFP is to develop expert recommendations related to the regional freight system. These recommendations are to be developed for further consideration and adoption within *GO TO 2040*. The freight system recommendations are necessary to assure that freight system development is consistent with key elements of our adopted Regional Vision. Thus, the recommendations should address mobility and economy for the freight industry and the region; safety; community development; environmental stewardship; and broad-based regional prosperity. The recommendations should address capital needs, operations improvements, policies, and strategies.

Efficient freight movements within metropolitan Chicago are important for both our region and the nation. According to Chicago Metropolis 2020, the value of rail shipments to, from, and through our region is \$350 billion annually; the like value of truck traffic is \$572 billion. Regionally, the rail industry employs 37,000 people, while the trucking industry employs 50,000. An efficient freight system will secure the region's place as a freight industry center, while extending the reach of the region's markets. The impact of the freight system on communities must also be addressed in the freight system recommendations, including mitigation of existing conditions and planned improvements. Such community needs include passenger rail, automotive transportation, walking, and bicycling. Safety and environmental concerns should also be addressed.

Moreover, it is important to understand the freight system in its industrial context, with substantial private-sector investment and business enterprise. This private sector activity is facilitated by and intersects with public infrastructure, transportation operations, and local communities. Thus, to develop freight system recommendations, expert knowledge of the freight industry, the transportation system, and community concerns is important.

Specific recommendations we are seeking concern truck, rail, air, and water freight transportation modes, and include infrastructure; management and operations; policies; and community mitigation strategies. The recommendations would be adopted regionally, but implemented through private and public initiatives at the local, regional, and state levels.

Related Past Efforts and On-going Study

Substantial freight system study and project development has taken place. The successful contractor should be very familiar with the following activities and resources. These resources will be available for this endeavor:

CMAP Activities:

- GO TO 2040 plan development process: <http://www.goto2040.org/>;
- CMAP Freight Committee: <http://www.cmap.illinois.gov/intermodal/minutes.aspx>;
- 2030 Regional Transportation Plan, including Strategic Regional Freight System: <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=11664> (text); <http://www.cmap.illinois.gov/sp2030/sp2030main.aspx> (other materials);
- Regional Freight Snapshot (under development). The current outline is posted at <http://www.cmap.illinois.gov/intermodal/minutes.aspx>;
- Regional Freight Strategy Analysis (under development). The current outline is posted at <http://www.cmap.illinois.gov/intermodal/minutes.aspx>.
- Report from USDOT Volpe Center identifying freight planning national best practices. The report is posted at <http://www.cmap.illinois.gov/intermodal/minutes.aspx>.
- Software tool for analyzing economic impacts of infrastructure (in development).

Partner Activities:

- Chicago Region Environmental and Transportation Efficiency Program (CREATE): <http://www.createprogram.org/>;
- Metropolis Freight Plan (by Chicago Metropolis 2020): <http://www.chicagometropolis2020.org/documents/MetropolisFreightPlan.pdf>
<http://www.chicagometropolis2020.org/documents/freighttechreport.pdf>

Note: The Regional Freight Snapshot, referenced above, will include *Transearch* forecasts from Global Insight at the county level, with through traffic estimates routed to the national network for the current year. However, these forecasts are not expected to include any impact of regional congestion on route choice or the impact of facility changes in metropolitan Chicago or afield. Rather, this contract is expected to make such adjustments in future year forecasts and is expected to estimate future-year freight routing at a more detailed level, to arrive at estimated future-year freight flows.

Note also that CMAP is processing and summarizing selected vehicle classification data gathered on the region's roads by the Illinois Department of Transportation. A sample of such classification data is posted at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=14974>.

General Information

As a result of responses to this RFP, CMAP plans to review submissions and conduct interviews (optionally conducted via telephone) with selected consultants it determines can best meet the requirements outlined below. Negotiations will be held as necessary to select the firm that CMAP believes can best satisfy its requirements at rates it perceives are reasonable for the services provided. Subject to "Reservation of Rights" below, it is anticipated a contract will be awarded for the work described.

SECTION 2: Scope of Project and Procurement Details

CMAP seeks regional freight system recommendations and related future-year estimated freight flows to be considered in the development of *GO TO 2040*, the regional comprehensive plan. This section sets forth the questions to be answered by the freight system recommendations. This section also includes resources to consider and stakeholder interests to address. Proposals should respond with a detailed plan demonstrating how the consultant intends to develop recommendations in answer to the questions below, including a plan for stakeholder involvement.

Scope of Project and Questions to Address

The project involves truck, rail, water, and air freight flows to, from, within, and through the seven-county Chicago metropolitan area in Illinois. The horizon year of the recommendations and future-year estimated freight flows is 2040. Recommendations must address all facilities carrying freight in the seven-county area.

The planning recommendations are not expected to specifically include an existing conditions report, as the regional freight snapshot now underway will address that need. The planning recommendations will not specifically include goals and objectives. Rather, the planning recommendations must further the CMAP *Regional Vision*, which was adopted by the Board of CMAP to guide the development of the *GO TO 2040 Plan*.

The project will include detailed recommendations for the regional freight system. Such recommendations must be evidence-based, with complete analysis and full footnotes. Unsubstantiated recommendations will not be accepted.

Trucking: The project must develop plan recommendations to answer the following questions in detail:

- T-1. What major infrastructure investments, if any, should the region undertake to facilitate trucking in the region? Specifically:
 - a. Should the region undertake a “CREATE for Trucks” program? If so, how should the private-sector involvement in such a program be facilitated?
 - b. Should the region build truckways, truck lanes, and/or dedicated NHS freight connectors? If so, where should these facilities be located?
- T-2. What management and operations strategies should the region undertake to facilitate trucking?
- T-3. What policies should the region adopt to facilitate trucking?
- T-4. What strategies should the region undertake to mitigate the negative impacts of existing trucking activity and trucking recommendations on local communities in our region?
- T-5. What impacts on freight flows are the recommended trucking improvements expected to bring about?
- T-6. Should passenger travel be managed to facilitate more efficient transport of goods on the region’s roads? If so, what level of management will be necessary?

Rail: The project must develop plan recommendations to answer the following questions in detail:

- R-1. What modifications are necessary or desirable in the CREATE Program because of recent developments, such as the acquisition of the Elgin Joliet and Eastern Railway by the Canadian National Railway?
- R-2. What effect, if any, will the freight strategies and programs of other areas, including, but not limited to, Los Angeles-Long Beach, Virginia, and the Province of British Columbia, have on freight movements in metropolitan Chicago? What improvements will be necessary to address those effects?
- R-3. More generally, what major infrastructure investments, if any, should the region undertake to facilitate freight rail in the region?
- R-4. What management and operations strategies should the region undertake to facilitate freight rail?
- R-5. What policies should the region adopt to facilitate freight rail?
- R-6. What strategies should the region undertake to mitigate the negative effects of freight rail in our communities? For example, what specific actions should the region undertake to address highway-rail grade crossing delay, safety, and noise?

Water: The project must develop plan recommendations to answer the following questions in detail:

- W-1. What major infrastructure investments should the region undertake to facilitate water freight transportation? For example, what modifications are necessary or desirable for the Chicago Lock

(typically used for recreation, but critical for the navigation), the Port of Chicago, and the Illinois Waterway?

W-2. What management and operations strategies should the region undertake to facilitate water freight transportation?

W-3. What policies should the region adopt to facilitate water freight transportation?

W-4. What strategies should the region undertake to mitigate the negative effects of water freight transportation?

Air Freight: The project must develop plan recommendations to answer the following questions in detail:

A-1. What major investments should the region undertake to facilitate air freight transportation? For example, how will a South Suburban Airport impact air freight operations, and how should these operations be facilitated?

A-2. What management and operations strategies should the region undertake to facilitate air freight transportation?

A-3. What policies should the region adopt to facilitate air freight transportation?

A-4. What strategies should the region undertake to mitigate the negative effects of air freight transportation?

Economic Analysis: The project must evaluate plan recommendations to answer the following questions in detail:

E-1. What is the itemized cost of recommended improvements?

E-2. What are the economic benefits of recommended improvements?

E-3. What are the international trade impacts of the recommended improvements? Will the improvements facilitate global trade in any way?

E-4. Should freight-related economic development in the region be focused on particular areas within the region? If so, where in the region should such a focus take place? How should the region set about focusing such development?

E-5. How should the freight infrastructure, policies, and mitigation strategies be financed?

E-6. How will economic benefits and costs be distributed within the region?

E-7. What net cost or benefit, if any, would accrue from freight growth occurring outside the region rather than within the region?

Future-Year Estimated Freight Flows

Future-year estimated freight flows are required. These estimates must be consistent with other recommendations, with expectations of freight industry trends, and should reflect the expected impacts of planned facilities in other regions. These future-year freight flow estimates are specifically requested for the following:

- CMAP's Strategic Regional Arterial System, as defined in the 2030 Regional Transportation Plan;
- The entire National Highway System (NHS, including NHS intermodal freight connectors) within CMAP and the following interstate highways within Wisconsin, Illinois, and Indiana: I-39; I-43; I-55; I-57; I-65; I-70; I-74; I-80; I-88; I-90; and I-94;
- Potential NHS intermodal connectors for proposed and potential intermodal terminals, and potential alternative NHS intermodal connectors for existing intermodal terminals;
- The region's freight rail and terminal system;
- The Port of Chicago and the Illinois Waterway; and
- O'Hare and Midway Airports, as well as the proposed South Suburban Airport.

We would expect that substantial and rigorous numeric analysis take place using existing demand and factors expected to affect demand, including planned public- and private-sector facilities, here and elsewhere, and the freight planning recommendations of this contract. This analysis may include, but is *not* expected to include, four-step regional travel demand modeling. Regardless, respondent proposals

must include a detailed explanation of how future-year freight flow estimation will be accomplished. The intent is to ascertain the best estimate of future freight flows using comprehensive, multi-modal, international freight system planning information.

Any models developed to forecast future freight flows will need to be successfully validated against current data using best practices for such validation.

Stakeholder Involvement

The proposal to address the questions above must include a detailed stakeholder involvement process. It is expected that this process will involve dozens of meetings and telephone calls to gather information, ideas for improvements, and feedback on potential recommendations. The process must include a mechanism (e.g., email and website) to keep stakeholders informed of the progress of the planning process and its draft products. This process will be coordinated with our External Relations staff. The stakeholders will include, but not be limited to, the following:

- Freight industry representatives;
- Shippers;
- Local communities;
- Other regional transportation interests.

Certain CMAP Committees must also be involved. Several of the committees are comprised of the stakeholders listed above. These committees include:

- CMAP Freight Committee
- Transportation Committee
- Economic Development Committee.

CMAP staff will keep the following committees informed of the progress of this project:

- The Board of CMAP;
- The MPO Policy Committee.

Project Monitoring

Monthly meetings will be required between CMAP staff and the project manager to monitor the progress of the project. In addition, the consultant will be required to establish and maintain a Basecamp web-based project collaboration site (or other mutually agreeable similar site) to record activity (including stakeholder involvement), share files and centralize feedback between and among CMAP and the consultant. The web-based tool will include current draft documents, organized along the lines of the questions outlined above.

Deliverables

Deliverables for this project include:

1. Detailed technical report answering each of the questions above, fully substantiated with documentation and footnotes.
2. Report of plan recommendations.
3. Estimates of future-year freight flows, as set forth above, consistent with the plan recommendations.

Completion Schedule

A detailed schedule must be included in the proposal. Please include in your schedule acknowledgement that final recommendations, including a forecast of future freight flows, must be submitted with all documentation to CMAP by **January 25, 2010**.

Budget

CMAP intends to expend no more than \$300,000 for this project. Consultants should keep this overall price in mind when considering the expected level of effort for this project. Also, 10% of the approved budget will be reserved until the acceptance of the deliverables for the contract, laid out in the Scope of Services. (See also item 4. Reports and Methods of Payment in Section 5: General Provisions.)

Timetable

Proposals must be submitted no later than **3:00 p.m., Friday, April 24, 2009.**

Interviews of most qualified firms: **April 27-May 1, 2009.**

Selection of recommended consultants by CMAP staff - **May 4, 2009**

Estimated recommendation to CMAP Board – **May 13, 2009**

This contract must be approved by the CMAP Board prior to execution.

PROPOSAL EVALUATION

All proposals submitted in response to this RFP will be reviewed and analyzed for completeness and the expertise of the consultants in performing the scope of work requested. The following criteria will be used in evaluating qualifications:

- Responsiveness of the proposal to the scope of services.
- The firm's technical ability to complete the work in the request for proposals, including:
 - The training and experience of the staff proposed for the contract;
 - Technical resources available to the consultant, including computer hardware and software; and
 - Familiarity with the region.
- The experience and reputation of the firm completing similar planning projects on-time and within budget.
- Proposal cost.

All timely responses received to this RFP will be reviewed and interviews may be conducted with selected respondents. Selected respondents should have the ability to demonstrate the capabilities of their firm in-person or via web-based application. CMAP determines which candidate or set of candidates can best meet the above requirements. An in-house CMAP committee will make the selection decision.

As applicable, negotiations may be held to select the firm that CMAP believes can best satisfy its requirements at rates it perceives are reasonable for the services provided. CMAP will then negotiate a scope of work and contract with the firm(s) judged to be most qualified to conduct this work.

SECTION 3: Submittal Requirements

Qualifications must be received at CMAP on or before 3:00 p.m. April 24, 2009

Submissions must include the following and be submitted in the order presented:

- A general description of the firm's organization, experience, services and staff, along with similar description for any proposed subcontractors. If using any subcontractors, please name them and acknowledge the requirements of Item 15. Subcontracts in Section 5: General Provisions.
- Specific information about the project manager and staff to be assigned to the project, including their training, experience, and, for those assigned to write plan documents and technical documents, a freight-related writing sample. The writing sample should draw clear conclusions with a documented technical basis.
- Technical resources available to the consultant, including technical software used for the project.
- A detailed plan demonstrating how the consultant intends to develop recommendations in answer to the questions in Section 2, estimated future-year freight flows, and a plan for stakeholder involvement.
- A specific resource-to-task schedule.
- A description of similar work that the firm and designated staff have completed for regional or state agencies in the past few years, explaining any cost or schedule changes over the course of the project.
- At least three references, including individual contact name, name of company and phone number, that CMAP may contact regarding the consultant's qualifications to undertake this project.
- A detailed price proposal, submitted on the "Price Proposal Form," Attachment 1, including named staff, hours worked, hourly rate, and total labor costs as well as fixed expenses.
- The respondent shall also sign and submit the "Certificate Regarding Workers' Compensation Insurance", Attachment 2, and the "Information to be provided by Bidder", Attachment 3.

Three (3) copies of all qualifications submittals must be submitted no later than 3:00 p.m., April 24, 2009. Submissions must be in a sealed package or envelope. The applicant's organization name and address shall appear in the upper left corner of the package.

Submission of proposals by fax or e-mail is not acceptable.

Submissions may be delivered to CMAP in person or by a means other than the U.S. Postal Service or using the U.S. Postal Service to:

Chicago Metropolitan Agency for Planning
Attn: Grant/Contract Officer
Response to RFP No.031: Regional Freight System
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

There will be no public opening for this RFP. Late submissions will be rejected and returned unopened.

Questions may be referred to Margaret McGrath, (312) 386-8788 or Email: mmcgrath@cmaphillinois.gov.

SECTION 4: Contractual Agreement and Rights

Contractual Agreement

The contract CMAP anticipates awarding as a result of this RFP and subsequent rate submissions and negotiations, if any, will indicate the service requirements, time periods involved and applicable hourly rates. In addition, it will include the General Provisions, Section 5 hereto, and Special Provisions, Section 6 hereto, which will apply to the contract.

Reservation of Rights

CMAP reserves the following rights if using them will be more advantageous to CMAP:

- a. Withdraw this RFP at any time without prior notice.
- b. Accept or reject any and all submissions, or any item or part thereof
- c. Postpone qualifications due date.
- d. Not award a contract to any submitter responding to this RFP.
- e. Award a contract without negotiations or discussions.

Contractors who are or have been seriously deficient in current or recent contract performance in the absence of evidence to the contrary or circumstances properly beyond the control of the Contractor shall be presumed to be unable to meet these requirements. Past unsatisfactory performance will ordinarily be sufficient to justify a finding of non-responsibility.

SECTION 5: General Provisions

The following provisions apply to the solicitation to which this section is attached and to any contract that results from the solicitation:

1. Complete Agreement.

- a. This Agreement (which also may be herein referred to as "Contract"), including all exhibits and other documents incorporated or referenced in the agreement, constitutes the complete and exclusive statement of the terms and conditions of the agreement between CMAP and Contractor and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other terms or conditions.
- b. Order of Precedence: Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence: (1) the provisions of the executed contract, including its exhibits; (2) the provisions of the RFP on which the contract is based including any and all Addendums; (3) the proposal submitted to CMAP by the Contractor in response to said RFP; and (4) any other documents cited or incorporated herein by reference.
- c. CMAP's failure to insist in any one or more instances upon the performance of any terms or conditions of this Agreement shall not be construed as a waiver or relinquishment of CMAP's right to such performance by Contractor or to future performance of such terms or conditions and Contractor's obligation in respect thereto shall continue in full force and effect. Contractor shall be responsible for having taken steps reasonably necessary to ascertain the nature and location of the work, and the general and local conditions that can affect the work or the cost thereof. Any failure by Contractor to do so will not relieve it from responsibility for successfully performing the work without additional expense to CMAP.

- d. CMAP assumes no responsibility for any understanding or representations made by any of its officers, employees or agents prior to the execution of this Agreement, unless such understanding or representations by CMAP are expressly stated in this Agreement.
 - e. Changes: CMAP may from time to time order work suspension or make any change in the general scope of this Agreement including, but not limited to changes, as applicable, in the drawings, specifications, delivery schedules or any other particular of the description, statement of work or provisions of this Agreement. If any such change causes an increase or decrease in the cost or time required for performance of any part of the work under this Agreement, the Contractor shall promptly notify CMAP thereof and assert its claim for adjustment within thirty (30) days after the change is ordered. A written amendment will be prepared for agreement between the Planning Agency and the Contractor for changes in scope, time and/or costs. No amendments are effective until there is a written agreement that has been signed by both parties. No claim by the Contractor for equitable adjustment hereunder shall be allowed if asserted after final payment under this Agreement.
 - f. Changes to any portion of this Agreement shall not be binding upon CMAP except when specifically confirmed in writing by an authorized representative of CMAP.
2. Chicago Metropolitan Agency for Planning Designee. Only the Executive Director of CMAP, or designee, shall have the authority to act for and exercise any of the rights of CMAP as set forth in this Agreement, subsequent to and in accordance with the authority granted by CMAP's Board of Directors.
3. Allowable Charges. No expenditures or charges shall be included in the cost of the Project and no part of the money paid to the Contractor shall be used by the Contractor for expenditures or charges that are: (i) contrary to provisions of this Agreement or the latest budget approved by a duly-authorized official of CMAP; (ii) not directly for carrying out the Project; (iii) of a regular and continuing nature, except that of salaries and wages of appointed principal executives of the Contractor who have not been appointed specifically for the purposes of directing the Project, who devote official time directly to the Project under specific assignments, and respecting whom adequate records of the time devoted to and services performed for the Project are maintained by the Contractor may be considered as proper costs of the Project to the extent of the time thus devoted and recorded if they are otherwise in accordance with the provisions hereof; or (iv) incurred without the consent of CMAP after written notice of the suspension or termination of any or all of CMAP's obligations under this Agreement.
4. Reports and Methods of Payment.
- a. Based on services performed, Contractor may submit invoices as frequently as once a month. 10% of the approved budget will be reserved until the acceptance of the deliverables for the contract, laid out in the Scope of Services. Invoices should be submitted to:

Accounts Payable
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606.

Or

May be faxed to Accounts Payable at CMAP: 312-386-8831
 - b. Subject to the conditions of this Agreement, CMAP will honor invoices in amounts deemed by it to be proper to insure the carrying out of the approved scope of services and shall be obligated to pay the Contractor such amounts as may be approved by CMAP. Invoices shall detail expenses and amount of time spent on CMAP assignments. If an invoice is not acceptable, CMAP shall

promptly provide the Contractor a written statement regarding its ineligibility or deficiencies to be eliminated prior to its acceptance and processing.

5. Audit and Access to Records.

- a. The Contractor and its subcontracts under this Agreement shall preserve and produce upon request of the authorized representatives of CMAP all data, records, reports, correspondence and memoranda of every description of the Contractor and its subcontractors, if any, under this Agreement relating to carrying out this Agreement for the purposes of an audit, inspection or work review for a period of three (3) years after completion of the project, except that:
 - (1) If any litigation, claim or audit is started before the expiration of three-year period, the records shall be retained until all litigation, claims or audit findings involving the records have been resolved.
 - (2) Records for nonexpendable property acquired with federal funds shall be retained for three (3) years after its final disposition.
- b. The Contractor shall include in all subcontracts, if any, under this Agreement a provision that CMAP will have full access to and the right to examine any pertinent books, documents, papers, and records of any such subcontractor involving transactions related to the subcontract for three (3) years from the final payment under that subcontract except that:
 - (1) If any litigation, claim or audit is started before the expiration of the three-year period, the records shall be retained until all litigation, claims or audit findings involving the records have been resolved.
 - (2) Records for nonexpendable property acquired with federal funds shall be retained for three (3) years after its final disposition.

The term "subcontract" as used in this clause excludes purchase orders not exceeding \$2,500.

6. Suspension. If the Contractor fails to comply with the special conditions and/or the general terms and conditions of this Agreement, CMAP may, after written notice to the Contractor, suspend the Agreement and withhold further payments or prohibit the Contractor from incurring additional obligations of funds pending corrective action by the Contractor. If corrective action has not been completed within sixty (60) calendar days after service of written notice of suspension, CMAP shall notify the Contractor in writing that the Agreement has been terminated by reason of default in accordance with paragraph 11 hereof. CMAP may determine to allow such necessary and proper costs which the Contractor could not reasonably avoid during the period of suspension provided such costs meet the provisions of the U.S. Office Management and Budget Circular A-87 in effect on the date first above written.

7. Termination.

- a. This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure (hereinafter termed "Termination by Default") by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no such termination may be affected unless the other party is given (i) not less than seven (7) calendar days written notice (delivered by certified mail, return receipt requested) of intent to Termination by Default, and (ii) an opportunity for consultation with the terminating party prior to Termination by Default.
- b. This Agreement may be terminated in whole or in part in writing by CMAP for its convenience (hereinafter termed "Termination for Convenience"), provided that the Contractor is given not less than seven (7) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate.

- c. If Termination by Default is effected by CMAP, an equitable adjustment in the price provided for in this Agreement shall be made, but (i) no amount shall be allowed for anticipated profit on unperformed services or other work, and (ii) any payment due to the Contractor at the time of termination may be adjusted to the extent of any additional costs occasioned to CMAP by reason of the Contractor's default. If Termination by Default is effected by the Contractor, or if Termination for Convenience is effected by CMAP, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for any termination shall provide payment to the Contractor for services rendered and expenses incurred prior to termination, in addition CMAP may include cost reasonably incurred by the Contractor relating to commitments which had become firm prior to termination.
 - d. Upon notice of termination action pursuant to paragraphs (a) or (b) of this clause, the Contractor shall (i) promptly discontinue all services affected (unless the notice directs otherwise) and (ii) deliver or otherwise make available to CMAP all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by the Contractor in performing this Agreement, whether completed or in process.
 - e. Upon termination pursuant to paragraphs (a) or (b) of this clause, CMAP may take over the work and prosecute the same to completion by agreement with another party otherwise.
 - f. In the event the Contractor must terminate this Agreement due to circumstances beyond its control, the termination shall be deemed to have been effected for the convenience of CMAP. In such event, adjustment of the price provided for in this Agreement shall be made as provided in paragraph c of this clause.
8. Remedies. Except as may be otherwise provided in this Agreement, all claims, counterclaims, disputes and other matters in question between CMAP and the Contractor arising out of or relating to this Agreement or the breach thereof will be decided by arbitration. If the parties hereto mutually agree, a request for remedy may be sought from a court of competent jurisdiction within the State of Illinois, County of Cook.
 9. Equal Employment Opportunity. The Contractor will comply with Executive Order 11246 entitled "Equal Employment Opportunity," as amended by U.S. Department of Labor regulations (41 CFR Part 60). In connection with the execution of this Agreement, the Contractor shall not discriminate against any employee or an applicant for employment because of race, religion, color, sex, national origin, ancestry, or physical or mental handicap unrelated to ability. The Contractor shall take affirmative actions to insure that applicants are employed and that employees are treated during their employment without regard to their race, religion, color, sex, national origin, ancestry, or physical or mental handicap unrelated to ability. Such actions shall include, but not be limited to, employment, promotion, demotion, transfer, recruitment, recruitment advertising, layoff, termination, rates of pay, other forms of compensation, and selection for training or apprenticeship. The Contractor shall cause the provisions of this paragraph to be inserted into all subcontractors work covered by this Agreement so that such provisions will be binding upon each subcontractor, provided that such provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.
 10. Small and Minority Business Enterprise. In connection with the performance of this Agreement the Contractor will cooperate with CMAP in meeting its commitments and goals with respect to the maximum utilization of small business and minority business enterprises, and will use its best efforts to insure that small business and minority business enterprises shall have the maximum practicable opportunity to compete for subcontract work under this Agreement.
 11. Political Activity. No portion of funds for this subcontract shall be used for any partisan political activity or to further the election or defeat of any candidate for public office.
 12. Prohibited Interest.
 - a. No officer or employee of CMAP and no member of its governing body and no other public official of any locality in which the Project objectives will be carried out who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of such

objectives shall (i) participate in any decision relating to any subcontract negotiated under this Agreement which affects his personal interest or the interest of any corporation, partnership or association in which he is, directly or indirectly, interested; or (ii) have any financial interest, direct or indirect, in such subcontract or in the work to be performed under such contract.

- b. No member of or delegate of the Illinois General Assembly or the Congress of the United States of America, and no federal Resident Commissioner, shall be admitted to any share hereof or to any benefit arising herefrom.
- c. The Contractor warrants and represents that no person or selling agency has been employed or retained to solicit or secure this Agreement, upon an agreement or understanding for a commission, percentage, bonus, brokerage or contingent fee, or gratuity, excepting its bona fide employees. For breach or violation of this warranty CMAP shall have the right to annul this Agreement without liability or, at its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such commission, percentage bonus, brokerage or contingent fee, or gratuity.

13. Federal Reporting Standards.

- a. The Contractor agrees that any material or design specified by the Contractor or supplied by the Contractor pursuant to this Agreement shall not infringe any patent or copyright and the Contractor shall be solely responsible for securing any necessary licenses required for patented or copyrighted material used by the Contractor.
- b. If any claim is brought against CMAP by third parties for alleged infringement of third-party patent and copyright and intellectual rights, which claim is caused by breach of the Contractor's promise as contained in paragraph a of this clause, the Contractor shall save harmless and indemnify CMAP from all loss, damage or expense (including attorney's fees) due to defending CMAP from such claim.
- c. If the principal purpose of this Agreement is to create, develop or improve products, processes or methods; or to explore into fields which directly concern public health, safety or welfare, or if the Project is in a field of science or technology in which there has been little significant experience outside of work funded by federal assistance; and any discovery or invention arises or is developed in the course of or under this Agreement, such invention or discovery shall be subject to the reporting and rights provisions of U.S. Office of Management and Budget Circular No. A-102, and to the pertinent regulations of the grantor agency(ies) in effect on the date of execution of this Agreement. The Contractor shall include provisions appropriate to effectuate the purpose of this condition in all subcontracts under this Agreement involving research, developmental, experimental or demonstration work.

14. Assignment.

- a. This agreement shall be binding upon, and inure to the benefit of, the respective successors, assigns, heirs, and personal representatives of CMAP and Contractor. Any successor to the Contractor's rights under this Agreement must be approved by CMAP unless the transaction is specifically authorized under federal law. Any successor will be required to accede to all the terms, conditions and requirements of the Agreement as a condition precedent to such succession.
- b. The Contractor shall not assign any interest in this Agreement and shall not transfer any interest in the same (whether by assignment or novation), without the prior written consent of CMAP hereto, provided, however, that claims for money due or to become due to the Contractor from CMAP under this Agreement may be assigned to a bank, trust company or other financial institution without such approval. Notice of any such assignment or transfer shall be furnished to CMAP.

15. Subcontracts.

- a. Any subcontractors or outside associates or consultants required by the Contractor in connection with the services covered by this Agreement will be limited to such individuals or firms as were specifically identified and agreed to during negotiations. Any substitutions in or additions to such subcontractors, associates or consultants will be subject to the prior approval of CMAP.
 - b. All subcontracts for work under this Agreement shall contain those applicable provisions which are required in this Agreement.
 - c. The Contractor may not subcontract services agreed to under this Agreement without prior written approval of CMAP.
16. Conflict of Interest. In order to avoid any potential conflict or interest, the Contractor agrees during the term of this Agreement not to undertake any activities which could conflict directly or indirectly with the interest of CMAP. Contractor shall immediately advise CMAP of any such conflict of interest. CMAP shall make the ultimate determination as to whether a conflict of interest exists.
17. Publication. CMAP shall have royalty-free, nonexclusive and irrevocable license to reproduce, publish, disclose, distribute, and otherwise use, in whole or in part, any reports, data or other materials specifically prepared under this Agreement, and to authorize other material to do so. The Contractor shall include provisions appropriate to effectuate the purpose of this clause in all subcontracts for work under this Agreement.
18. Identification of Documents. All reports, maps, and other documents completed as part of this Agreement, other than documents exclusively for internal use within the Contractor's offices, shall carry the following notation on the front cover or a title page or, in the case of maps, in the same area which contains the name of CMAP and of the Contractor. "This material was prepared in consultation with CMAP, the Chicago Metropolitan Agency for Planning, (<http://www.cmap.illinois.gov>)."
19. Force Majeure. Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by a cause beyond its control including, but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the Federal, state or local government; national fuel shortage; or a material act of omission by the other party; when satisfactory evidence of such cause is presented to the other party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.
20. Workers' Compensation Insurance. The Contractor and any subcontractors shall, at their own expense, obtain and maintain Workers' Compensation insurance to cover persons employed in connection with services under this agreement. The limits for the Worker's Compensation coverage shall be no less than the statutory limits required by the State of Illinois. A certificate of insurance must be included with this contract.
21. Independent Contractor. Contractor's relationship to CMAP in the performance of this Agreement is that of an independent contractor. Contractor's personnel performing work under this Agreement shall at all times be under Contractor's exclusive direction and control and shall be employees of Contractor and not employees of CMAP. Contractor shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, including, but not limited to, social security, income tax withholding, unemployment compensation, workers' compensation insurance and similar matters.
22. Federal, State and Local Laws. Contractor warrants that in the performance of this Agreement it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder. Since laws, regulations, directives, etc. may be modified from time-to-time, the contractor shall be responsible for compliance as modifications are implemented. The Contractor's failure to comply shall constitute a material breach of this contract.
23. Hold Harmless and Indemnity. Contractor shall indemnify, defend and hold harmless CMAP, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss, or damages, bodily injuries,

including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct of Contractor, its officers, directors, employees, agents, subcontractors or suppliers, in connection with or arising out of the performance of this Agreement.

Federally Funded Agreements

- A. Standard Assurances.** The Contractor assures that it will comply with all applicable federal statutes, regulations, executive orders, Federal Transit Administration (FTA) circulars, and other federal requirements in carrying out any project supported by federal funds. The Contractor recognizes that federal laws, regulations, policies, and administrative practices may be modified from time to time and those modifications may affect project implementation. The Contractor agrees that the most recent federal requirements will apply to the project.
- B. Nondiscrimination Assurance.** As required by 49 U.S.C. 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity), by Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and by U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act," 49 CFR Part 21 at 21.7, the Contractor assures that it will comply with all requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d and 49 CFR Part 21, so that no person in the United States, on the basis of race, color, national origin, creed, sex, or age will be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the Contractor receives federal funds from the U.S. DOT or FTA.

Specifically, during the period in which federal assistance is extended to the project, or project property is used for a purpose for which the federal assistance is extended or for another purpose involving the provision of similar services or benefits, or as long as the Contractor retains ownership or possession of the project property, whichever is longer, the Contractor assures that:

1. Each project will be conducted, property acquisitions will be undertaken, and project facilities will be operated in accordance with all applicable requirements of 49 U.S.C. 5332, 42 U.S.C. 2000d and 49 CFR Part 21, and understands that this assurance extends to its entire facility and to facilities operated in connection with the project.
 2. It will promptly take the necessary actions to effectuate this assurance, including notifying the public that complaints of discrimination in the provision of transportation-related services or benefits may be filed with U.S. DOT or FTA. Upon request by U.S. DOT or FTA, the Contractor assures that it will submit the required information pertaining to its compliance with these provisions.
 3. It will include in each subagreement, property transfer agreement, third party contract, third party subcontract, or participation agreement adequate provisions to extend the requirements imposed and issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR Part 21 to other parties involved therein including any subrecipient, transferee, third party contractor, third party subcontractor at any level, successor in interest, or any other participant in the project.
 4. Should it transfer real property, structures, or improvements financed with federal assistance to another party, any deeds and instruments recording the transfer of that property shall contain a covenant running with the land assuring nondiscrimination for the period during which the property is used for a purpose for which the federal assistance is extended or for another purpose involving the provision of similar services or benefits.
 5. The United States has a right to seek judicial enforcement with regard to any matter arising under Title VI of the Civil Rights Act, US DOT implementing regulation and this assurance.
- C. Assurance of Nondiscrimination on the Basis of Disability.** As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," at 49 CFR 27.9, the Contractor assures that, as a condition to the approval or extension of any Federal assistance awarded by FTA to construct any facility, obtain any rolling stock or other equipment, undertake studies, conduct research, or to participate in or obtain any benefit from any program administered by FTA, no otherwise qualified person with a disability

shall be, solely by reason of that disability, excluded from participation in, denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving or benefiting from Federal assistance administered by the FTA or any entity within U.S. DOT. The Contractor assures that project implementation and operations so assisted will comply with all applicable requirements of U.S. DOT regulations implementing the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, *et seq.*, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 *et seq.*, and implementing U.S. DOT regulations at 49 CFR parts 27, 37, and 38, and any other applicable federal laws that may be enacted or federal regulations that may be promulgated..

D. Certifications and Assurances Required by the U.S. Office of Management and Budget (OMB) (SF-424B and SF-424D). As required by OMB, Contractor certifies that it:

1. Has the legal authority and the institutional, managerial, and financial capability (including funds sufficient to pay the non-federal share of project cost) to assure proper planning, management, and completion of the project.
2. Will give the U.S. Secretary of Transportation, the Comptroller General of the United States, and, if appropriate, the state, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the contract; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives;
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest or personal gain;
4. Will initiate and complete the work within the applicable project time periods;
5. Will comply with all applicable Federal statutes relating to nondiscrimination including, but not limited to:
 - Title VI of the Civil Rights Act, 42 U.S.C. 2000d, which prohibits discrimination on the basis of race, color, or national origin;
 - Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 through 1683, and 1685 through 1687, and U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFR Part 25, which prohibit discrimination on the basis of sex;
 - Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on the basis of disability;
 - The Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101 through 6107, which prohibits discrimination on the basis of age;
 - The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. 1101 *et seq.*, relating to nondiscrimination on the basis of drug abuse;
 - The Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, as amended, 42 U.S.C. 4541 *et seq.*, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - The Public Health Service Act of 1912, as amended, 42 U.S.C. 201 *et seq.*, related to confidentiality of alcohol and drug abuse patient records;
 - Title VIII of the Civil Rights Act, 42 U.S.C. 3601 *et seq.*, relating to nondiscrimination in the sale, rental, or financing of housing;
 - Any other nondiscrimination statute(s) that may apply to the project.

E. Certification Regarding Lobbying. As required by the United States Department of Transportation (U.S. DOT) regulations, "New Restrictions on Lobbying," at 49 CFR 20.110, the Contractor certifies to the best of his or her knowledge and belief that for each agreement for federal assistance exceeding \$100,000:

1. No federal appropriated funds have been or will be paid by or on behalf of the Contractor to any person to influence or attempt to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress regarding the award of federal assistance, or the extension, continuation, renewal, amendment, or modification of any federal assistance agreement; and

2. If any funds other than federal appropriated funds have been or will be paid to any person to influence or attempt to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any application for federal assistance, the Contractor assures that it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," including information required by the instructions accompanying the form, which form may be amended to omit such information as authorized by 31 U.S.C. 1352.
3. The language of this certification shall be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements).

The Contractor understands that this certification is a material representation of fact upon which reliance is placed and that submission of this certification is a prerequisite for providing federal assistance for a transaction covered by 31 U.S.C. 1352. The Contractor also understands that any person who fails to file a required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

- F. Procurement Compliance Certification.** The Contractor certifies that its procurements and procurement system will comply with all applicable federal laws and regulations in accordance with applicable federal directives, except to the extent FTA has expressly approved otherwise in writing.
- G. Intelligent Transportation Systems Program.** As used in this assurance, the term Intelligent Transportation Systems (ITS) project is defined to include any project that in whole or in part finances the acquisition of technologies or systems of technologies that provide or significantly contribute to the provision of one or more ITS user services as defined in the "National ITS Architecture."
1. As provided in SAFETEA-LU Section 5307(c), 23 U.S.C. 512 note, the Contractor assures it will comply with all applicable requirements of Section V (Regional ITS Architecture and Section VI (Project Implementation) of FTA Notice, "FTA National ITS Architecture Policy on Transit Projects," at 66 *Fed. Reg.* 1455 *et seq.*, January 8, 2001, and other FTA requirements that may be issued in connection with any ITS project it undertakes financed with funds authorized under Title 49 or Title 23, United States Code.
 2. With respect to any ITS project financed with Federal assistance derived from a source other than Title 49 or Title 23, United States Code, the Contractor assures that it will use its best efforts to ensure that any ITS project it undertakes will not preclude interface with other intelligent transportation systems in the Region.
- H. Control of Property.** Contractor certifies that the control, utilization and disposition of property or equipment acquired using federal funds is maintained according to the provisions of A-102 Common Rule.
- I. Cost Principles.** The cost principles of this Agreement are governed by the cost principles found in Title 48, Code of Federal Regulations, Subpart 31, as amended; and all costs included in this Agreement are allowable under Title 48, Code of Federal Regulations, Part 31, as amended.
- J. Debarment.** Contractor shall comply with Debarment provisions as contained in 49 Code of Federal Regulations, Part 29, including Appendices A and B as amended. Contractor certifies that to the best of its knowledge and belief, Contractor and its principals: a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency; b) within a three-year period preceding this Agreement have not been convicted of or had a civil judgment rendered against it for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state anti-trust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property; c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses enumerated in subsection (b), above; d) have not within a three-year period preceding this

Agreement had one or more public transactions (federal, state or local) terminated for cause or default.

The inability of a prospective Contractor to certify to the certification in this section will not necessarily result in denial of participation in this Agreement. The prospective Contractor shall submit an explanation of why it cannot provide the certification in this section. This certification is a material representation of fact upon which reliance was placed when CMAP determined whether to enter into this transaction. If it is later determined that Contractor knowingly rendered an erroneous certification, in addition to other remedies available to the federal government, CMAP may terminate this Agreement for cause. The Contractor shall provide immediate written notice to CMAP if at any time the Contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this Part shall have the meaning set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549 and 12689.

The Contractor agrees that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible or voluntarily excluded from participation in this covered transaction, unless authorized, in writing, by CMAP. The Contractor agrees that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by CMAP, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. The Contractor may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible or voluntarily excluded from the covered transaction, unless Contractor knows the certification is erroneous. Contractor may decide the method and frequency by which it determines the eligibility of its principals. Each Contractor may, but is not required to, check the Non-procurement List. If a Contractor knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation, in addition to other remedies available to the federal government, CMAP may terminate this Agreement for cause or default.

Nothing contained in this section shall be construed to require establishment of a system of records in order to render in good faith the certification required by this section. The knowledge and information of a Contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

K. Single Audit. The Single Audit Act of 1984 (Public Law 98-502) and the Single Audit Act Amendments of 1996, 31 U.S.C. 7501 et seq. require the following:

1. State or local governments that receive \$500,000 or more a year in federal financial assistance shall have an audit made in accordance with the Office of Management and Budget (OMB) Circular No. A-133.
2. State or local governments that receive less than \$500,000 a year shall be exempt from compliance with the Act and other federal requirements.
3. Nothing in this paragraph exempts state or local governments from maintaining records of federal financial assistance or from providing access to such records to federal Agencies, as provided for in federal law or in (OMB) Circular A-133 "Audits of States, Local Governments and Non-Profit Organizations."
4. A copy of the audit report must be submitted to CMAP within 30 days after completion of the audit, but no later than one year after the end of the Contractor's fiscal year.

L. Drug Free Workplace. The Contractor certifies that it will comply with the requirements of the federal Drug Free Workplace Act, 41 U.S.C.A. 702 as amended, and 49 C.F.R. Part 29, Subpart F, including Appendix C as amended.

M. Disadvantaged Business Enterprise Assurance. In accordance with 49 CFR 26.13(a), as amended, the Contractor assures that it shall not discriminate on the basis of race, color, national

origin, or sex in the implementation of the project and in the award and performance of any third party contract, or subagreement supported with Federal assistance derived from the U.S. DOT or in the administration of its Disadvantaged Business Enterprise (DBE) program or the requirements of 49 CFR Part 26, as amended. The Contractor assures that it shall take all necessary and reasonable steps set forth in 49 CFR Part 26, as amended, to ensure nondiscrimination in the award and administration of all third party contracts and subagreements supported with Federal assistance derived from the U.S. DOT. The Contractor's DBE program, as required by 49 CFR Part 26, as amended, will be incorporated by reference and made a part of this Agreement for any Federal assistance awarded by FTA or U.S. DOT. Implementation of this DBE program is a legal obligation of the Contractor, and failure to carry out its terms shall be treated as a violation of the Agreement. Upon notification by the Federal Government or CMAP to the Contractor of its failure to implement its approved DBE program, the U.S. DOT may impose sanctions as provided for under 49 CFR Part 26, as amended, and may in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001, as amended, and/or the Program Fraud Remedies Act, 31 U.S.C. 3801 et seq., as amended.

N. Davis-Bacon Act. To the extent applicable, Contractor will comply with the Davis-Bacon Act, as amended, 40 U.S.C. 3141 *et seq.*, the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*, regarding labor standards for federally assisted subagreements.

All of the requirements listed in **Federally Funded Agreements**, paragraphs A through N apply to the federally funded project. The Contractor agrees to include these requirements in each contract and subcontract financed in whole or in part with federal assistance.

SECTION 6: Special Provisions

1. Workers' Compensation. The State of Illinois Worker's Compensation Code requires the securing of workers' compensation by all non-state employers. The Submitter shall attest to understanding and complying with the State of Illinois Workers' Compensation Code requirement and submit a completed "Certificate Regarding Workers' Compensation Insurance," Attachment 2 to the RFP. In addition, the Submitter shall provide and maintain a waiver of subrogation endorsement.

Attachment 1: Price Proposal Form

In response to Chicago Metropolitan Agency for Planning (CMAP) Request for Proposal (RFP) 031 for consulting services for Regional Freight System Planning Recommendations dated April 24, 2009, the undersigned, as an individual(s) with the authority to bind the Proposer, understands and agrees to the specifications, terms, conditions and provisions of the RFP and prices proposed below unless otherwise modified by mutual agreement of the parties. It is also agreed that the proposal submitted in response to the RFP is valid for ninety (90) calendar days from the proposal due date.

Please enter pricing into the follow matrix. Please provide additional specifics where possible. Attach additional sheets if necessary. For ease of entry, feel free to copy and paste the table into an Excel spreadsheet; insert lines as necessary. If price structure is variable by which of the firm's employees are assigned, please specify the employee billing level, the cost per hour for this level, and the total number hours to be billed at this level. Information for any subcontractors must be included as well.

	<u>Description</u>	<u>Hour</u>	<u>Cost per hour</u>	<u>Cost</u>
Staff Level 1	_____	_____	_____	_____
Staff Level 2	_____	_____	_____	_____
Staff Level 3	_____	_____	_____	_____
Travel and other fixed expenses				_____
TOTAL				_____

Acknowledgement of Receipt of Addenda if any:
(If none received, write "NONE.")

Addendum Number Date Received

If awarded a contract, the undersigned hereby agrees to sign the contract and to furnish the necessary certificates if any.

Proposer's Authorized
Signatory (Print): _____

Signature: _____

Title: _____

Company Name: _____

Address: _____

Telephone Number: _____

Date: _____

Attachment 2: Certificate Regarding Workers' Compensation Insurance

Certificate Regarding Workers' Compensation Insurance

In conformance with current statutory requirements of Section 820 ILCS 305/1 et. seq., of the Illinois Labor Code, the undersigned certifies as follows:

“I am aware of the provisions of Section 820 ILCS 305/1 of the Labor Code which require every employer to be insured against liability for Worker’s Compensation or to undertake self-insurance in accordance with such provisions before commencing the performance of the work of this contract.”

Bidder/Contactor _____

Signature _____

Name and Title _____

Date _____

Attachment 3: Information to be provided by Bidder

The Bidder is required to supply the following information (if necessary, attach additional sheets):

Firm Name: _____ Contact Person: _____

Business Address:

Telephone: (____) _____ FAX: (____) _____ E-mail: _____

Years of Experience: _____

Type of Firm – Sole Proprietor, Partnership, Corporation, JointVenture;Etc.: _____

Organized under the laws of state of: _____

Business License No.: _____ Business License Expiration Date: _____

List names and addresses of owners of the firm or names and titles of officers of the corporation:

Client list of services rendered currently and/or in the recent past:

<u>Type of Service/Product</u>	<u>Date Completed</u>	<u>Name and Address of Client</u>	<u>Contact Name and Phone Number</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Credit References (Include contact person's name, address, and telephone number for at least three references, one of which must be the Bidder's bank):

- a. _____

- b. _____

- c. _____

Bidder hereby certifies that it (check one): _____ IS _____ IS NOT an eligible Disadvantaged Business Enterprise (DBE) as defined Sec. III, provision 31g1). If "IS" is checked, attach copy of document that certifies Bidder's status as a DBE.