

SERVICE PROVIDER AGREEMENT

This SERVICE PROVIDER AGREEMENT (“**Agreement**”) is entered into this ___ day of September, 2022 (“**Effective Date**”), by and between the CITY OF ALAMEDA, a municipal corporation (“the **City**”), and **KIMLEY-HORN AND ASSOCIATES, INC.**, a North Carolina corporation, whose address is **1300 CLAY STREET, SUITE 325, OAKLAND, CALIFORNIA 94612** (“**Provider**”), in reference to the following facts and circumstances:

RECITALS

- A. The City is a municipal corporation duly organized and validly existing under the laws of the State of California with the power to carry on its business as it is now being conducted under the statutes of the State of California and the Charter of the City.
- B. The City is in need of the following services: On-Call Complete Streets Engineering Services. City staff issued an RFP on June 23, 2022, and after a submittal period of twenty-six days received Twelve timely submitted proposals. Staff reviewed the proposals, interviewed qualified firms and selected the service provider that best meets the City’s needs.
- C. Provider possesses the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein.
- D. The City and Provider desire to enter into an agreement for On-Call Complete Streets Engineering Services, upon the terms and conditions herein.

AGREEMENT

NOW, THEREFORE, in consideration of the forgoing, which are incorporated herein by reference, and for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the City and Provider agree as follows:

1. TERM:

The term of this Agreement shall commence on the ___ day of September 2022, and shall terminate on the ___ day of September 2027, unless terminated earlier as set forth herein.

2. SERVICES TO BE PERFORMED:

Provider agrees to do all necessary work at its own cost and expense, to furnish all labor, tools, equipment, materials, except as otherwise specified, and to do all necessary work included in Exhibit A as requested. Provider acknowledges that the work plan included in Exhibit A is tentative and does not commit the City to request Provider to perform all tasks included therein.

3. COMPENSATION TO PROVIDER:

- a. By the 7th day of each month, Provider shall submit to the City an invoice for the total amount of work done the previous month. Pricing and accounting of charges are to be

according to the fee schedule as set forth in Exhibit B and incorporated herein by this reference. Extra work must be approved in writing by the City Manager or their designee prior to performance and shall be paid on a Time and Material basis as set forth in Exhibit B.

The total five-year compensation for this Agreement shall not exceed \$2,500,000.

4. TIME IS OF THE ESSENCE:

Provider and the City agree that time is of the essence regarding the performance of this Agreement.

5. STANDARD OF CARE:

Provider agrees to perform all services hereunder in a manner commensurate with the prevailing standards of like professionals or service providers, as applicable, in the San Francisco Bay Area and agrees that all services shall be performed by qualified and experienced personnel who are not employed by the City.

6. INDEPENDENT PARTIES:

Provider hereby declares that Provider is engaged as an independent business and Provider agrees to perform the services as an independent contractor. The manner and means of conducting the services and tasks are under the control of Provider except to the extent they are limited by statute, rule or regulation and the express terms of this Agreement. No civil service status or other right of employment will be acquired by virtue of Provider's services. None of the benefits provided by the City to its employees, including but not limited to unemployment insurance, workers' compensation plans, vacation and sick leave, are available from the City to Provider, its employees or agents. Deductions shall not be made for any state or federal taxes, FICA payments, PERS payments, or other purposes normally associated with an employer-employee relationship from any compensation due to Provider. Payments of the above items, if required, are the responsibility of Provider.

7. IMMIGRATION REFORM AND CONTROL ACT (IRCA):

Provider assumes any and all responsibility for verifying the identity and employment authorization of all of its employees performing work hereunder, pursuant to all applicable IRCA or other federal, or state rules and regulations. Provider shall indemnify, defend, and hold the City harmless from and against any loss, damage, liability, costs or expenses arising from any noncompliance of this provision by Provider.

8. NON-DISCRIMINATION:

Consistent with the City's policy and state and federal law that harassment and discrimination are unacceptable conduct, Provider and its employees, contractors, and agents shall not harass or discriminate against any job applicant, City employee, or any other person on the basis of any kind of any statutorily (federal, state or local) protected class, including but not limited to: race, religious creed, color, national origin, ancestry, disability (both mental and physical) including HIV and AIDS, medical condition (e.g. cancer), genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, pregnancy,

political affiliation, military and veteran status or legitimate union activities. Provider agrees that any violation of this provision shall constitute a material breach of this Agreement.

9. HOLD HARMLESS:

a. To the fullest extent permitted by law, Provider shall indemnify, defend (with counsel acceptable to the City) and hold harmless the City, its City Council, boards, commissions, officials, employees, agents and volunteers (“Indemnitees”) from and against any and all loss, damages, liability, obligations, claims, suits, judgments, costs and expenses whatsoever, including reasonable attorney’s fees and costs of litigation (“Claims”), arising from or in any manner connected to Provider’s performance of its obligations under this Agreement or out of the operations conducted by Provider even if the City is found to have been negligent. If the Claims filed against Indemnitees allege negligence, recklessness or willful misconduct on the part of Provider, Provider shall have no right of reimbursement against Indemnitees for the costs of defense even if negligence, recklessness or willful misconduct is not found on the part of Provider. Provider shall not have any obligations to indemnify Indemnitees if the loss or damage is found to have resulted solely from the negligence or the willful misconduct of the City. The defense and indemnification obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

b. As to Claims for professional liability only, Provider’s obligation to indemnify and defend Indemnitees (as set forth above) is limited as provided in California Civil Code Section 2782.8.

c. Provider’s obligation to indemnify, defend and hold harmless Indemnities shall expressly survive the expiration or early termination of this Agreement.

10. INSURANCE:

a. On or before the commencement of the terms of this Agreement, Provider shall furnish the City’s Risk Manager with certificates showing the type, amount, class of operations covered, effective dates and dates of expiration of insurance coverage in compliance with Sections 10.b. (1) through (4) Such certificates, which do not limit Provider’s indemnification, shall also contain substantially the following statement:

“Should any of the above insurance covered by this certificate be canceled or coverage reduced before the expiration date thereof, the insurer affording coverage shall provide thirty (30) days’ advance written notice to the City of Alameda. Attention: Risk Manager.”

Provider shall maintain in force at all times during the performance of this Agreement all appropriate coverage of insurance required by this Agreement with an insurance company licensed to offer insurance business in the State of California with a current A.M. Best’s rating of no less than A:VII or Standard & Poor’s Rating (if rated) of at least BBB unless otherwise acceptable to the City. Provider shall deliver updated insurance certificates to the City at the address described in Section 17.f. prior to the expiration of the existing insurance certificate for the duration of the term of Agreement. Endorsements naming the City, its City Council, boards,

commissions, officials, employees, agents, and volunteers as additional insured shall be submitted with the insurance certificates.

OS
ADP

Provider Initials

b. COVERAGE REQUIREMENTS:

Provider shall maintain insurance coverage and limits at least as broad as:

(1) Workers' Compensation:

Statutory coverage as required by the State of California.

(2) Liability:

Commercial general liability coverage in the following minimum limits:

Bodily Injury:	\$1,000,000 each occurrence
	\$2,000,000 aggregate - all other
Property Damage:	\$1,000,000 each occurrence
	\$2,000,000 aggregate

If submitted, combined single limit policy with per occurrence limits in the amounts of \$2,000,000 and aggregate limits in the amounts of \$4,000,000 will be considered equivalent to the required minimum limits shown above. Additional Insured Endorsement naming the City, its City Council, boards, commissions, officials, employees, agents, and volunteers is required.

(3) Automotive:

Comprehensive automobile liability coverage (any auto) in the following minimum limits:

Bodily injury:	\$1,000,000 each occurrence
Property Damage:	\$1,000,000 each occurrence
or	
Combined Single Limit:	\$2,000,000 each occurrence

Additional Insured Endorsement naming the City, its City Council, boards, commissions, officials, employees, agents, and volunteers is required.

(4) Professional Liability:

Professional liability insurance which includes coverage appropriate for the professional acts, errors and omissions of Provider's profession and work hereunder, including, but not limited to, technology professional liability errors and omissions if the services being provided are technology-based, in the following minimum limits:

\$2,000,000 each occurrence

Technology professional liability errors and omissions shall include, or be endorsed to include, property damage liability coverage for damage to, alteration of, loss of, or destruction of electronic data and/or information “property” of the City in the care, custody, or control of Provider. If not covered under Provider’s liability policy, such “property” coverage of the City may be endorsed onto Provider’s Cyber Liability Policy as covered property as follows: cyber liability coverage in an amount sufficient to cover the full replacement value of damage to, alteration of, loss of, or destruction of electronic data and/or information “property” of the City that will be in the care, custody, or control of Provider.

As to commercial general liability and automobile liability insurance, such insurance will provide that it constitutes primary insurance with respect to claims insured by such policy, and, except with respect to limits, that insurance applies separately to each insured against whom claim is made or suit is brought. Such insurance is not additional to or contributing with any other insurance carried by or for the benefit of the City.

c. SUBROGATION WAIVER:

Provider hereby agrees to waive rights of subrogation that any insurer of Provider may acquire from Provider by virtue of the payment of any loss. Provider agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether the City has received a waiver of subrogation endorsement from the insurer. The Workers’ Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by Provider, its employees, agents and subcontractors.

d. FAILURE TO SECURE:

If Provider at any time during the term hereof should fail to secure or maintain the foregoing insurance, the City shall be permitted to obtain such insurance in Provider’s name or as an agent of Provider and shall be compensated by Provider for the costs of the insurance premiums at the maximum rate permitted by law and computed from the date written notice is received that the premiums have not been paid.

e. ADDITIONAL INSURED(S):

The City, its City Council, boards, commissions, officials, employees, agents, and volunteers shall be named as additional insured(s) under all insurance coverages, except workers’ compensation and professional liability insurance. The naming of an additional insured shall not affect any recovery to which such additional insured would be entitled under this policy if not named as such additional insured. An additional insured named herein shall not be held liable for any premium, deductible portion of any loss, or expense of any nature on this policy or any extension thereof. Any other insurance held by an additional insured shall not be required to contribute anything toward any loss or expense covered by the insurance provided by this policy. Additional Insured coverage under Provider’s policy shall be primary and non-contributory and will not seek contribution from the City’s insurance or self-insurance. Any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits shall be available to the additional insured(s).

E. **SUFFICIENCY OF INSURANCE:**

The insurance limits required by the City are not represented as being sufficient to protect Provider. Provider is advised to consult Provider's insurance broker to determine adequate coverage for Provider. The coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of the coverage carried by or available to Provider; whichever is greater.

11. **CONFLICT OF INTEREST:**

Provider warrants that it is not a conflict of interest for Provider to perform the services required by this Agreement. Provider may be required to fill out a conflict of interest form if the services provided under this Agreement require Provider to make certain governmental decisions or serve in a staff capacity as defined in Title 2, Division 6, Section 18700 of the California Code of Regulations.

12. **PROHIBITION AGAINST TRANSFERS:**

a. Provider shall not assign, sublease, hypothecate, or transfer this Agreement, or any interest therein, directly or indirectly, by operation of law or otherwise, without prior written consent of the City Manager. Provider shall submit a written request for consent to transfer to the City Manager at least thirty (30) days in advance of the desired transfer. The City Manager or their designee may consent or reject such request in their sole and absolute discretion. Any attempt to do so without said consent shall be null and void, and any assignee, sublessee, hypothecate or transferee shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer. However, claims for money against the City under this Agreement may be assigned by Provider to a bank, trust company or other financial institution without prior written consent.

b. The sale, assignment, transfer or other disposition of any of the issued and outstanding capital stock, membership interest, partnership interest, or the equivalent, which shall result in changing the control of Provider, shall be construed as an assignment of this Agreement. Control means fifty percent or more of the voting power of Provider.

13. **APPROVAL OF SUB-PROVIDERS:**

a. Only those persons and/or businesses whose names and resumés are attached to this Agreement shall be used in the performance of this Agreement. However, if after the start of this Agreement, Provider wishes to use sub-providers, at no additional costs to the City, then Provider shall submit a written request for consent to add sub-providers including the names of the sub-providers and the reasons for the request to the City Manager at least five (5) days in advance. The City Manager may consent or reject such requests in their sole and absolute discretion.

b. Each sub-provider shall be required to furnish proof of workers' compensation insurance and shall also be required to carry general, automobile and professional liability insurance (as applicable) in reasonable conformity to the insurance carried by Provider.

c. In addition, any tasks or services performed by sub-providers shall be subject to each provision of this Agreement. Provider shall include the following language in their agreement with any sub-provider: “Sub-providers hired by Provider agree to be bound to Provider and the City in the same manner and to the same extent as Provider is bound to the City.”

d. The requirements in this Section 13 shall not apply to persons who are merely providing materials, supplies, data or information that Provider then analyzes and incorporates into its work product.

14. PERMITS AND LICENSES:

Provider, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate permits, certificates and licenses, including a City business license that may be required in connection with the performance of the services and tasks hereunder.

15. REPORTS:

a. Each and every report, draft, work product, map, record and other document produced, prepared or caused to be prepared by Provider pursuant to or in connection with this Agreement shall be the exclusive property of the City.

b. No report, information or other data given to or prepared or assembled by Provider pursuant to this Agreement shall be made available to any individual or organization by Provider without prior approval of the City Manager or their designee.

c. Provider shall, at such time and in such form as City Manager or their designee may require, furnish reports concerning the status of services and tasks required under this Agreement.

16. RECORDS:

a. Provider shall maintain complete and accurate records with respect to the services, tasks, work, documents and data in sufficient detail to permit an evaluation of Provider’s performance under the Agreement, as well as maintain books and records related to sales, costs, expenses, receipts and other such information required by the City that relate to the performance of the services and tasks under this Agreement (collectively the “**Records**”).

b. All Records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Provider shall provide free access to the Records to the representatives of the City or its designees during regular business hours upon reasonable prior notice. The City has the right to examine and audit the Records, and to make copies or transcripts therefrom as necessary, and to allow inspection of all proceedings and activities related to this Agreement. Such Records, together with supporting documents, shall be kept separate from other documents and records and shall be maintained by Provider for a period of three (3) years after receipt of final payment.

c. If supplemental examination or audit of the Records is necessary due to concerns raised by the City’s preliminary examination or audit of records, and the City’s supplemental

examination or audit of the records discloses a failure to adhere to appropriate internal financial controls, or other breach of this Agreement or failure to act in good faith, then Provider shall reimburse the City for all reasonable costs and expenses associated with the supplemental examination or audit.

17. NOTICES:

a. All notices shall be in writing and delivered: (i) by hand; or (ii) sent by registered, express, or certified mail, with return receipt requested or with delivery confirmation requested from the U.S. postal service; or (iii) sent by overnight or same day courier service at the party's respective address listed in this Section.

b. Each notice shall be deemed to have been received on the earlier to occur of: (x) actual delivery or the date on which delivery is refused; or (y) three (3) days after notice is deposited in the U.S. mail or with a courier service in the manner described above (Sundays and City holidays excepted).

c. Either party may, at any time, change its notice address (other than to a post office box address) by giving the other party three (3) days prior written notice of the new address.

d. All notices, demands, requests, or approvals from Provider to the City shall be addressed to the City at:

City of Alameda
Public Works Department
950 West Mall Square, Room 110
Alameda, CA 94501
ATTENTION: Tawfic N. Halaby, Supervising Civil Engineer
Ph: (510) 747-7937 / Cell: (510) 381-8963
Email: thalaby@alamedaca.gov

e. All notices, demands, requests, or approvals from the City to Provider shall be addressed to Provider at:

Kimley-Horn and Associates, Inc.
1300 Clay Street, Suite 325
Oakland, CA 94612
ATTENTION: Ryan J. Dole, P.E., T.E.
Phone: (510) 350-0231 / Email: ryan.dole@kimley-horn.com

f. All updated insurance certificates from Provider to the City shall be addressed to the City at:

City of Alameda
Public Works Department
950 West Mall Square, Room 110
Alameda, CA 94501
ATTENTION: Jeanette Navarro, Engineering Office Assistant
Ph: (510) 747-7932 / Email: jnavarro@alamedaca.gov

18. SAFETY:

a. Provider will be solely and completely responsible for conditions of all vehicles owned or operated by Provider, including the safety of all persons and property during performance of the services and tasks under this Agreement. This requirement will apply continuously and not be limited to normal working hours. In addition, Provider will comply with all safety provisions in conformance with U.S. Department of Labor Occupational Safety and Health Act, any equivalent state law, and all other applicable federal, state, county and local laws, ordinances, codes, and any regulations that may be detailed in other parts of the Agreement. Where any of these are in conflict, the more stringent requirements will be followed. Provider's failure to thoroughly familiarize itself with the aforementioned safety provisions will not relieve it from compliance with the obligations and penalties set forth herein.

b. Provider will immediately notify the City within 24 hours of any incident of death, serious personal injury or substantial property damage that occurs in connection with the performance of this Agreement. Provider will promptly submit to the City a written report of all incidents that occur in connection with this Agreement. This report must include the following information: (i) name and address of injured or deceased person(s); (ii) name and address of Provider's employee(s) involved in the incident; (iii) name and address of Provider's liability insurance carrier; (iv) a detailed description of the incident; and (v) a police report.

19. TERMINATION:

a. In the event Provider fails or refuses to perform any of the provisions hereof at the time and in the manner required hereunder, Provider shall be deemed in default in the performance of this Agreement. If such default is not cured within two (2) business days after receipt by Provider from the City of written notice of default, specifying the nature of such default and the steps necessary to cure such default, the City may thereafter immediately terminate the Agreement forthwith by giving to Provider written notice thereof.

b. The foregoing notwithstanding, the City shall have the option, at its sole discretion and without cause, of terminating this Agreement by giving seven (7) days' prior written notice to Provider as provided herein.

c. Upon termination of this Agreement either for cause or for convenience, each party shall pay to the other party that portion of compensation specified in this Agreement that is earned and unpaid prior to the effective date of termination. The obligation of the parties under this Section 19.c. shall survive the expiration or early termination of this Agreement.

20. ATTORNEYS' FEES:

In the event of the bringing of any action or suit by a party hereto against the other party by reason of any breach of any covenants, conditions, obligation or provision arising out of this Agreement, the prevailing party shall be entitled to recover from the non-prevailing party all of its costs and expenses of the action or suit, including reasonable attorney's fees, experts' fees, all court costs and other costs of action incurred by the prevailing party in connection with the prosecution or defense of such action and enforcing or establishing its rights hereunder (whether or not such action is prosecuted to a judgment). For the purposes of this Agreement, reasonable fees of attorneys of the Alameda City Attorney's office shall be based on the fees regularly charged by private attorneys with the equivalent number of years of experience in the subject matter area of the law for which the services were rendered who practice in Alameda County in law firms with approximately the same number of attorneys as employed by the Alameda City Attorney's Office.

21. HEALTH AND SAFETY REQUIREMENTS.

Provider acknowledges that the City shall have the right to impose, at the City's sole discretion, requirements that it deems are necessary to protect the health and safety of the City employees, residents, and visitors. Provider agrees to comply with all such requirements, including, but not limited to, mandatory vaccinations, the use of personal protective equipment (e.g. masks), physical distancing, and health screenings. Provider also agrees to make available to the City, at the City's request, records to demonstrate Provider's compliance with this Section. [See Certification of Compliance attached.]

22. COMPLIANCE WITH ALL APPLICABLE LAWS:

During the term of this Agreement, Provider shall keep fully informed of all existing and future state and federal laws and all municipal ordinances and regulations of the City of Alameda which affect the manner in which the services or tasks are to be performed by Provider, as well as all such orders and decrees of bodies or tribunals having any jurisdiction or authority over the same. Provider shall comply with all applicable laws, state and federal and all ordinances, rules and regulations enacted or issued by the City.

23. CONFLICT OF LAW:

This Agreement shall be interpreted under, and enforced by the laws of the State of California without regard to any choice of law rules which may direct the application of laws of another jurisdiction. The Agreement and obligations of the parties are subject to all valid laws, orders, rules, and regulations of the authorities having jurisdiction over this Agreement (or the successors of those authorities). Any suits brought pursuant to this Agreement shall be filed with the courts of the County of Alameda, State of California.

24. WAIVER:

A waiver by the City of any breach of any term, covenant, or condition contained herein shall not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant, or condition contained herein, whether of the same or a different character.

25. INTEGRATED CONTRACT:

Subject to the language of Section 30, the Recitals and exhibits are a material part of this Agreement and are expressly incorporated herein. This Agreement represents the full and complete understanding of every kind or nature whatsoever between the parties hereto, and all preliminary negotiations and agreements of whatsoever kind or nature are merged herein. No verbal agreement or implied covenant shall be held to vary the provisions hereof. Any modification of this Agreement will be effective only by written execution signed by both the City and Provider.

26. CAPTIONS:

The captions in this Agreement are for convenience only, are not a part of the Agreement and in no way affect, limit or amplify the terms or provisions of this Agreement.

27. COUNTERPARTS:

This Agreement may be executed in any number of counterparts (including by fax, PDF, DocuSign, or other electronic means), each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

28. SIGNATORY:

By signing this Agreement, signatory warrants and represents that they executed this Agreement in their authorized capacity and that by their signature on this Agreement, they or the entity upon behalf of which they acted, executed this Agreement.

29. CONTROLLING AGREEMENT:

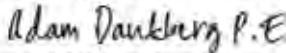
In the event of a conflict between the terms and conditions of this Agreement (as amended, supplemented, restated or otherwise modified from time to time) and any other terms and conditions wherever contained, including, without limitation, terms and conditions included within exhibits, the terms and conditions of this Agreement shall control and be primary.

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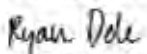
IN WITNESS WHEREOF, the parties have each caused this Agreement to be duly executed on its behalf as of the Effective Date.

KIMLEY-HORN AND ASSOCIATES, INC.
a North Carolina Corporation

CITY OF ALAMEDA
a municipal corporation

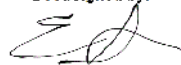
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 CA70598
Adam Dankberg, P.E.
Vice President

Nancy Bronstein
Interim City Manager

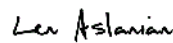
DocuSigned by:
 CA717296694
Ryan Dole
Assistant Secretary

RECOMMENDED FOR APPROVAL



DocuSigned by:
 21DC39E8C019480...
Erin Smith
Public Works Director

APPROVED AS TO FORM:
City Attorney

DocuSigned by:
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Len Aslanian
Assistant City Attorney

Certification of Compliance With the City of Alameda's Vaccination Requirement

The City of Alameda ("City") requires all individuals who perform work for the City to be fully vaccinated¹ against COVID-19. All service providers and contractors for the City must sign the following statement certifying compliance with this requirement.

By signing below, I certify that all of our personnel who are performing work for the City are fully vaccinated against COVID-19. I also acknowledge that the City reserves the right to review any relevant records to demonstrate our compliance with this requirement.
I declare under penalty of perjury that the foregoing is true and correct.

Kimley-Horn

Date: 8/23/2022

DocuSigned by:

Adam Dankberg P.E.

449C65008490466

By: Adam Dankberg
Its Vice President

¹ For the purposes of this Certification of Compliance, an individual is considered to be fully vaccinated if two weeks have passed since their second dose in a 2-dose series (such as the Pfizer or Moderna vaccines) or if two weeks have passed since receiving their single-dose vaccine (such as Johnson & Johnson's Janssen vaccine).

Proposal to Provide | City of Alameda
**On-Call Complete Streets
Engineering Services**





LETTER OF INTEREST

July 18, 2022

Tawfic Halaby, Supervising Civil Engineer
City of Alameda
950 West Mall Square, Room 110
Alameda, CA 94501

Kimley-Horn
1300 Clay Street, Suite 325
Oakland, CA 94612
510 350 0231
www.kimley-horn.com

RE: Proposal to Provide Complete Streets Engineering Services

Dear Mr. Halaby and Members of the Selection Committee:

The City of Alameda (City) is making large and exciting investments toward improving transportation throughout the City to revitalize and repurpose the City's roadways to make them safer, resilient, and sustainable. Having grown up in Alameda and still currently living in the City, I (Ryan) am an eager resident looking forward to the implementation of the various on-going and planned projects the City has in store. I congratulate the City for all the progress made in a wide-range of project types; from critical traffic safety improvements, like the High Injury Corridor Daylighting project, to investigating innovative traffic control techniques in the Citywide Roundabout Analysis Study. Kimley-Horn is very excited about this opportunity to partner with the City through this Complete Streets and Pavement Management On-Call and look forward to helping you to further the City's vision of providing *"a well-designed, safe, multimodal transportation system that meets the needs of all residents, visitors, and business owners, employees and customers, regardless of income, background, ability, neighborhood, or mode of travel"*.

The successful administration of complete streets and pavement rehabilitation projects requires a consultant team with a wide variety of skills and depth of expertise, while also having the flexibility, creativity, and resources to respond and deliver on the City's needs. We are confident we are a consultant that will meet and exceed those expectations for the following reasons:

- **Proven Multimodal and Complete Streets Experience** – While Kimley-Horn has decades of traffic calming, complete streets, and active transportation implementation experience, it is our recent experience in the planning, design, and implementation of multimodal innovations that sets us apart in the industry. As part of the **City of Oakland Pavement Management Program**, over the past five years, Kimley-Horn has led the planning and design efforts of the 30+ miles of pavement rehabilitation corridor which included transit facilities, traffic circles, ADA upgrades for sidewalk and curb ramp, bikeways, traffic calming, and safety enhancements. As part of the **East San Jose Multimodal Transportation Improvement Plan**, Kimley-Horn configured tactical transit-only lanes along Santa Clara Street, which would extend an existing BRT segment approximately two miles. That project entailed significant community engagement with a diverse set of stakeholders and is anticipated to be implemented as part of a re-paving project by the City of San Jose. Other relevant urbanism projects completed or in progress by Kimley-Horn include multimodal improvements along 6.5 miles of the **San Pablo Avenue Corridor** between Oakland and Albany (Alameda CTC); bicycle, pedestrian, and transit improvements on **North Fremont Street** (City of Monterey); and Class IV bike lanes along **Winchester Boulevard** (Town of Los Gatos).
- **Comprehensive Technical Resources** – Kimley-Horn is the "one-stop-shop" perfectly suited to support your program, as we have the various required engineering and design services housed under one roof, including civil engineering, drainage and hydrology, environmental services, pavement management, transportation planning, and traffic engineering and operations. We have complemented our in-house team with strategic learning partners—**Alta Planning + Design** (transportation planning and public outreach), **Bottomley Design & Planning** (streetscape and urban design), **PLS Surveys** (topographical surveying), **Sequoia Ecological Consulting** (biological/environmental), **A/HC** (cultural/environmental), and **Ninyo & Moore** (geotechnical/hazardous testing). Based on these diverse backgrounds, we are confident that we can provide the right staff for any of the professional services that stem from this contract.
- **Specialized Expertise Leveraging Complete Streets with Pavement Rehabilitation for Complete Streets** – We appreciate that the City recognizes the value in pairing complete streets and pavement management projects together to deliver comprehensive improvements to the City's street networks. The traditional "match existing" approach to pavement management is a missed opportunity and we commend the City's vision to incorporate a complete streets approach into paving projects like the Grand Street Pavement Resurfacing and Safety Improvement Project. We are proud to have been part of the City's efforts by providing traffic engineering services for the **Alameda 2019 Pavement Management** cycle. Kimley-Horn's notable recent experience of designing complete streets improvements in conjunction with pavement program projects include the **Broadway Transit and Pedestrian Safety Improvement Project** in Oakland, the **Grange Middle School SRTS Project** in Fairfield, and **Sunnyvale Avenues SRTS Project** in Sunnyvale. These projects showcased our ability to meet the various technical specialties that arose, from traffic studies and environmental clearance all the way through design and construction.

¹ Excerpt from the mobility element of the City General Plan
https://ip.cdh-websites.com/11751050/files/uploaded/ADP_GeneralPlan_Final_Web_Dec2021_9HAJ63WjP3QXWJv0E3.pdf



Exhibit A

In addition to the points made above, Kimley-Horn acknowledges and presents the following in accordance with the RFP:

- **Consultant's Availability and Time to Dedicate Necessary Resources.** As noted previously, Kimley-Horn has demonstrated our ability to develop and execute projects to meet the scheduling needs of the City of Alameda. With more than 100 engineers and planners based in the San Francisco Bay Area, we are able to quickly mobilize and allocate staff based on the project demands.
- **Minimum Qualifications.** Founded in 1967, Kimley-Horn has been practicing transportation planning and engineering since the beginning of the company. In the Bay Area, we have been providing the same services requested under this on-call since the mid-1990s. As of this proposal submittal, Kimley-Horn is registered and in good standing with the California Secretary of State. We exceed the minimum qualifications listed in the City's RFP, as demonstrated through the qualifications and experience outlined in our proposal.
- **RFP Provisions.** Kimley-Horn intends to adhere to the provisions described in the City's RFP.
- **City of Alameda Standard Service Provider Agreement.** We have reviewed the City's standard service provider agreement and propose the modifications included in the appendix at the end of our proposal.
- **Contact.** The contact person responsible for the submittal of this proposal is **Project Manager Ryan Dole, P.E., T.E.** If you have any questions or need any additional information regarding our team or qualifications, please feel free to contact me at the information listed below.
- **Description of Organization.** Kimley-Horn, founded in Raleigh, NC, in 1967, is a full-service engineering, planning, and environmental consulting firm with more than 6,700 employees located in 100+ offices nationwide. Kimley-Horn provides services in aviation, environmental sciences, ITS, land development, landscape architecture, transit, transportation, urban planning, and water resources.
- **Vaccination Compliance.** All proposed team members who would perform work for the City—including Kimley-Horn and our subconsultants—are fully vaccinated against COVID-19 and comply with the City of Alameda's Vaccination Requirement.

By choosing Kimley-Horn as your consultant, you capitalize on our team's expertise, resources, and proven ability to put your needs first as we help you develop effective, practical solutions for your anticipated projects. Thank you for your time and consideration of our qualifications and proposal. We look forward to hearing from you, as we are eager to continue to serve and partner with the City in the future.

Sincerely,
KIMLEY-HORN

Ryan J. Dole, P.E., T.E.
Project Manager and Contact Person
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Adam J. Dankberg, P.E.
Vice President and Authorized Representative
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RELEVANT EXPERIENCE OF KEY PERSONNEL AND THE FIRM

Key Personnel Experience

Kimley-Horn knows that when you choose a consulting firm, you are really choosing the people who will bring you technical expertise, hands-on experience with similar projects, and a commitment to timely, first-rate deliverables and client service. That's why we've carefully considered the composition of our team, identifying only the most qualified personnel with recent, relevant project experience to be able to work with you. For additional details on our team members' experience performing similar services for local agencies, please refer to the resumes section.

Ryan Dole, P.E., T.E. will lead our capable team as a dedicated Project Manager. Ryan, who is a third-generation Alameda resident, has more than 16 years of civil engineering and project management experience and is Kimley-Horn's on-call coordinator for a variety of civil and traffic engineering contracts including with the Cities of Daly City, Oakland, and Santa Clara. In addition, he has led the Kimley-Horn team on the City of Alameda's Transportation On-Call since 2015 and is familiar with City staff and processes. Ryan's complete streets management experience includes project managing the Latham Square Pedestrian Plaza project in Oakland and leading the design of Alameda CTC's San Pablo Multimodal Corridor project.

Ryan is supported by a comprehensive, full-service team that brings recent, relevant experience completing similar complete streets and pavement management projects. In addition to the staff listed in our organizational chart, we are able to reallocate staffing resources from our other California offices to supplement our local staff to meet project demands and milestones.

Kevin Aguigui, P.E., T.E., E.E., CSEP has more than 30 years of extensive hands-on experience in the planning, design, and integration of municipal roadway, traffic signal systems, transit signal priority/bus rapid transit (BRT) systems, transit management systems, and electrical systems. Kevin has served as project manager where he has prepared detailed traffic operations analyses and PS&E documents for traffic signal installations including at-grade, heavy, and light rail crossings (median and side-running trains), interchanges, and railroad preemption. **Kevin has lived in Alameda for over 20 years, and his thorough familiarity with the City will bring unique insights while he partners with Ryan to lead this on-call.**

Megan Ulery, P.E., LEED AP has over 18 years of land development and capital improvement project experience. She routinely provides project management and civil engineering services for both municipalities and private developers. Megan is well-versed in park design, mass grading, rough grading, precise grading, street improvements, bikeway design, ADA compliance, sewer and water design, storm drain system design, hydrology, and hydraulics.

Danae Hall, AICP has been responsible for the management and analysis of EIRs and other environmental documents under CEQA and NEPA for clients throughout the Bay Area. Her work has focused on land use development and transportation projects, with an emphasis on advancing climate change solutions, while still balancing the development interests of her clients. In addition to project management, Danae has been responsible for public presentations, community outreach activities, and project event organization.

Adam Dankberg, P.E. has over 16 years of transportation planning and engineering experience. He has worked on a wide variety of transportation projects throughout the country, including multimodal corridor studies, complete streets studies, specific plans, transit analyses, transit facilities, and development studies. Adam is experienced in numerous transportation modeling, analysis, and simulation platforms. Adam is particularly adept at communicating complex technical analysis and design to diverse audiences to achieve consensus and support.

Marcy Kamerath, CPSWQ, QSD/P has over 12 years of professional experience working on environmental compliance programs at the municipal, state, and federal level, including for the City of Alameda. Her professional experience includes managing environmental documents and compliance for transportation and infrastructure projects for cities and counties projects, managing multidisciplinary capital projects, negotiating and obtaining environmental permits, and leading environmental compliance during construction.

John Pulliam, P.E. has more than 20 years of civil engineering and design experience. He is passionate about complete streets, having worked on a number of bicycle, pedestrian, and transit related projects. John has managed highly complex projects of all types including concept, preliminary, and final designs. He has designed street modifications, including complete/green streets, roundabouts, and transit facility design including bus bulb-outs; pads and BRT stations; utility relocation/coordination and design; ADA compliance improvements, detention basins and outfall structures; construction oversight; and general civil engineering.

Timothy Miller, P.E. is an experienced project manager who offers a deep pavement engineering and pavement management background. His 15-year career has focused on pavement condition evaluation and pavement management system implementation for a diverse group of clients including public agencies of all sizes, state DOTs, the Department of Defense, commercial airports, and intermodal facilities. Tim currently serves on the Transportation Research Board's Committee on Pavement Condition Evaluation (AKP10) and the ASTM E17 industry working group.

Elbert Chang, P.E., T.E. has more than 20 years of engineering and management experience in a variety of traffic engineering, ITS, and transportation planning projects in both the public and private sectors. Elbert has worked on numerous projects involving traffic signal and communications network design, transit signal priority design and implementation, signal timing coordination plan implementation, and analysis and simulation of traffic signal operations.



Exhibit A

Sean Houck, P.E. has 25 years of transportation projects experience for state and local agencies throughout California. Importantly, he has over 18 years of experience in the planning and design of mini, single-lane, and multi-lane roundabouts across the country. Sean's experience includes the preparation of feasibility studies, intersection control evaluations, project initiation documents, project assessment, and environmental documents.

Tyler Whaley, P.E., QSD/P, ENV SP has 15 years of experience in civil engineering design and management, primarily focused on stormwater impacts for public and private projects. His technical expertise includes a broad variety of civil engineering design aspects including grading, drainage, utility design, along with extensive knowledge of hydrology and hydraulics as well as water quality standards.

Terence Bottomley, RLA, AICP has more than 25 years of experience and has completed over 100 urban design- and city planning-related projects. His professional work focuses on pedestrian- and transportation-oriented development planning and capital improvements. Work products include land use and development master plans, zoning standards, design guidelines, and detailed design and construction drawings for streets and public spaces.

Mauricio Hernandez is an experienced multimodal planner with 14 years of experience who prioritizes equity in all aspects of his practice. Originally from Bogotá, Colombia, he strives to incorporate bilingual public involvement strategies into the transportation planning process. He has a background working in micromobility and multimodal transportation, having led the implementation and evaluation of countless bike share programs throughout the US, as well as national studies for FHWA and the National Academies of Science.

Mauricio's passion lies in the development and implementation of active transportation, tactical urbanism, and open streets projects with a focus on public engagement and data analytics.

Kristopher Larson, P.E., QSP/QSD is experienced in brownfields investigations and remediation, transactional environmental due diligence, subsurface site characterization, stormwater management, site remediation, and construction/demolition planning and supervision. Kristopher has worked closely with all local, state, and federal environmental agencies, including the California EPA Department of Toxic Substances Control (DTSC), United States Environmental Protection Agency (US EPA), RWQCB, Army Corps of Engineers, and numerous local oversight programs.

Deven Young, PLA, ASLA has 16 years of experience as a principal designer and project manager, adept at overseeing and facilitating design and implementation for mobility corridors, trails, parks, and open space projects. He manages large, interdisciplinary consultant teams on projects that meet client expectations and are delivered on time and within budget. Deven has delivered some of the largest and most complex active transportation projects in the country.

Brian Sowers, P.E. has 23 years of experience in providing a broad range of traffic and civil engineering services to public agencies. His experience includes signal timing and coordination for over 3,000 signals, signal system design and evaluation for over 200 signals, signal interconnect design, signing and striping design, street lighting design, minor civil improvement layout and design, pedestrian/bicycle studies, ramp metering studies, traffic operations and safety studies, and analysis and design for ITS.

ORGANIZATIONAL CHART



* Denotes key personnel

Subconsultants:

1. AHC Heritage
2. Alta Planning + Design, Inc.
3. Bottomley Design & Planning Associates
4. Ninyo and Moore
5. PLS Surveys, Inc.
6. Sequoia Ecological Consulting, Inc.



Firm Experience

Kimley-Horn consistently demonstrates its ability to effectively provide innovative, high-quality consulting services. Today, as a fully integrated, multidisciplinary consulting firm, we offer the variety of in-house services required for this on-call, including the following.

PAVEMENT MANAGEMENT AND DESIGN

Kimley-Horn is a certified pavement management vendor through MTC, a certification program that is one of the most rigorous in the nation. Two of our key staff, **Tim Miller, P.E.** and **Brendan Pittman, P.E.**, are certified by MTC through the Rater Certification Program (RCP). We provide pavement evaluation, maintenance/management, design, and construction services, including field condition surveys of pavements, inventory, pavement alternative evaluations, structural evaluation and expected life of pavements, maintenance repair needs, economic analysis, capital improvement budgeting, prioritization of pavement projects, implementation of the MicroPAVER™ program and Geographic Information Systems (GIS), training of staff, grant administration, engineering, and construction. Our knowledge of StreetSaver™, PAVER™, and other pavement management software systems allows our team to combine pavement rating expertise with practical project recommendations to provide a baseline for identifying and prioritizing pavement preservation and rehabilitation projects. Our innovative approach, ability to troubleshoot pavement issues, experience, expertise, and commitment to quality pavement evaluations, maintenance, management, and engineering services make Kimley-Horn an industry leader.

CIVIL ENGINEERING

Civil engineering forms the backbone of our qualifications to serve as your consulting engineer. At Kimley-Horn, we have experienced professionals in all aspects of civil engineering, including roadway, site development, utility engineering, traffic engineering, electrical engineering, stormwater management, structural engineering, and hydraulic/hydrologic modeling, among others. We have the in-house capabilities to provide you with any civil engineering needs you may have. Our depth of resources means you will benefit from experienced professionals who work together and practice civil engineering for public sector clients every day.

ROUNABOUT EXPERIENCE

Kimley-Horn recognized the potential of the roundabout as an intersection design solution years ago, and has since completed both feasibility studies and final design for roundabout projects in California and throughout the nation. During this time, we have been diligent in learning everything we can about the evolving art of roundabout design.

Beyond the books, we have become active participants in roundabout interest groups including local and nationally recognized roundabout seminars, webinars, and conferences. It is not just our practice, but also our passion, that has afforded Kimley-Horn the opportunity to work on more than 1,100 roundabout projects nationwide. As for practical experience, over the past five years alone, our staff has provided more than 75 clients with:

- Intersection Control Evaluation (ICE) analysis
- Roundabout geometric feasibility analysis
- Preliminary and final design
- Concept and design peer review
- Roundabout construction plans

A detailed illustration of our team's roundabout experience can be found to the right. These roundabout projects include modern roundabouts, mini roundabouts, roadway design, structural design, landscaping architecture, and traffic engineering elements.



ENVIRONMENTAL SERVICES

Kimley-Horn's environmental services team provides complete environmental compliance services for public works projects, including roadway, pedestrian and bicycle trail, traffic, parks, transit, and site development projects. Kimley-Horn produces environmental documents that are sensitive to the public's concern for resource protection and community impacts as well as to the real-world issues associated with the cost and feasibility of implementing mitigation programs. Our team draws upon years of experience with public improvement project documents to assess project designs that minimize impacts to the natural environment and community.



COMPLETE STREETS AND ACTIVE TRANSPORTATION

Kimley-Horn is a complete streets planning and engineering firm. In fact, Kimley-Horn is one of the primary authors of the Institute of Transportation Engineers' (ITE) recommended practice: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. In addition, our team of planners and engineers work in tandem to develop plans that apply best practices, such as National Association of City Transportation Officials (NACTO's) Urban Streets Design Guidelines.

Kimley-Horn understands that active transportation facilities are critical components within a multimodal transportation system that encourages bicycling and walking as a viable commuting and recreational transportation option. Facilities such as sidewalks, multi-use paths, and protected bike lanes designate space for biking and walking that need to be planned and designed based on the community need and experience level, and they also need to be combined with infrastructure, such as enhanced intersections with safety treatments, wayfinding, and other features to greatly enhance the users' experience and ultimately encourage greater use. Our team's collective understanding and experience in active transportation planning and engineering will serve the City in a highly effective manner resulting from our team's ability to work collaboratively in a public agency environment.

DRAINAGE AND HYDROLOGY

The firm's drainage engineering services include the design of canals, culvert crossings, water control structures, roads, levees, bridges, and pump station structures as well as stormwater treatment, such as bioretention, filters, rain water capture and reuse, and large flood control projects. Representative project areas range in size from one acre to more than 130,000 acres, and our engineers have been called upon by numerous public agencies and major agricultural, industrial, and residential developers. Our staff has the expertise to conduct preliminary studies and drainage consultation, prepare stormwater management plans, conduct bridge scour analyses, prepare Federal Emergency Management Agency (FEMA) map revisions, perform floodplain analyses, and coordinate permit applications on behalf of our clients. Kimley-Horn's engineering professionals are well-versed in stormwater regulations throughout the state of California to help clients understand the permitting process and guide them through difficult development decisions.

TRANSPORTATION PLANNING

Kimley-Horn has assisted numerous local and state agencies in developing transportation plans and programs for both short- and long-range improvements. These and other assignments in transportation planning, network analysis, economics, urban and regional planning, and engineering design have positioned Kimley-Horn as a national leader in the transportation field. The design of transportation facilities is a key area of Kimley-Horn's professional practice. We have provided these services for urban, rural, primary, secondary, and interstate roadways for clients ranging from municipalities and state departments of transportation to private developers.

TRAFFIC ENGINEERING

Kimley-Horn has been an industry leader in traffic engineering for 55 years and offers complete in-house traffic engineering services. Our work includes intersection geometric design, signing/stripping and street improvement plans, preparation of traffic impact studies, traffic calming studies, neighborhood studies, school studies, speed zoning studies, safety and operations studies, accident analyses, pedestrian safety programs, parking studies, site access and circulation studies, and general consultation in traffic engineering. Our traffic engineering team consists of experts in each discipline of traffic studies, traffic signal design, traffic signal operations, and traffic planning and is equipped with the latest software and hardware to meet your project's goals.

Within the City of Alameda, Kimley-Horn's traffic signal design and operations work includes the design of the traffic signal modifications along Ralph Appezzato Memorial Parkway, Citywide Bike/Pedestrian Signal Timing Updates. We are confident that we are unmatched in our knowledge of the City's traffic signal network and operations.

STAKEHOLDER ENGAGEMENT AND FACILITATION

We understand the significance of input and leadership from community organizations to truly reflect the desires of those most impacted by projects in Alameda. This approach to working with community organizations is not simply "checking the box" to meet requirements, but interfacing with residents and stakeholders in a way that empowers them to choose what is best for them and their neighbors based on their needs. Our innovative outreach strategies are designed to empower and give voice to those who have historically been left out of the planning process and create authentic, meaningful interactions for the community to shape the planning process.

INNOVATIVE ENGAGEMENT

Kimley-Horn is partnering with Alta, a firm that recognizes that encouraging outreach requires exciting people about the project and engaging them in a way that makes them feel heard and that their input matters. Alta has an adaptable menu of engagement strategies that give our team the flexibility to reach the community in a variety of ways. We propose a range of innovative strategies to expand traditional town hall meeting formats and stimulate discussion and feedback including:

- Dynamic interactive workshops
- Mobile workshops
- Interactive surveys and pop-up shops
- Demonstration events/tactile urbanism
- Door-to-door engagement
- Coffee talks or "cafecitos"
- Phone banking
- Office hours/listening sessions
- Animations and project videos
- SMS/MMS texting campaigns
- Compelling graphics/collateral materials to clearly articulate information and concepts
- Electronic communication toolkits
- iPads and large screen monitors for meetings
- Targeted social and digital media campaigns
- Geofencing or location-based advertisements



RELEVANT PROJECTS

On-Call Project Experience

Civil, Paving, and Transportation On-Calls, Oakland, CA

For nearly 15 years, Kimley-Horn has provided a wide variety of civil and traffic engineering services on an on-call basis for the City of Oakland. Previous project experience and services include roadway/civil engineering; pedestrian and bicycle facilities; transit; urban design; impact analysis; modeling; data collection and analysis; traffic calming; complete streets design; paving design; intersection improvements; traffic signals; intelligent transportation systems; communication systems; signal operations; construction support; transportation planning; grant applications; extension of staff; communication; and software programs. Recent projects include:

- Broadway Transit and Pedestrian Safety Improvement Project** – Kimley-Horn worked with the City of Oakland and AC Transit to design the pavement rehabilitation of Broadway between 11th Street and 20th Street in Downtown Oakland. In conjunction with the pavement surface upgrades, this project developed concept plans and conducted a traffic analysis to identify opportunities to reconfigure the existing roadway striping to introduce transit-only lanes to better serve AC Transit's TEMPO BRT service and the dozen other transit routes that utilize this segment of Broadway. Kimley-Horn also conducted a complete streets evaluation to identify improvements that will serve multiple modes of transportation, including pedestrians. The project incorporates signing and striping improvements and modifications for the enhancement of pedestrian safety, which includes high visibility crosswalks, traffic signal modifications, and advanced warning signs. Kimley-Horn is currently working with the City to develop improvement plans to extend the transit lanes and corridor improvements along Broadway between 6th Street and 11th Street as well as 20th Street and Grand Avenue. Lastly, the project includes signal timing development and a before and after evaluation of transit and corridor operations.
- Citywide Pavement Rehabilitation Projects** – Since 2017, Kimley-Horn has provided traffic and civil engineering support for the City's yearly Citywide Pavement Rehabilitation Program. On over 40 miles of Oakland roadways, Kimley-Horn inventoried pavement conditions, curb ramps, existing traffic stripes, pavement markings, and signage for reinstallation along project corridors. As part of our services, we provided traffic engineering analyses for the implementation of a road diet on Market Street and the incorporation of complete street improvements on other project corridors. Other project elements have included adding bike lanes per the City's current Bicycle Pavement Marking standards, designing traffic circles on Shafter Avenue, developing pavement rehabilitation improvements, reviewing crosswalks per the City's crosswalk policy, and evaluating channelization operations and lane configurations.
- Latham Square Pedestrian Plaza** – Our team was responsible for final design for civil and traffic improvements to reconfigure a complex multi-approach intersection to allow for expansion of the pedestrian plaza to four times its original size. Kimley-Horn completed the signing/striping, streetscape improvements, pedestrian and bicycle safety improvements, intersection relocation and realignment, and electrical and lighting design. The Latham Square Improvement project was awarded Most Outstanding Urban Development Project of the Year by the San Francisco section of the American Society of Civil Engineers (ASCE).
- Lakeside Green Streets** – We provided final design for traffic signals and roadway/pedestrian lighting for a 14-acre complete street and park expansion project focused on adding new and safe bicycle and pedestrian facilities as well as calming traffic flow around the lake. Improvements include a two-way cycle track, new pedestrian sidewalks and trails, a new pedestrian promenade, gathering space, and expanded park space created by the realignment of Lakeside Drive.



Broadway Transit and Pedestrian Safety Improvement Project



Latham Square Pedestrian Plaza



Lakeside Green Streets



PAVING PROJECT EXPERIENCE

City of Fairfield, Pavement Maintenance Program, Fairfield, CA

Kimley-Horn supported the City of Fairfield in implementing its pavement maintenance program by conducting a comprehensive field evaluation of pavement conditions, ramp replacements and upgrades, and proposed striping and signing enhancements. Kimley-Horn conducted a field review to assess pavement rehabilitation recommendations provided by the City's StreetSaver™ database. This review resulted in a PS&E package that included pavement rehabilitation plans and treatment recommendations, signing and striping plans, and construction quantities and details. This project demonstrated Kimley-Horn's holistic approach to pavement management and design that incorporates non-pavement elements in the decision-making and prioritization process.

City of Artesia, Pavement Management Program, Artesia, CA

Kimley-Horn was selected by the City of Artesia to provide professional services for the development and implementation of a Pavement Management Plan (PMP). This project involved the assessment of approximately 40 centerline miles of roadway citywide. Pavement condition data was collected and used to characterize pavement distresses by type, severity, and extent to determine representative PCI values for each pavement segment. This assessment and data will help the City better understand current roadway conditions and prioritize upcoming pavement maintenance and repair projects.

City of Marina, Reservation Road Pavement Rehabilitation, Marina, CA

This project focused on the evaluation of pavement and subsurface conditions in order to develop pavement rehabilitation design alternatives along a 1.2-mile corridor in the City of Marina. Kimley-Horn undertook geotechnical explorations and pavement evaluations to determine existing conditions and develop pavement rehabilitation alternatives. These investigations led to the recommendation of using a Cold In-Place Recycling (CIR) process to reuse a substantial portion of existing roadway materials while limiting traffic closures. Kimley-Horn prepared pavement rehabilitation and striping plans and estimates to support the City in rehabilitating this primary thoroughfare for the City of Marina.

COMPLETE STREETS PROJECT EXPERIENCE

City of Burlingame, California Drive Roundabout Project, Burlingame, CA

Kimley-Horn provided public outreach, preliminary and final design, and traffic analysis for the realignment of California Drive at Bellevue Avenue and Lorton Avenue (a three-way, extended intersection) into a two-lane roundabout. California Drive is a regional route that parallels Highway 101, and the intersection serves as a gateway into the City's downtown. The project improved safety and accessibility for pedestrians, cyclists, and vehicles traveling through the intersection. As part of the roundabout design, safety landscaping and stormwater treatment facilities also were incorporated.



California Drive Roundabout



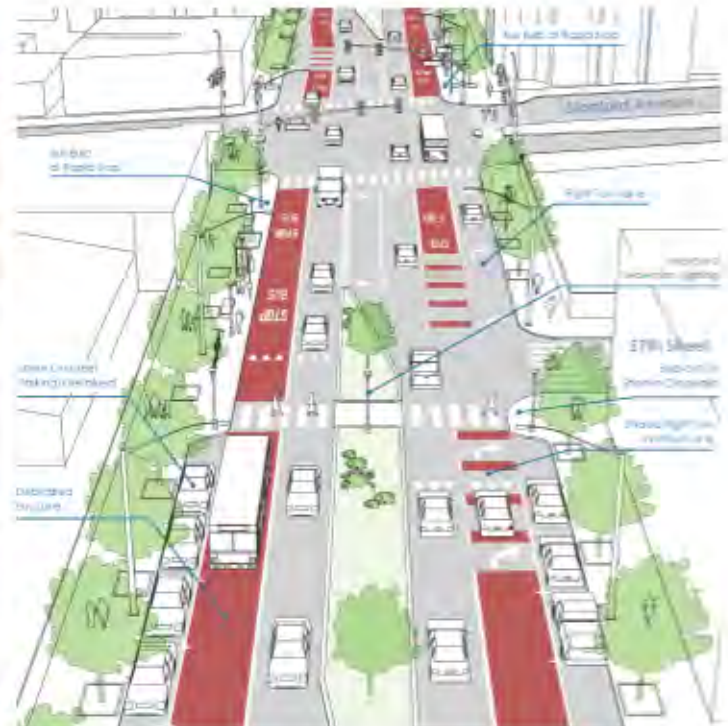
Alameda CTC, San Pablo Avenue Multimodal Corridor, Oakland, CA

San Pablo Avenue is a regionally significant corridor spanning the East Bay, and serves as a principal transportation artery, a transit trunk line, a main street, a front door, a community space, and sometimes as a regional traffic detour route. It experiences significant congestion, safety hazards, and network inefficiencies. Kimley-Horn is leading a consultant team working with the Alameda County Transportation Commission to develop a plan that both establishes the long-term vision and identifies near-term improvements to enhance corridor effectiveness for all users. Phase 1 of the project was the preparation of a corridor study to identify a range of multimodal solutions to enhance the throughput, connectivity, sustainability, and safety of the 14-mile corridor. Phase 1 included significant stakeholder coordination among seven cities and two transit operators as well as Caltrans. In addition, multiple rounds of community engagement were performed, including a merchants' survey, a public survey, community presentations, intercept surveys, and focus groups.

Phase 1 of the project included both identification of near-term safety and circulation improvements, as well as longer-term improvements, such as BRT and enhanced bicycle facilities. The effort included a detailed existing conditions analysis and documentation, development of alternatives, evaluation of alternatives, and identification of next steps. Kimley-Horn led the conceptual engineering, transit planning, ITS and technology evaluations, stakeholder engagement, project delivery, and technical and operations analysis elements of the project.

Phase 2 of the project is advancing multiple project elements to implementation. One of the elements is a set of Very Near-Term Safety Improvements across four cities that will improve the usability and comfort of the corridor, primarily for pedestrians and transit users. The safety improvements include **new or upgraded curb ramps, bulb outs, PHBs, traffic signals, bus stops, bicycle facilities, and high-visibility pedestrian crossings**. The other major element is the implementation of a pilot project to implement **transit-only lanes, bus stop islands, protected bike lanes, additional transit priority treatments, and a parallel bike network across four cities**. Phase 2 will carry the project through construction of both elements. Both of these efforts are considered "quick build" in focusing on quickly implementing needed community improvements. In addition, Phase 2 will include a robust evaluation of the pilot project. For Phase 2 efforts, Kimley-Horn is leading all planning, operations analysis, design, and stakeholder outreach activities and will be responsible for overseeing environmental clearance and outreach activities.

Kimley-Horn is also working with WCCTAC and its member jurisdictions in advancing the planning efforts begun in Phase 1 with a more focused look in Phase 2 at opportunities and strategies within Contra Costa County. Kimley-Horn developed a range of potential corridor cross-sections for the varying widths throughout the study area. Based on feedback from the Cities, Kimley-Horn then prepared more detailed prototypical intersection configurations to depict how autos, bicycles, pedestrians, and transit would interact within the tightly constrained roadway. We are now advancing those alternatives into a quantitative micro-simulation modeling process that will quantify the benefits and trade-offs of competing corridor visions. The effort includes an assessment of active transportation, transit, parking, and auto movements along and across San Pablo Avenue.



North Fremont Street Bike and Pedestrian Access and Safety Improvements, Monterey, CA

The North Fremont Bike and Pedestrian Access and Safety Project was a major infrastructure project for the City of Monterey and formed part of the North Fremont Specific Plan, which will improve mobility and revitalize business activity along the corridor. This project was the first major transportation project to occur along North Fremont Street in over 50 years.

Kimley-Horn was involved from the inception of the project, being instrumental in the preparation of conceptual drawings to win an Active Transportation Grant to partially fund the project. Through a competitive RFP process, Kimley-Horn then was awarded the PS&E and engineering support during construction services. Kimley-Horn provided preliminary engineering, right-of-way acquisition, and final design services for this project, which promotes multimodal transport in a sustainable manner along North Fremont Street, with the intent that it be a catalyst toward redevelopment along the corridor. **Improvements included bulb-outs at intersections with new curb ramps, new decorative traffic signals, Class IV bike lanes located within the median, a shared bus/transit lane, transit signal priority, bus stop improvements, and a retaining wall to avoid impact to an environmentally sensitive area.** Our team provided design and right-of-way acquisition services, along with public outreach, environmental support, and Caltrans coordination.

The project, funded by an Active Transportation Program (ATP) grant, required a Caltrans encroachment permit for improvements at the intersection of North Fremont and Canyon Del Rey Boulevard. As part of the 35% design process, we worked through and analyzed a number of alternatives with the City, including parking-protected cycle tracks, buffered bike lanes, and sharrows across intersections to highlight areas that have a greater risk of vehicular conflict. Kimley-Horn provided community outreach support during construction to address community concerns regarding construction and the idea of bicycle lanes in the median.

Protected bicycle lanes are not a new concept; it has been shown through research that protected bicycle lanes are preferred especially by the interested but concerned bicyclist group. The innovative aspect of this project comes from moving the protected bicycle lanes into the median of the road instead of on the sides, to mitigate impacts to businesses, driveways, and parking—making it the first project of its kind in the state of California. The advances in signal technology, provision of bike signal heads, and bike phasing allow for bicycle signals to be coordinated with traffic signals so that bicycles can enter and exit the median bicycle lanes efficiently. The City also implemented “CrossBikes” or crosswalks specifically for bicycles. A major cost savings to the project was elevating the bicycle lanes in the median; not only did this provide area to run conduit to support the signal interconnect for traffic signal operations, but it also places bicyclists in better view of the vehicles, and the higher curb between the street and the bike facility provides better protection for the cyclists.



Since opening in 2019, the project has been recognized locally as Monterey Bay APWA Chapter's 2020 Transportation Project of the Year, statewide as a 2020 Caltrans Excellence in Transportation Award recipient, and nationally as ITE's Pedestrian & Bicycle Standing Committee Best Project.




ADDITIONAL RELEVANT PROJECT EXPERIENCE MATRIX

Project Name/Location	Civil Engineering	Pavement Engineering	Geotechnical Engineering	Drainage and Stormwater Expertise	Transportation Planning	Traffic Signal Design	Traffic Engineering
Carolan Avenue Complete Streets, Burlingame, CA	✓	✓		✓	✓	✓	✓
Grange Middle School Safe Routes to School, City of Fairfield, CA	✓	✓		✓		✓	✓
Rocklin Road/Pacific Street Roundabout, Rocklin, CA	✓	✓		✓	✓		✓
Winchester Boulevard Class IV Bikeway Project, Town of Los Gatos, CA	✓				✓		✓
Imjin Parkway Widening Project, City of Marina, CA	✓	✓	✓	✓	✓	✓	✓
Union City Boulevard Improvement Project, City of Union City, CA	✓	✓		✓		✓	✓
Design Services for Maude Avenue Bikeways and Streetscapes Project, City of Sunnyvale, CA	✓	✓		✓	✓	✓	✓
On-Call Engineering Services, City of Hollister, CA	✓	✓		✓	✓	✓	✓

General Firm Information

Kimley-Horn is a full-service engineering, planning, and environmental consulting firm providing services to both public and private sector clients nationwide. Since our founding in 1967, Kimley-Horn has grown from a small group of traffic engineers and transportation planners to a firm of more than 6,700 employees across 100+ offices nationwide. Headquartered in Raleigh, NC, our firm includes 11 California offices—including our local Oakland office—with 700+ civil engineers, designers, planners, technicians, and support staff; this affords us the depth of resources necessary to staff and execute virtually any assignment in response to the City's needs during this on-call program. We offer clients the local knowledge and responsiveness of a small organization, backed by the depth of resources only a national firm can offer.

Our growth over the last 55 years is the result of the firm's commitment to integrity and dedication to providing quality services—this is demonstrated by the fact that 90 percent of our work originates from repeat clients. Today, we are one of the largest engineering, planning, and environmental consulting firms in the United States. According to *Engineering News-Record*, our firm now ranks 10th overall among the nation's top 500 design firms. Our continued growth and stability over the past 55 years is the direct result of our commitment to integrity and dedication to providing quality services to our clients.

As a recognized nationwide leader in engineering consulting services, Kimley-Horn's professionals understand the complexities of on-call assignments and how to develop solutions unique to each community we serve. We have an extensive history of completing on-call projects successfully, on time, and within budget. Kimley-Horn's team has completed numerous projects with services similar to those listed in the City's Request for Proposals. We have been the prime consultant for various public works projects involving:

- Pavement management
- Civil engineering
- Complete streets
- Drainage and hydrology
- Transportation planning
- Traffic signal design
- Traffic engineering
- Bridge and structure design

55
Years

106
Offices

6,700+
Employees
Firmwide

717
California
Employees



Subconsultant Firm Information



A/H/C HERITAGE

609 Aileen Street, Oakland, CA 94609
510 654 8635

Archaeological/Historical Consultants (AHC) is a cultural resources management firm based in Oakland, California. For over 40 years, AHC has provided CEQA and NEPA/Section 106 technical studies in support of infrastructure projects ranging in size from traffic signal modifications at single intersections to multi-county corridor studies. The firm prepares archaeological survey reports, archaeological testing plans, archaeological monitoring services, data recovery excavations, historic property evaluations, and EIR sections for review by local, regional, state, and Federal agencies. AHC staff are particularly familiar with Caltrans procedures. The firm's four full-time employees include three archaeologists, a historian, and a network of on-call professionals in archaeology, history, and architectural history.



ALTA PLANNING + DESIGN, INC.

304 12th Street #2A, Oakland, CA 94607
510 540 5008

Alta Planning + Design is an active transportation company dedicated to creating active, healthy communities through planning, landscape architecture, engineering, and education/encouragement programs. Alta was founded in 1996 when cities and communities were calling for safer streets for people walking and bicycling as the non-motorized transportation movement developed into a profession in the United States. As a global leader in mobility innovation for over 26 years with 180 people on staff, Alta is dedicated to connecting people to places by working across disciplines and scale to address social justice, safety, and environmental resilience.

BOTTOMLEY DESIGN AND PLANNING ASSOCIATES

BOTTOMLEY ASSOCIATES
URBAN DESIGN & CITY PLANNING

614 Grand Avenue, Oakland, CA | 510 663 3808

Bottomley Design & Planning helps communities revitalize districts, streets, and public places. Work products include pedestrian- and transit-oriented infill development plans, regulatory documents, and concept designs and construction plans for streets and public spaces. BDP specializes in analysis and graphics that clarify policy choices for community development professionals and the public-at-large. Professional staff are trained in city planning, urban design, architecture, and landscape architecture. Urban design principles inform our approach to planning policies, and community development objectives guide our approach to physical design. Bottomley Design & Planning has been located in Oakland, California, since its founding in 1999.

Ninyo & Moore

NINYO & MOORE

2020 Challenger Drive #103, Alameda, CA 94501 | 510 343 3000

Ninyo & Moore, an ENR Top 500 Design Firm, is a professional geotechnical and environmental sciences consulting firm providing services in geotechnical engineering, engineering geology, geophysics, hydrogeology, soil and materials testing, special inspection, soil and groundwater contamination assessment, site remediation, hazardous building materials, industrial hygiene, and occupational safety.

Ninyo & Moore's geotechnical, environmental, and materials testing specialists provide services to clients in both the public and private sectors. The firm employs 500 professionals, including registered geotechnical and civil engineers, geologists, hydrogeologists, engineering geologists, geophysicists, environmental scientists, industrial hygienists, field technicians, special deputy inspectors, and specialists in regulatory issues and interpretation, hazardous waste management, health and safety, and remedial action planning.



PLS Surveys, Inc.

PLS SURVEYS, INC.

2220 Livingston St, Suite 202, Oakland, CA 94610 | 510 261 0900

PLS Surveys, Inc. is a female-owned, Oakland-based survey firm providing professional land surveying services to the Greater Bay Area for over 30 years. They have extensive and diverse surveying experience, including boundary surveys, topographic mapping, deed interpretation, writing/interpreting legal descriptions, construction staking, right-of-way, road diet topos, boundary staking, RTK GPS, aerial control, parcel and final map preparation, ADA compliance, and plan review. PLS staff use the current equipment from Leica Geosystems, including TS15 Robotic Total Station and Viva RTK-GPS. PLS Surveys, Inc. is classified as a Small Business Enterprise and is certified as an SLBE with the City of Oakland, the Alameda County Transportation Improvement Authority, and the Alameda County General Services Agency. They are certified as an SBE with the State of California and Port of Oakland.



SEQUOIA
Ecological Consulting, Inc.

SEQUOIA ECOLOGICAL CONSULTING, INC.

1342 Creekside Drive, Walnut Creek, CA 94596 | 925 855 5500

Sequoia employs 50 environmental professionals who are based in their Contra Costa, San Diego, Monterey, and Sacramento County offices. As a biological specialty firm, Sequoia regularly consults with state and federal agencies for Endangered Species Act compliance and conducts field studies for permit applications and site assessments. Sequoia helps clients minimize project impacts to biological resources and supports them through permit applications, monitoring, and annual reporting to satisfy the requirements of varied and complex permits. Firm staff apply experiential knowledge early in the project design process to anticipate issues and avoid costly escalations in permitting documentation and monitoring requirements.



KEY PERSONNEL RESUMES

RYAN DOLE, P.E., T.E.

Project Manager

Ryan is a civil and transportation engineer with more than 15 years of experience with intersection and roadway improvements, bicycle and pedestrian facilities, transit operations, bus stop improvements, signing and striping, traffic signal design, and signal timing. **Ryan is extremely proud that he has had the opportunity to partner with the City of Alameda on a variety of traffic and civil engineering projects that enhance his hometown.** He is well positioned to be Kimley-Horn's project manager for this on-call, as over the past decade, Ryan has worked with local municipalities on projects with a wide range of specialties, including corridor and intersection analyses, paving program upgrades, traffic signal and interconnect systems, and designs for transit, bicycle, and pedestrian facilities. As a project manager and project engineer, he has been responsible for developing PS&E construction documents for multidisciplinary, municipal design projects.

Relevant Project Experience

- 2018/2019 Signing and Striping for Citywide Paving Program, Alameda, CA
- San Pablo Avenue Corridor Project, Oakland/Emeryville/Berkeley/Albany, CA
- Bus Stop Improvements for AC Transit's Line 19, Alameda, CA
- On-Call Transportation Planning and Engineering, Alameda, CA
- East Bay Bus Rapid Transit Program Management and Construction Management Support Services, Alameda County, CA
- AC Transit, Line 51 Corridor Delay Reduction and Sustainability Project, Alameda/Berkeley/Oakland, CA
- Grange Middle School Safe Routes to School, Fairfield, CA
- Latham Square Pedestrian Plaza, Oakland, CA
- Broadway Transit and Pedestrian Improvement Project, Oakland, CA
- 2017 Striping for Citywide Pavement Rehabilitation Project, Oakland, CA
- Citywide Pavement Rehabilitation Project FY20/21 Corridors, Oakland, CA
- Paint the Town Project, Oakland, CA
- Lakeside Green Streets Project, Oakland, CA
- Union Avenue ADA Improvements Project, Fairfield, CA
- North Fremont Street Bike and Pedestrian Access and Safety Improvements, Monterey, CA
- California Drive Roundabout Project, Burlingame, CA
- San Pablo Avenue Pedestrian Crossing Safety Improvements Project, Emeryville, CA
- ITS, Traffic Civil, and Fiber-Optic Network On-Calls, Santa Clara, CA
- I-80 Integrated Corridor Mobility (ICM) Project, Alameda/Contra Costa Counties, CA
- Regional Transportation System Enhancements Project (RTSEP), San Rafael, CA
- MTC, Program for Arterial System Synchronization (PASS), Bay Area, CA
- Safe Routes to Transit Pedestrian and Bicycle Improvements at 40th and San Pablo Avenue and the Star Intersection, Emeryville, CA
- Rocklin Boulevard and Pacific Street Roundabout, Rocklin, CA



Kimley » Horn

Education

Bachelor of Science, Civil Engineering,
California Polytechnic State University,
San Luis Obispo

Professional Credentials

Professional Civil Engineer in California
#75749
Professional Traffic Engineer in California
#2840

Professional Affiliations

Institute of Transportation Engineers (ITE)



KEVIN AGUIGUI, P.E., T.E., E.E., CSEP

Principal-in-Charge

Kevin is a professional engineer with over 30 years of extensive hands-on technical and project management experience in many areas of ITS, traffic engineering and design, electrical design, transit management, and BRT systems. His main focus is in the areas of transportation including traffic and transit management systems, intersection and roadway improvements, communications networks, traffic adaptive systems, and highway-rail crossings. Kevin has served as project manager on many different types of projects during which he has prepared feasibility studies, traffic operations analyses, and PS&E documents for traffic signal and intersection improvements, transit centers, bus/transit stops, roundabouts, and fiber-optic network installations. His wide range of skills includes the utilization of systems engineering for the planning, design, deployment, and integration of advanced technologies as well as electrical systems for transportation management.

Relevant Project Experience

- AC Transit, East Bay BRT Signal Timing Implementation, Oakland, CA
- East Bay Bus Rapid Transit Program Management and Construction Management Support Services, Alameda County, CA
- BATA, San Francisco Oakland Bay Bridge Metering Lights Upgrade, San Francisco Bay Area, CA
- AC Transit, Line 51 Corridor Delay Reduction and Sustainability Project, Alameda/Berkeley/Oakland, CA
- Rail Safety Enhancement Program (RSEP), Environmental and Design Services, Alameda County, CA
- I-580 Express Lanes Tolling Systems Communications and Electrical Design, Alameda County, CA
- I-80 Integrated Corridor Mobility (ICM) Project, Alameda/Contra Costa Counties, CA
- SMART Corridors Program (East Bay SMART Corridors), Alameda/Contra Costa Counties, CA
- BAIFA, Regional Express Lanes System Manager, San Francisco Bay Area, CA
- BAIFA, I-680 and I-880 Express Lanes Fiber Optic Backhaul Communications System Design, Alameda and Contra Costa Counties, CA
- Caltrans District 3, Regional Managed Lanes Feasibility Study, Sacramento, CA
- Third Street Safety Improvements, San Rafael, CA
- Fiber Optic Design and Standards Development, Tracy, CA
- Downtown Street Lighting Assessment, Livermore, CA
- California Drive Roundabout Project, Burlingame, CA
- I-80 Integrated Corridor Mobility (ICM) Project, Alameda/Contra Costa Counties, CA
- ITS, Traffic Civil, and Fiber-Optic Network Designs, Santa Clara, CA
- North Fremont Street Bike and Pedestrian Access, and Safety Improvements, Monterey, CA
- Carolan Avenue Complete Streets, Burlingame, CA
- Downtown Parking Guidance and Wayfinding System, San Rafael, CA
- Regional Transportation System Enhancements Project (RTSEP), San Rafael, CA
- Benton and Pomeroy Traffic Signal Modification and Pedestrian Safety Enhancements Project, Santa Clara, CA
- El Camino Real HAWK Signals and Crosswalk Improvements, Santa Clara, CA
- Wireless Communications Study, Santa Clara, CA

Exhibit A



Kimley » Horn

Education

Bachelor of Science, Civil Engineering,
University of Hawaii at Manoa

Certificate with Distinction,
Telecommunications and Network
Engineering, University of California at
Berkeley Extension

Professional Credentials

Professional Civil Engineer in California
#48732

Professional Traffic Engineer in California
#1781

Professional Electrical Engineer in
California #19880

Certified Systems Engineering
Professional #00156

Professional Affiliations

Intelligent Transportation Society of
America (ITS America)

Institute of Transportation Engineers (ITE)

International Council on Systems
Engineering (INCOSE)

Institute of Electrical and Electronic
Engineers (IEEE)



MEGAN ULERY, P.E., LEED AP

QC/QA Manager

Megan has over 17 years of land development and capital improvement project experience. She routinely provides project management and civil engineering services for both municipalities and private developers. Megan is well-versed in street improvements, complete streets, bikeway design, park design, ADA compliance, grading, sewer and water design, storm drain system design, hydrology, and hydraulics.

Relevant Project Experience

- Main Street Complete Streets Project, Salinas, CA
- Various FY 2020-21 Pedestrian Ramps, San Diego County, CA
- Traffic Control Plan Preparation Associated with Caltrans Encroachment Permit Related to FY 2021-22 County Road Maintenance Projects, San Diego County, CA
- San Diego Regional Airport Authority, Off-Airport Roadway Improvements Project Development Package, San Diego, CA
- SANDAG, Uptown Bikeway, Phase 1: 4th Avenue & 5th Avenue, San Diego, CA
- SANDAG, North Park Mid-City Bikeways: Georgia/Meade & Landis, San Diego, CA
- SANDAG, Howard Bikeway, San Diego, CA
- SANDAG, Robinson Bikeway, San Diego, CA
- El Corazon Aquatic Center, Oceanside, CA
- Washington Park Skate Spot, Escondido, CA
- Ocean Beach Dog Beach ADA Upgrades, San Diego, CA
- Bud Kearns Aquatic Center Renovations, San Diego, CA
- City Heights Aquatic Center and ADA Upgrades, San Diego, CA
- Ocean Air Community Park Comfort Station and ADA Improvements, San Diego, CA
- Washington Park Skate Spot, Escondido, CA
- El Corazon Aquatic Center (ECAC) CD Phase (sub to RNT Architects), Oceanside, CA
- El Corazon Aquatics Center, Oceanside, CA
- On-Call Mini Park Improvements, J-Street (2017), San Diego, CA
- City Heights Aquatic Center sub to Platt/Whitelaw, San Diego, CA
- Egger/South Bay Community Park ADA Improvements, San Diego, CA
- Mira Mesa Community Park Phase II Improvements, San Diego, CA
- As-Needed Engineering, Project Management, and Land Surveying Services (RFSQ 8791), San Diego, CA
- Engineering Design and Architectural Design Services for Plank Park, El Centro, CA
- Gillespie Field El Cajon Air Center, San Diego County, CA
- La Quinta Square, La Quinta, CA
- Newcastle Waterman CDs, San Bernardino, CA
- Paragon Management Company, Hawano Hydromodification Analysis (80 acres), Otay Mesa, CA
- RG-Optimus LLS, Optimus Logistics Center, Perris, CA
- SANDAG Urban Bikeways, San Diego, CA
- SANDAG, Bike Early Action Plan (EAP), Imperial Avenue Bikeway, San Diego, CA

Exhibit A



Kimley » Horn

Education

Bachelor of Science, Civil and Environmental Engineering, University of Iowa

Professional Credentials

Professional Civil Engineer in California #73385

Leadership in Energy and Environmental Design (LEED) Accredited Professional



DANAE HALL, AICP

Environmental Support Services

Danae has been responsible for the management and analysis of Environmental Impact Reports (EIRs) and other environmental documents under CEQA and NEPA for clients throughout the Bay Area. Her work has focused on land use development and transportation projects, with an emphasis on advancing climate change solutions while still balancing the development interests of her clients. In addition to project management, Danae has been responsible for public presentations, community outreach activities, and project event organization.

Relevant Project Experience

- 1020 North 4th Street Affordable Housing Project, San Jose, CA
- GBN Partners, Vineyards at Deer Creek Specific Plan and EIR, Brentwood, CA
- KT Urban Real Estate Development, Woz Way Project, San Jose, CA
- Newport Pacific Land Company, Technology Advancement Research Mobility Automotive Center (TARMAC) Facility, San Benito, CA
- PS&E and Environmental for St. Mary's Road Double Roundabouts, Moraga, CA
- Vine Trail Coalition, Napa Valley Vine Trail, Calistoga to St. Helena, CA
- Half Moon Bay Hyatt Hotel Project EIR, Half Moon Bay, CA*
- California High Speed Rail Palmdale to Burbank Project Section EIR/EIS, Burbank, CA*
- 11965 San Pablo Avenue Apartments IS Checklist, El Cerrito, CA*
- 335 S. Winchester Blvd IS/MND, San Jose, CA*
- West Sacramento Corporation Yard Relocation Project IS/MND, West Sacramento, CA*
- Corte Madera Town Hall Complex Addition CE, Corte Madera, CA*
- Interstate 880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West), Hayward, CA*
- Moonlite Lanes Apartment Development Project IS/MND, Santa Clara, CA*
- 225 California Drive IS/MND, Burlingame, CA*
- SR4 Operational Improvements Project PEAR, Contra Costa County, CA*
- Jepson Parkway Project Revalidation, Vacaville and Fairfield, CA*
- Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvements, Bay Point, CA*
- Lawrence Station Area Plan EIR, Santa Clara, CA*
- SR 242/Clayton Road Ramps IS/EA, Contra Costa County, CA*

**Experience prior to joining Kimley»Horn*

Exhibit A



Kimley»Horn

Education

Master of Science, Environmental Management, University of San Francisco

Bachelor of Arts, Economics, California State University, Chico

Professional Credentials

American Institute of Certified Planners #31970

Professional Affiliations

American Planning Association

San Francisco Bay Area Planning and Urban Association (SPUR)



MARCY KAMERATH, CPSWQ, QSD/P

Environmental Support Services

Marcy is an environmental scientist with over 11 years of experience in environmental compliance and capital improvement project delivery. She manages technical studies, CEQA, NEPA, and environmental permitting. For projects with federal funds administered by Caltrans, she has expertise in meeting Local Assistance Procedures Manual (LAPM) requirements with Caltrans districts across California, and specifically District 4. Marcy assists her clients in avoidance and minimization strategies to help streamline regulatory agency coordination and approvals where possible. She has experience managing and delivering the technical studies to environmentally clear roadway, transportation, and capital improvement projects to satisfy environmental clearance requirements while keeping local priorities at the forefront.

Relevant Project Experience

- Environmental On-Call for Public Works, Alameda, CA*
- 2022 Pavement Preservation Project Environmental Clearance, Sonoma County, CA
- 2021 Pavement Preservation Project Environmental Clearance, Sonoma County, CA
- BART, Silicon Valley (BSV) Phase II Program Management, Planning, and Environmental Compliance Services, Santa Clara County, CA
- AC Transit, Rapid Corridors Project—San Pablo Avenue, Alameda County, CA
- Napa Valley Transportation Authority, Napa Valley Vine Trail Planning, Permitting, and Design, Calistoga to St. Helena Environmental Clearance, Napa, CA
- Emergency Stabilization of Seymour Pedestrian Bridge, Half Moon Bay, CA*
- Via Verdi Landslide and Culvert Repair, Richmond, CA*
- Main Street Realignment, Oakley, CA*
- San Francisco Bay Trail at Point Molate, East Bay Regional Park District, Richmond, CA*
- Tilden Nature Area Habitat Restoration, East Bay Regional Park District, Contra Costa County, CA*
- Bollinger Canyon Road Culvert Repair, Town of Moraga, CA*
- Main Street Realignment Environmental Clearance and LAPM Assistance, Oakley, CA*
- Local Streets and Roads Preservation Environmental Clearance and LAPM Assistance, Oakley, CA*
- East Bay Regional Park District, Tilden Nature Area Sediment Basin Excavation and Pond Restoration, Contra Costa County, CA*
- East Bay Regional Park District, San Francisco Bay Trail at Point Molate, Richmond, CA*
- City of Richmond Public Works, Ohlone Trail Gap Closure, Richmond, CA*
- City of San Pablo Public Works, Wildcat Creek Trail and Restoration, San Pablo, CA*

**Experience prior to joining Kimley-Horn*

Exhibit A



Kimley»Horn

Education

Master of Science, Natural Resource and Environmental Science, University of Nevada, Reno

Bachelor of Science, Biology, University of Nevada, Reno

Professional Credentials

Certified Professional in Stormwater Quality #1075

Qualified Stormwater Pollution Prevention Plan (SWPPP) Developer/Practitioner #25875

Professional Affiliations

American Water Resources Association



ADAM DANKBERG, P.E.

Public Outreach and Transportation Planning

Adam has more than 16 years of multimodal transportation planning and concept design experience. He has worked on a wide variety of projects throughout the Bay Area, including multimodal circulation studies, complete streets studies, and master plans. Adam has extensive experience managing similar on-call engagements for Kimley-Horn, including with the Cities of Sunnyvale and Millbrae, the County of San Mateo, Santa Clara County Roads and Airports, and the Town of Los Altos. Adam is adept at balancing competing modes to create a safe and well-connected transportation network. His diverse project experience—encompassing active transportation, traffic operations, transit operations, multimodal planning, and engineering design—is particularly beneficial for identifying solutions in constrained corridors. Adam is particularly adept at communicating complex technical analysis and design to diverse audiences to achieve consensus and support. He is experienced in transportation modeling, analysis, and micro-simulation platforms as well as ArcView GIS, Adobe Illustrator, and AutoCAD.

Relevant Project Experience

- San Pablo Avenue Multimodal Corridor Study, Alameda County, CA
- On-Call Traffic Engineering Consulting Services, Sunnyvale, CA
- Maude Avenue Roadway Allocation Study, Sunnyvale, CA
- Sunnyvale Avenue Safe Routes to School Project, Sunnyvale, CA
- On-Call Consultants for Civil and Project Management, Salinas, CA
- Tasman Corridor Complete Streets Study, San Jose, CA
- Hayward Boulevard Complete Streets Study, Hayward, CA
- Caltrain Grade Separations Feasibility Study, Sunnyvale, CA
- Marina-Salinas Multimodal Corridor Plan, Monterey County, CA
- Bicycle and Pedestrian Corridors Study, San Pablo, CA
- WCCTAC, Express Bus Implementation Plan, Contra Costa County, CA
- CCTA, Innovate 680 Shared Mobility Hubs Study, Contra Costa County, CA
- 3rd & Hetherton Traffic Safety Study, San Rafael, CA
- Alpine Road Corridor Study, San Mateo County, CA
- AC Transit, Short Range Transit Plan, Alameda/Contra Costa Counties, CA
- Silicon Valley Berressa Extension (SVBX) Station Campuses, Roadways, and Parking Facilities, Milpitas and San Jose, CA
- East Bay Bus Rapid Transit Program Management and Construction Management Support Services, Alameda County, CA
- AC Transit, East Bay Bus Rapid Transit FEIS/FEIR, Oakland, CA
- Page Mill/I-280 Multimodal Operations Study, Los Altos Hills, CA
- Carmel Valley Road Corridor Study, Monterey County, CA
- Master Plan for Downtown Transit Center and Caltrain Station, Mountain View, CA
- Downtown Vibrancy Plan, Salinas, CA

Exhibit A



Kimley »Horn

Education

Master of Science, Transportation Engineering, University of California, Berkeley

Bachelor of Science, Civil Engineering, Rice University

Bachelor of Arts, Economics, Rice University

Professional Credentials

Professional Civil Engineer in California #70598

Professional Affiliations

Institute of Transportation Engineers (ITE)

American Society of Civil Engineers (ASCE)



JOHN PULLIAM, P.E.

Design Lead

John has more than 22 years of experience in the management, design, and construction of transportation and roadway projects for public agencies throughout California. John's career spans a mix of private and public sector work, including working at the Contra Costa County Public Works Department delivering capital projects as well as serving as the Director of Project Delivery for the Alameda County Transportation Commission. John is passionate about complete streets, having worked on a number of bicycle, pedestrian, and transit-related projects. He has managed highly complex roadway and transit projects including concept, preliminary, and final designs. John has designed street modifications, including complete streets, roundabouts, and transit facilities; his designs have involved bulb-outs, bus pads and BRT stations, utility relocation/coordination and design, ADA compliance improvements, detention basins and outfall structures, construction oversight, and general civil engineering.

Relevant Project Experience

- Imjin Parkway Widening Project, Marina, CA
- Union City Boulevard Improvement Project, Union City, CA
- California Drive Roundabout Project, Burlingame, CA
- Byron Highway and Camino Diablo Intersection Improvements, Contra Costa County, CA
- North Fremont Street Bike and Pedestrian Access and Safety Improvements, Monterey, CA
- Better Bikeways, San Jose, CA
- Carolan Avenue Complete Street, Burlingame, CA
- PS&E and Environmental for St. Mary's Rd Double Roundabouts, Moraga, CA
- Regional Transportation System Enhancements Project (RTSEP), San Rafael, CA
- Capitol Expressway ITS Infrastructure and Sidewalk Project, Santa Clara County, CA
- 2019 Pavement Rehabilitation Project, San Jose, CA
- AC Transit, Line 51 Corridor Delay Reduction and Sustainability Project, Alameda/Berkeley/Oakland, CA
- Alameda CTC, I-680 Southbound Express Lanes, Alameda County, CA
- I-80 Integrated Corridor Mobility (ICM) Project, Alameda/Contra Costa Counties, CA
- McKinley Street Grade Separation, Corona, CA
- I-880/SR 92 Reliever Route, Hayward, CA
- Shoreline Blvd Interim Bus Lane and Utility Improvements, Mountain View, CA
- 2017-2022 On-Call Consultants for Civil and Project Management, Salinas, CA
- Andersen Drive Grade Crossing (Engineering for Andersen Drive Rail Crossing Improvements), San Rafael, CA
- Tamalpais Avenue Grade Crossing Queue Cutters, San Rafael, CA
- Bicycle and Pedestrian Gap Closures at Piner Road and Dutton Avenue, Santa Rosa, CA
- Washington Downtown Transit & Accessibility Project, Sonoma, CA
- Community Visioning Implementation and Design (Complete Streets Preliminary Concept), Sonoma, CA
- Highway and Street Design On-Call (2018), San Jose, CA
- Dougherty Road Improvements (Sierra Lane to North City Limit), Dublin, CA

Exhibit A



Kimley»Horn

Education

Bachelor of Science, Civil Engineering (Environmental Emphasis), University of Missouri, Columbia

Bachelor of Science, Biology, Drury University

Professional Credentials

Professional Engineer in California
#68897

Professional Affiliations

American Public Works Association (APWA)



TIMOTHY MILLER, P.E.

Pavement Management

Tim brings a deep pavement engineering and quality management background to the team. Throughout his 16-year professional career, Tim has focused on pavement condition evaluation and pavement management system implementation for a diverse group of clients, including public agencies of all sizes, state DOTs, the Department of Defense, commercial airports, and intermodal facilities. Having personally conducted hundreds of visual distress surveys and managed thousands of miles of automated pavement data collection activities, he is acutely aware of the advantages and disadvantages in using high-speed data collection systems and how accurate data drives sound decision-making. Tim serves in a leadership position on the Transportation Research Board's Committee on Pavement Condition Evaluation (AKP10) and the ASTM E17 industry working group charged with improving pavement data collection methods.

Relevant Project Experience

- Pavement Management Program, Hollister, CA
- Pavement Management Program, Malibu, CA
- Pavement Management Program, Artesia, CA
- Pavement Maintenance Program, Fairfield, CA
- Reservation Road Pavement Rehabilitation, Marina, CA
- Union City Boulevard Improvement Project, Union City, CA
- Broadway Transit and Pedestrian Safety Improvement Project, Oakland, CA
- East 12th Street Pavement Rehabilitation, Oakland, CA
- Greenback Boulevard Pavement Rehabilitation, Citrus Heights, CA
- YMPO, Pavement Management System Study, Yuma County, AZ
- Pavement Condition Evaluation, Lone Tree, CO
- Pavement Management Program, Mead, CO
- Pavement Condition Evaluation, Andrews, TX
- Pavement Management Services, Ennis, TX
- Caltrans, Airport Pavement Management System (APMS) Services 63A0072, Statewide, CA
- Norman Y. Mineta San Jose International Airport, Pavement Maintenance Management Program, San Jose, CA
- Fresno Yosemite International Airport, Airport Pavement Management Plan Update, Fresno, CA
- Oakland International Airport, Consulting Services for Airport Pavement Management System (APMS) Update, Oakland, CA
- Sacramento County Airport System, Mather Airport Runway, Consulting Engineer Services, Sacramento, CA
- San Diego International Airport, Airside Airport Pavement Management System (APMS) Update (2021), San Diego, CA
- Indianapolis International Airport, 2019 Airport Pavement Management Program, Project No. I-19-001, Indianapolis, IN
- Ocean Shores Pavement Management Services, Ocean Shores, WA
- FDOT Aviation Office, Statewide Airfield Pavement Management Program - System Update, Statewide, FL
- Texas A&M REllIS Proving Grounds Rehab Feasibility Study, Bryan, TX
- Pavement Asset Management, Highland Park, TX

Exhibit A



Kimley»Horn

Education

Master of Science, Civil and Environmental Engineering (Pavement Engineering Emphasis), University of Wisconsin

Bachelor of Science, Civil and Environmental Engineering, University of Wisconsin

Professional Credentials

Professional Engineer in California #82327, New Hampshire #15305, and Massachusetts #52588

Florida DOT APMS PCI Survey Certified
ASTM D6433 Certification: Metropolitan Transportation Commission (MTC) and Orange County Transportation Authority (OCTA) Pavement Distress Rater Certification

PAVER Certified Advance Level II

Professional Affiliations

Transportation Research Board (TRB) Standing Committee on Pavement Condition Evaluation (AFD20), Member and Communications Coordinator

American Road and Transportation Builders Association (ARTBA)

ASTM International, Technical Committee E17 on Vehicle-Pavement Systems



SEAN HOUCK, P.E.

Complete Streets/Multimodal

Sean is a principal engineer with 25 years of success in the development and delivery of transportation projects for state and local agencies throughout California. His experience includes the preparation of feasibility studies, intersection control evaluations, project initiation documents, project assessment, and environmental documents. Sean's project experience includes the planning and design of urban highway interchanges, urban arterials and collectors, road diet and complete street projects, conventional highways, and rail and transit facilities. **In addition to traditional civil roadway design, Sean has over 18 years of experience in the planning and design of mini, single-lane (SLR), and multi-lane roundabouts (MLR) across the country.**

Relevant Project Experience

- Rancho California Roundabout Corridor (4 SLR), Temecula, CA
- SR 277 Operations Analysis San Luis Obispo, CA
- Baronda Road Widening (4 MLR), Salinas, CA
- SR 68 Monterey to Salinas Corridor Study, Monterey County, CA
- SR 99 at Whitelock Road (New Interchange) PSR-PDS (2 MLR), Elk Grove, CA
- Del Monte Boulevard/Beach Drive Feasibility and PS&E (1 SLR), Marina, CA
- Las Positas Road/Cliff Drive Roundabout Feasibility & PS&E (1 SLR), Santa Barbara, CA
- Center Boulevard/Bridge Avenue/San Anselmo Avenue (1 MLR), San Anselmo, CA
- Lake Nacimiento Drive/Chimney Rock Road Feasibility (1 SLR), San Luis Obispo County, CA
- Paseo Delicias Roundabout Corridor (3 MLR), Rancho Santa Fe, CA
- Sheldon/Waterman PS&E (1 MLR), Elk Grove, CA
- U.S. 101 at San Ysidro Road Interchange (2 SLR), Santa Barbara, CA
- U.S. 101 at Olive Mill Road Interchange (1 SLR), Santa Barbara, CA
- U.S. 101 at Del Rio Road Interchange (2 MLR), Atascadero, CA
- U.S. 20/Barclay Intersection DSR (1 MLR), Sisters, OR
- 36th/Hill/Catalpa PS&E (1 MLR), Boise, ID
- Washington Avenue Traffic Calming Corridor/Mini Roundabout Feasibility Study, Albany, CA
- SR 241/Christianitos Road/15 Intersection Control Evaluation (1 MLR), San Clemente, CA
- I-80/Gilman Avenue Interchange Project Study Report – Project Development Support (2 MLR), Berkeley, CA
- State Street/Alamar Roundabout Feasibility Study (1 SLR/mini roundabout), Santa Barbara, CA
- Cliff Drive/Mesa Avenue Roundabout Feasibility Study (1 SLR/mini), Santa Barbara, CA
- North Beale Road Complete Street Project (3 MLR), Linda Community, Yuba County, CA
- Ekwil Street and Fowler Road Extension Project including State Route 217/Hollister Avenue Interchange (2 SLR & 2 MLR), Goleta, CA
- North Los Carneros Road/Calle Real Roundabout (1 SLR), Goleta, CA
- I-880/23rd/29th Safety Improvement Interchange (1 SLR), Oakland, CA
- San Andreas Rural Livable Mobility Plan on State Route 49 (1 SLR & 8 mini), San Andreas, CA
- Ocean Ranch Development – Lot 13/El Corazon Feasibility Study (1 SLR), Oceanside, CA
- Campus Pointe/Chestnut Avenue Improvements PS&E (2 MLR), Fresno, CA
- Roselle Avenue PS&E (1 MLR), Modesto, CA

Exhibit A



Kimley»Horn

Education

Master of Science, Civil Engineering,
California State University, Long Beach
Bachelor of Science, Civil Engineering,
California State University, Long Beach

Professional Credentials

Professional Civil Engineer in California
#C59500

Professional Affiliations

Institute of Transportation Engineers (ITE)
American Society of Civil Engineering
(ASCE)



TYLER WHALEY, P.E., QSD/P, ENV SP

Drainage and Hydrology

Tyler has 15 years of engineering experience on a wide range of projects in the public and private sectors. He has managed numerous similar assignments over the years and has expertise in wastewater design, stormwater calculations, mitigation, and drainage design and has worked on a variety of projects utilizing these skills, including C3 stormwater quality reports. He has provided technical advice for several sanitation districts and municipal utility departments to form wastewater improvement strategies. Tyler will draw upon his experience working on public and private projects as well as his familiarity with understanding and addressing the needs of multiple stakeholders. Tyler also has specialized expertise in land development projects ranging from civic institutions to residential, commercial, and educational developments. His broad range of experience allows him to support various discipline areas, including sewer area studies, roadway design, signing and striping plans, grading, demolition plans, hydrology studies, and utility design.

Relevant Project Experience

- Imjin Parkway Widening Project, Marina, CA
- Rail Safety Enhancement Program (RSEP) Hydrology and Hydraulic Study, Oakland, CA
- Clean Water Program Services, Piedmont, CA
- Dublin Unified School District, Murray Elementary School Modernization, Dublin, CA
- Livermore Unified School District, East Avenue Middle School Modernization, Livermore, CA
- San Rafael Sanitation District, Third Street Sewer Rehabilitation, San Rafael, CA
- Kennedy Middle School Safe Routes to Schools Improvements, Redwood City, CA
- Downtown Railyards Venture, LLC, The Railyards Drainage and Stormwater Quality Master Plan, Sacramento, CA
- Stockton-Washington Corridor Stormwater Data Report, Sonora, CA
- Whipple Road RRFB and Bioretention, Redwood City, CA
- California State University Long Beach, Sewer and Storm Drain Replacement, Long Beach, CA
- Boeing Realty Corporation, Douglas Park Redevelopment and Drainage Master Plan, Long Beach, CA
- Bellflower Unified School District, Mayfair High School STEAM Building, Track and Field Stadium, and Additional Improvements, Lakewood, CA
- Engineering Design Services on the East Joiner Parkway Widening Project, Lincoln, CA
- Third Street Sewer Rehabilitation, San Rafael, CA
- Washington Downtown Transit & Accessibility Project, Sonora, CA
- Cosumnes Community Services District, Morse Park Recreation Center, Elk Grove, CA
- I-215/Van Buren Blvd Interchange PA&ED and PS&E, Riverside County, CA
- Mater Dei High School Parking Structure, Santa Ana, CA
- Pleasant View Elementary School Interim Housing Campus, Huntington Beach, CA
- Providence Holy Cross Medical Center Renovation, Mission Hills, CA
- Sierra Madre Villa Phase II, Pasadena, CA
- The Railyards (Sacramento Railyards), Sacramento, CA
- Upper 2nd Street, Los Angeles, CA
- Westfield Santa Anita Expansion, Arcadia, CA



Kimley » Horn

Education

Bachelor of Science, Civil Engineering,
California State University, Long Beach

Professional Credentials

Professional Civil Engineer in California
#74848

Qualified Stormwater Pollution
Prevention Plan (SWPPP) Developer/
Practitioner #74848

Envision Sustainability Professional

Professional Affiliations

American Society of Civil Engineers
(ASCE)

U.S. Green Building Council – National
Capital Region

Urban Land Institute



ELBERT CHANG, P.E., T.E.

Signal, Lighting, and Electrical

Elbert has more than 20 years of extensive planning, engineering, and management experience in a variety of traffic engineering, ITS, transit, and transportation planning projects in both the public and private sectors. He has worked on numerous projects involving traffic signal and communications network design, transit signal priority design and implementation, signal timing coordination plan implementation, and analysis and simulation of traffic signal operations. He has prepared PS&E documents for new and modified traffic signals, ITS communication, transit improvement, pavement rehabilitation and complete streets, and various streetscape and roadway safety projects.

Relevant Project Experience

- East Bay Bus Rapid Transit Program Management and Construction Management Support Services, Alameda County, CA
- I-80 Integrated Corridor Mobility (ICM) Project, Alameda/Contra Costa Counties, CA
- Pavement Maintenance Program, Fairfield, CA
- Grange Middle School Safe Routes to School, Fairfield, CA
- San Pablo Avenue Pedestrian Safety Project, Emeryville, CA
- Safe Routes to Transit, Emeryville, CA
- MacArthur Smart City Corridor, Oakland, CA
- ITS Strategic Plan Update, Oakland, CA
- Fiber-Optic Network Master Plan Update, Oakland, CA
- AC Transit, East Bay BRT Project Implementation Support, Oakland, CA
- Benton Street at Pomeroy Avenue Intersection Improvements and Signal Interconnect Project, Santa Clara, CA
- I-80 ICM San Pablo Corridor Local Roadway and Transit Improvement, Contra Costa/Alameda Counties, CA
- Homestead Road and Kiely Boulevard Traffic Signal Interconnect and Coordination, Santa Clara, CA
- AC Transit, Line 51 Corridor Delay Reduction and Sustainability Project, Alameda, Berkeley, Oakland, CA
- AC Transit, East Bay Bus Rapid Transit Network Integration Design, Oakland/San Leandro, CA
- Oakland Lakeside Green Streets Project, Oakland, CA
- ITS, Traffic Civil, and Fiber-Optic Network Designs, Santa Clara, CA
- Oakland Fiber Network Master Plan and 2018 Update, Oakland, CA
- Oakland International Airport Parking Revenue Control System, Oakland, CA
- MacArthur Smart City Corridor Conceptual Design, Oakland, CA
- Latham Square Streetscape Improvements, Oakland, CA
- Transportation Management Center System Integration, Oakland, CA
- Security Fiber-Optic Network Expansion and Redundancy Project Design, Port of Oakland, CA
- Fiber-Optic Network Design Projects, Cupertino, CA
- Fiber-Optic Network and Traffic Signal Interconnect and Coordination Projects, Santa Clara, CA

Exhibit A



Kimley » Horn

Education

Master of Science, Transportation Engineering, University of California, Berkeley

Master of City Planning, Transportation Planning, University of California, Berkeley

Bachelor of Science, Civil Engineering, University of California, Berkeley

Professional Credentials

Professional Civil Engineer in California #61548

Professional Traffic Engineer in California #2244

Professional Affiliations

Institute of Transportation Engineers (ITE)



BRIAN SOWERS, P.E.

Traffic Operations

Brian has nearly 25 years of experience at Kimley-Horn providing a broad range of traffic and civil engineering services to public agencies. His experience includes signal timing and coordination for more than 4,000 traffic signals, design of over 250 signals, pedestrian/bicycle studies, signal interconnect design, signal system design and evaluation, signing and striping design, street lighting design, minor civil improvement layout and design, ramp metering studies, traffic operations and safety studies, and analysis and design for ITS. Brian has managed signal operations and design projects ranging in size from small single intersection studies to large multiagency regional projects.

Relevant Project Experience

- Alameda CTC, SMART Corridors Program (East Bay SMART Corridors), Alameda/Contra Costa Counties, CA
- AC Transit, Line 97 Hesperian Boulevard Kadence Adaptive Traffic Control System Deployment (34 signals), Hayward, San Leandro, and Alameda County, CA
- Alameda CTC, I-80 ICM Signal Retiming (166 signals), Various Agencies, CA
- 2019/20 TFCA Downtown Re-timing (140 signals), San Jose, CA
- VRF Signal Retiming (123 signals), San Jose, CA
- C/CAG, San Mateo County Smart Corridors Incident Response and Arterial Traffic Signal Coordination (250 signals), San Mateo, CA
- MTC, Program for Arterial System Synchronization (PASS) (over 2000 signals) 2010-Present, Bay Area, CA
- 2018/19/20 TFCA Signal Coordination Project (72 signals), Sunnyvale, CA
- Bayfront Expressway, Marsh Road, Willow Road Kadence Adaptive Traffic Control System Deployment (22 signals), Menlo Park, CA
- On-Call Transportation and Traffic Engineering Services, Walnut Creek, CA
- Civil and Traffic Engineering On-Call Services, Fremont, CA
- Civil and Traffic Engineering On-Call Services, Concord, CA
- Traffic Engineering On-Call Services, Dublin, CA
- Traffic Engineering On-Call Services, San Ramon, CA
- AC Transit, Line 51 Corridor Delay Reduction and Sustainability Project, Alameda/Berkeley/Oakland, CA
- San Pablo Avenue Signal Interconnect Project, Alameda/Contra Costa Counties, CA
- ITS, Traffic Civil, and Fiber-Optic Network Designs, Santa Clara, CA
- Latham Square Pedestrian Plaza, Oakland, CA
- HSIP Cycle 6 Traffic Signal Improvements, Union City, CA
- Downtown Hayward Signal Timing Study, Hayward, CA
- John Daly Boulevard Traffic Responsive Signal Timing Study, Daly City, CA
- Freedom Boulevard Signal Coordination Project, Watsonville, CA
- Palo Alto Citywide Traffic Signal Timing Study, Palo Alto, CA
- Clayton Road at The Alameda Traffic Signal and Civil Improvements, Concord, CA
- Traffic Signal Reconstruct for Fair Oaks Avenue and Wolfe Road Interconnect Systems, Sunnyvale, CA
- Capitol Expressway ITS Infrastructure and Sidewalk Project, Santa Clara County, CA

Exhibit A



Kimley»Horn

Education

Bachelor of Science, Civil Engineering,
California Polytechnic State University,
San Luis Obispo

Professional Credentials

Professional Civil Engineer in California
#60296

Professional Affiliations

Former Instructor for UC Berkeley's
Institute of Transportation Studies
"Advanced Traffic Signal Operations"
Course

Former Chair of MTC's Arterial
Operations Committee

Former Member of MTC's Arterial
Operations Task Force



DEVEN YOUNG, PLA, ASLA

Transportation Planning

Deven has 16 years of experience as a principal designer and project manager, adept at overseeing and facilitating design and implementation for mobility corridors, trails, parks, and open space projects. He manages large, interdisciplinary consultant teams on projects that meet client expectations and are delivered on time and within budget. He is highly organized and excels in the production of reports, scheduling, and overseeing quality assurance processes. Deven has delivered some of the largest and most complex active transportation projects in the country, and is currently serving as the Alta Project Manager for the LA River Path, a \$365 million, eight-mile corridor through downtown Los Angeles and one of the most high-profile active transportation projects in the world.

Relevant Project Experience

- **Oakland Grand Avenue BRT/Bikeway Improvements, CA** – As Principal Designer, Deven is exploring how to develop a high-quality bicycle superhighway with a dedicated BRT in Oakland's dense urban core. This is a first-of-its-kind project for Oakland DOT and AC Transit and is putting innovative new mobility at the forefront. Alta is leading the roadway evaluation, supporting community engagement efforts, and will be leading the development of conceptual design alternatives and a final preferred corridor concept.
- **Dumbarton Quarry Lakes Trail, Fremont, CA** – Deven is serving as Project Manager in Alta's work with the City of Fremont to achieve environmental clearance and preliminary engineering for an east-west trail between Dumbarton bridge and Quarry Lakes/Niles Canyon. The proposed trail will provide trail connections to priority development areas, transit centers, regional open space areas, and residential neighborhoods through the use of paved Class I multi-use pathways, Class IV separated bikeways, protected intersections, and ADA-compliant sidewalks.
- **Santa Clara County VTA Central Bikeway Feasibility Study and Alternatives Analysis, CA** – Alta is leading a study for the Santa Clara Valley Transportation Authority to identify a preferred alignment and design for a continuous, connected, low-stress bicycle superhighway between Santa Clara and East San Jose. Deven is leading the multi-jurisdictional coordination as Principal In Charge, which is essential to establishing consistent, comfortable conditions along the corridor, and Alta's outreach approach is focused on "sharing the power" and enabling community-based organizations to take ownership of the process.

Additional Project Experience

- Millbrae BART Station TOD Plan, CA
- Highway 101 Overcrossing, East Palo Alto, CA
- Monterey Road Complete Streets, Morgan Hill, CA

Exhibit A



alta

Education

Master of Landscape Architecture,
University of Oregon

Bachelor of Arts, International Studies,
University of California, Santa Barbara

Professional Credentials

Professional Landscape Architect in
Oregon #0958

Professional Affiliations

American Society of Landscape
Architects



MAURICIO HERNANDEZ

Transportation Planning

Mauricio is an experienced multimodal planner with 14 years of experience who prioritizes equity in all aspects of his practice. Originally from Bogotá, Colombia, he strives to incorporate bilingual public involvement strategies into the transportation planning process. He has a background working in micromobility and multimodal transportation, having led the implementation and evaluation of countless bike share programs throughout the US, as well as national studies for FHWA and the National Academies of Science. Mauricio's passion lies in the development and implementation of active transportation, tactical urbanism, and open streets projects with a focus on public engagement and data analytics.

Relevant Project Experience

- Santa Clara County Active Transportation Plan, Santa Clara County, CA
- Peninsula Bikeway Alignment Alternatives Study, Mountain View, CA
- Caltrans Bay Area District 4 Bicycle Superhighway Concept Study, Caltrans, CA
- Danville Bicycle Master Plan, Danville, CA
- MTC Fruitvale Quick-Build, Oakland, CA
- Mountain House Bicycle and Pedestrian Master Plan, CA
- Complete Streets Plan, Hollister, CA
- Bike Share Planning Services, Richmond, CA
- Contra Costa County Active Transportation Master Plan, Contra, CA
- Concord Ongoing Consulting Services, Concord, CA
- Bike Share Feasibility Study, Redding, CA
- Active Transportation Plan, Fairfax County, VA
- VTA Central Bikeway Feasibility Study and Alternatives Analysis, Santa Clara County, CA
- Bicycle Master Plan, Danville, CA
- MTC Fruitvale Quick-Build, Oakland, CA
- Concept Development and Active Transportation Program Grant Application Assistance, Concord, CA
- Concord Ongoing Consulting Services, Concord, CA
- LauderTrail Planning and Development, Fort Lauderdale, FL*
- Richmond Pedestrian and Bicycle Network Improvement Study, Richmond, VA*
- Pedestrian and Bicycle Master Plans, Howard County, MD*
- Maryland Department of Transportation Statewide Bicycle and Pedestrian Master Plan Update, Statewide, Maryland*
- Tulsa Regional Bicycle and Pedestrian Master Plan, Tulsa, OK*
- Alexandria Pedestrian and Bicycle Master Plan Update and Complete Streets Guideline Development, Alexandria, VA*
- Maryland-National Capital Park and Planning Commission Trails Master Plan for Prince George's County, MD*
- Bike Share Station Siting and NEPA Documentation, Falls Church, VA*
- Horizon Foundation Complete Streets, Howard County, MD*
- Bicycle and Pedestrian Master Plan Update, Charlottesville, VA

Experience prior to joining Alta

Exhibit A



alta

Education

Master of Community Planning,
University of Maryland

Bachelor of Arts, Geography, Florida
International University

Bachelor of Arts, International Relations,
Florida International University

Professional Affiliations

Association of Pedestrian and Bicycle
Professionals, Board Member

Association of Pedestrian and Bicycle
Professionals, Diversity and Inclusion
Committee

TCRP J-11/Task 37 – Transit and Micro-
mobility, Chair

Innovations in Transportation Equity for
Latino Communities Workgroup

American Planning Association

Selected Publications

Principal Author and Researcher Transit
Cooperative Research Program (TCRP)
Synthesis 132: Public Transit and
Bikesharing. National Academies of
Sciences, Engineering and Medicine.
September 2018

Principal Author and Researcher, Bike
Sharing in the United States: State of the
Practice and Guide to Implementation,
Federal Highway Administration
September, 2012



Exhibit A

DANIEL SHOUP, RPA, Ph.D.

Cultural Resources Environmental Services

Dr. Daniel Shoup has 25 years of experience in archaeology and cultural resources management, 15 of them in California. He holds a Ph.D. in Archaeology and Masters of Urban Planning from the University of Michigan. Since 2013, he has been Principal of Archaeological/Historical Consultants, where he has scoped and managed over 200 CEQA and NEPA projects in the San Francisco Bay Area, including over 50 for review by Caltrans Local Assistance. He has produced archaeological survey reports, archaeological testing plans, and EIR sections, and managed large and complex teams on mitigation excavations. His Alameda County experience includes archaeological surveys and testing for numerous local agencies, including ACTC, ACPWA, EBRPD, and Caltrans Local Assistance projects for the Cities of Fremont, Hayward, Livermore, Oakland, and Union City. Dr. Shoup is the author of 10 peer-reviewed academic publications on cultural heritage management.

Relevant Project Experience

- Alameda County Transportation Commission, I-680 Express Lanes Project, Pleasanton, Alameda County, CA
- Alameda County Transportation Commission, Highway 84/I-680 Improvements Project, Sunol, Alameda County, CA
- Mitigation Excavations at CA-ALA-11, Alameda County, CA
- Santa Clara County Department of Roads and Airports, Aldercroft Heights Bridges Project, BRLS 5937 (205, 206, 207), Santa Clara County, CA
- Miner Road Bridge Replacement, Orinda STPLZ 5444 (019), Orinda, CA
- Adeline Corridor Specific Plan, Berkeley, CA

Selected Academic Publications

- 2019 Zan, Luca and Daniel Shoup. "Professional Utopianism and Administrative Naiveté: Uncertainty and Archaeology in the Shipwrecks of Pisa." In *Oxford Handbook of Public Heritage Theory and Method* (New York: Oxford University Press).
- 2019 Bonini Baraldi, Sara and Daniel Shoup. "When Megaprojects Meet Archaeology: A Research Framework and Case Study from Yenikapi, Istanbul." *International Journal of Cultural Policy* 25(4), pp.423-444.
- 2015 Co-Author, *Managing Cultural Heritage: An International Research Perspective* (New York: Ashgate). ISBN 1317101804.
- 2013 Shoup, Daniel David and Luca Zan. "Byzantine Planning: Site Management in Istanbul." *Conservation and Management of Archaeological Sites* 15(2) 169-194.



Education

Ph.D. of Archaeology, University of Michigan

Master of Urban Planning, University of Michigan

Bachelor of Arts, Literature, University of California, Santa Cruz

Professional Credentials

Registered Professional Archaeologist

SOIS Prehistoric Archaeology, Historic Archaeology, and History

Professional Affiliations

Society for California Archaeology

Society for American Archaeology

Association of Environmental Planners



Exhibit A

TERENCE BOTTOMLEY, RLA, AICP

Urban Design/Landscape Architecture

Principal Terence Bottomley has over 30 years of experience and has completed over one hundred urban design- and city planning-related projects. His professional work focuses on pedestrian- and transportation-oriented development planning and capital improvements. Work products include land use and development master plans, zoning standards, design guidelines, and detailed design and construction drawings for streets and public spaces. Projects typically involve a public engagement process, and Terence has extensive experience facilitating community meetings and workshops. He is a member of the American Institute of Certified Planners (AICP) and a California-registered Landscape Architect (No. 3031). He founded Bottomley Design & Planning in Oakland, California, in 1999. From 1988 to 1999, Terence was landscape architect of record and managing principal of Freedman Tung & Bottomley Urban Design.

Relevant Project Experience

- Safe Routes for Seniors/Downtown Improvements Project, Hayward, CA
- Newark Old Town Specific Plan/Thornton Avenue Street Redesign, Newark, CA
- Millbrae Downtown and El Camino Real Specific Plan, Millbrae, CA
- Mountain View Transit Center Urban Design Guidelines, Mountain View, CA
- El Camino Real Grand Boulevard Improvement Project, South San Francisco, CA
- Latham Square Permanent Plaza Design, Oakland, CA
- East Santa Clara Street Urban Village Plan, San Jose, CA
- El Camino Real PDA Plan, Redwood City, CA
- Lakeside Park/Fairyland Entrance Improvements, Oakland, CA
- Winchester Boulevard/Santana Row Urban Village Plan, San Jose, CA
- Citywide Transportation Plan for Redwood City, CA
- 18th Street Streetscape Improvement Project, Oakland, CA
- Downtown Plaza and Pedestrian Corridor Design Plan, Napa, CA
- Lincoln Square/Alice Street Neighborhood Park Project, Oakland, CA
- Carolan Avenue Complete Street Improvements, Burlingame, CA
- Fruitvale Alive Gap Closure Streetscape Project, Oakland, CA
- Grand Boulevard Initiative: El Camino/Arroyo Complete Street Improvements, San Carlos, CA
- Grand Boulevard Initiative: Complete Streets Case Studies Project, SamTrans w/Caltrans and the Cities of Daly City, South San Francisco, San Bruno, and San Carlos, CA
- Grand Boulevard Initiative: Multi-Modal Transportation Corridor Plan, SamTrans w/VTA, San Mateo C/CAG, Caltrans, CA
- Downtown Brentwood Streetscape Master Plan/Improvement Project, Brentwood, CA
- 14th Avenue Streetscape Improvement Project, Oakland, CA
- Inner Telegraph Avenue/Uptown Streetscape Improvements Project, Oakland, CA
- Foothill Boulevard/Seminary Avenue Transit Hub Master Plan, Oakland, CA
- UC Berkeley, Underhill Housing Area Streetscape Design Manual, Berkeley, CA
- Telegraph Avenue Pedestrian Streetscape Improvement Project, Oakland, CA
- Ashland/Bayfair BART Transit Improvements, Alameda County, CA

BOTTOMLEY ASSOCIATES URBAN DESIGN & CITY PLANNING

Education

Master of City Planning: Economic Development/Urban Design, University of California, Berkeley

Bachelor of Science, Environmental Planning/Landscape Architecture, Rutgers University

Professional Credentials

American Institute of Certified Planners

Registered Landscape Architect in California #3031

Professional Affiliations

American Planning Association

American Society of Landscape Architects

American Institute of Architects

Urban Land Institute



Exhibit A

BOTTOMLEY ASSOCIATES
URBAN DESIGN & CITY PLANNING

CLAIRE VLACH, AICP

Urban Design and Cultural Environmental Services

Claire focuses on policy planning for development and capital improvements-related projects. Her work has included preparation of master development plans and regulatory documents, as well as transportation- and streetscape-related urban design, mapping, computer imaging, communications graphics, and landscape architecture construction drawings. Claire will take the landscape architecture licensing exam this year.

Relevant Project Experience

- Safe Routes for Seniors Downtown Improvements Project, Hayward, CA
- Newark Old Town Specific Plan/Thornton Avenue Street Redesign, Newark, CA
- Mountain View Transit Center Urban Design Guidelines, Mountain View, CA
- Union City BART Area Specific Plan, Union City, CA
- Latham Square Permanent Plaza Design, Oakland, CA
- Bayhill Specific Plan, San Bruno, CA
- Mountain View Transit Center Master Plan, Mountain View, CA
- Lakeside Park/Fairyland Entrance Improvements, Oakland, CA
- El Camino Real Grand Boulevard Improvement Project, South San Francisco, CA
- Newark Old Town Specific Plan/Thornton Avenue Redesign, Newark, CA
- East Santa Clara Street Urban Village Plan, San Jose, CA
- Citywide Transportation Plan for Redwood City, CA
- Menlo Park Transportation Master Plan, Menlo Park, CA
- Downtown Transit Center Master Plan/Broadway Streetcar Study, Redwood City, CA
- Carolan Avenue Complete Street Improvements, Burlingame, CA
- Fruitvale Alive Gap Closure Streetscape Project, Oakland
- Grand Boulevard Initiative: El Camino/Arroyo Complete Street Improvements, San Carlos, CA
- Napa Riverfront Riverside Drive Vision Plan, Napa, CA
- Grand Boulevard Initiative: Complete Street Case Studies Project, SamTrans/Caltrans, Cities of Daly City, South San Francisco, San Bruno, San Carlos, CA
- Grand Boulevard Initiative: Multimodal Access Strategy & Design Guidelines, SamTrans/ VTA/ Caltrans, CA
- Downtown Streetscape Improvement Project, Brentwood, CA
- 14th Avenue Streetscape Design Project, Oakland, CA
- 18th Street Streetscape Improvement Project, Oakland, CA

Education

Master of Urban Design, University of Michigan, Ann Arbor

Master of Urban Planning, University of Michigan, Ann Arbor

Bachelor of Arts, Urban Studies, Vassar College, Poughkeepsie

Professional Credentials

American Institute of Certified Planners



Exhibit A

KRISTOPHER LARSON, PG, QSP/QSD

Geotechnical and Environmental

Kristopher is the Operations Manager for environmental services in Ninyo & Moore's Alameda office and his areas of expertise include Brownfields investigations and remediation, transactional environmental due diligence, subsurface site characterization, storm water management, site remediation and construction/demolition planning and supervision. Prior to joining Ninyo & Moore, Kristopher worked as an environmental specialist at the San Francisco Bay Regional Water Quality Control Board (RWQCB). He has worked closely with all local, state and federal environmental agencies, including the California EPA Department of Toxic Substances Control (DTSC), United States Environmental Protection Agency (US EPA), RWQCB, Army Corps of Engineers, and numerous local oversight programs.

Relevant Project Experience

- Cross Alameda Trail/Ralph Appezatto Memorial Parkway (CAT/RAMP) Air Monitoring Project, Alameda, CA
- Aerially Deposited Lead Study, Tinker Avenue Alignment, Alameda, CA
- Estuary Park Site Improvements Phase I, Alameda, CA
- Alameda County Public Works Agency, On-Call Environmental Services Contract, Alameda County, CA
- Housing Authority of the City of Alameda, North Housing Soil and Groundwater Management Plan, Alameda, CA
- City of Oakland Public Works Agency, On-Call Environmental Services Contract, Oakland, CA
- I-880 North Safety Improvements Project, Oakland, CA
- Association of Bay Area Governments, Phase II Environmental Site Assessment, Oakland, CA
- Silicon Valley Express Lanes Program (VTA), Palo Alto, Mountain View/Sunnyvale, CA
- Interstate 80/West Texas Bicycle/Pedestrian and Bus Pullout Improvements, Fairfield, CA
- Aerially Deposited Lead (ADL) Study Interstate 580 (I-580) corridor in the cities of Oakland and San Leandro, CA
- Initial Site Assessment, Preliminary Site Investigation, San Pedro Creek Bridge, Highway 1, Pacifica, CA
- Rails to Trails Project, San Jose, CA
- Caltrans District 4, 34863 Mission Blvd, Union City, CA
- Santa Clara County Facilities & Fleet and Park & Recreation Departments, On-Call Environmental Services Contract, Santa Clara County, CA
- Cooley Landing, City of East Palo Alto, East Palo Alto, CA
- On-Call Consulting Services Contract, South San Francisco, CA
- Port of Oakland On-Call Environmental Compliance Services and Asbestos and Lead Paint Services Contract, Oakland, CA



Ninyo & Moore

Geotechnical & Environmental Sciences Consultants

Education

Bachelor of Science, Geology, San Francisco State University

Professional Credentials

Professional Geologist in California #8059

Qualified SWPPP Developer (QSD) and Qualified SWPPP Practitioner QSP in California #20715



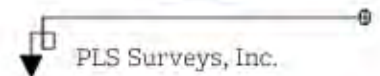
JOSEPH BRAJKOVICH, PLS

Survey

Joe has been in the surveying and engineering fields since 1975, and he has been licensed to practice Land Surveying in California since 1983. He serves as both the supervisor for field surveying operations, and when needed as a Project Manager. Joe's experience includes hydrographic surveys, topographic surveys, boundary surveys, deed interpretation, construction staking, GIS/LIS data capture, GPS control and processing, and Expert Witness duties at court. Joe oversees a CAD operator, verifying the integrity of the field data interpretation. As a Licensed Land Surveyor, he regularly works with right-of-way (ROW), right-of-way acquisition, and real estate boundary determinations.

Relevant Project Experience

- Central Avenue Roadway Improvements, Alameda CA
- Embarcadero Bridge Replacement Project, Oakland, CA
- Oakland Pedestrian Bridge, Oakland, CA
- San Francisco Street Intersections for ADA ramps, CA
- Roadway Improvements Along Agnew Road/De La Cruz, Santa Clara, CA
- Millbrae Cycle Track Roadway Improvements, Millbrae, CA
- Roadway Improvements and Diet, Shannon Road, Los Gatos, CA
- As-Built Intersections along San Pablo Avenue for ADA Improvements Oakland, Berkeley and Albany, CA
- As-built ADA Ramps, San Francisco, CA
- Golden Gate National Recreation Area Muir Woods, CA
- Tassajara Road and Santa Rita Road at I580, Pleasanton, CA
- LAVTA Bus Stops, Livermore/Pleasanton, CA
- Foothill Boulevard Roadway Improvements, Oakland, CA
- Traffic Flow, Speed Reduction and Bike Lane Study, Oakland, CA
- Mills Corridor Roadway Improvements, Oakland, CA



PLS Surveys, Inc.

Professional Credentials

Professional Land Surveyor in California
#5254

Professional Affiliations

The Consulting Engineers and Land
Surveyors of California
California Land Surveyors Association
American Congress on Surveying and
Mapping



JESSE REEBS

Biological Services

Jesse has 17 years of experience in wildlife surveys, biological monitoring, permitting, environmental inspection, habitat restoration, and project management. He has provided extensive permit application, acquisition, and compliance expertise on transportation, infrastructure, and public works projects. Jesse has extensive experience preparing permit applications, including: U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) Biological Assessments for Biological Opinions, California Department of Fish and Wildlife (CDFW) Incidental Take Permits and Streambed Alteration Agreements, U.S. Army Corps of Engineers (USACE) Section 404, and Regional Water Quality Control Board (RWQCB) Section 401. In addition, Jesse has performed site assessments throughout Northern California, conducted preliminary aquatic analyses and wetland delineation, and has prepared Biological Constraints Analyses and Biological Resources Sections for inclusion in California Environmental Quality Act (CEQA) documents.

Jesse's project experience includes monitoring and surveying for numerous special-status species in salt marsh and wetland habitats, including California Ridgway's rail, California black rail, salt marsh harvest mouse, and California red-legged frog. He holds a USFWS 10(a)(1)(A) recovery permit (TE-01769B-3) and CDFW Memorandum of Understanding and Scientific Collecting Permit (SC-10272) for California Ridgway's rail, California tiger salamander, San Francisco garter snake, and Alameda whipsnake. Additionally, he has performed protocol-level surveys with positive detections for Ridgway's rail and is fully trained and practiced in the identification and biology of salt marsh harvest mouse and soft bird's beak. Jesse has experience surveying for numerous other special-status species, including western burrowing owl, Alameda whipsnake, San Joaquin kit fox, western pond turtle, and nesting birds, among others.

Relevant Project Experience

- Sonoma County Transportation and Public Works, Penngrove Intersection Improvements Project, Sonoma County, CA
- Zone 7 Water Agency On-Call Biological Monitoring for Routine Maintenance Programs, Alameda County, CA
- North Mare Island Levee Repair Project, Vallejo, CA
- Transportation & Public Works Pavement Preservation Program, Sonoma County, CA
- Area Creek Restoration and Recreational Improvements Project, Orinda, CA
- Military Ocean Terminal Concord (MOTCO) Road Repairs, Contra Costa County, CA
- Nash Road Quarry Project, Hollister, CA
- High Valley Ranch Project, Clearlake Oaks, CA
- Sonoma County Regional Parks Russian River Parkway Project, Cloverdale, CA
- Paicines Quarry Project, San Benito County, CA
- Phillips 66 Line 200 Repairs Project, Alameda County, CA
- Orchard Partners Napa Logistics Project, Napa, CA
- South Lathrop Regional Outfall Project, Lathrop, CA
- Devlin Roadway Extension Project, Napa County, CA
- Private Development Projects, Alameda, Contra Costa, Marin, Napa, Sonoma Counties, CA
- Maintenance and Management Program, American Canyon, CA
- Routine Maintenance Program/Newell Open Space Preserve Trail, American Canyon, CA
- Vine Gap Trail Project, American Canyon, CA
- Bay Area Site Assessments and Constraints Analyses, San Francisco Bay Area, CA
- California Tiger Salamander Presence/Absence Survey, Sonoma County, CA

Exhibit A



Education

Bachelor of Science, Environmental Science, Evergreen State College

Permits/Certifications

USFWS 10(a)(1)(A) Recovery Permit for San Francisco Garter Snake, Alameda Whipsnake, California Tiger Salamander (CV DPS), and California Ridgway's Rail (TE-01769B-3)

CDFW Memorandum of Understanding for Recovery Permit Species and Scientific Collecting Permit (SC-10272)

Training

Wetland Delineation Training (Wetland Training Institute, Sacramento, CA, 2022)

Biology & Management of California Red-legged Frog (P. and G. Tatarian/Alameda Conservation Partnership, 2014)

Desert Tortoise Surveying, Monitoring, and Handling Techniques (22nd Annual Desert Tortoise Council, 2013)

Salt Marsh Harvest Mouse Trapping (USFS, 2013)

Alameda Whipsnake Trapping (Swaim Biological, 2009)

Invasive Plant Identification and Management (Acterra, 2009)



ANDREW FORD, CCB, ISA CA

Biological Services

Andrew has more than 10 years of experience in wildlife conservation and management and botanical research. He has performed extensive special-status plant surveys and habitat assessments; special-status wildlife surveys; nesting passerine and raptor surveys; point counts; banding; small mammal trapping; and amphibian pitfall trapping.

Andrew is a certified consulting botanist through the California Native Plant Society (CNPS). His specialties include performing special-status plant surveys, vegetation assessments, and floristic mapping, and he applies his ArcGIS skills to produce professional maps that document the results of these investigations. Andrew has performed special-status plant surveys for multiple species, including pallid manzanita, Diablo helianthella, Mt. Diablo fairy lantern, Monterey spineflower, Monterey gilia, canyon clarkia, Brewer's western flax, Mason's lilaeopsis, and big tarplant. In the course of his work, Andrew regularly performs California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) Rare Plant Inventory searches to determine presence of rare plants. He has extensive experience performing tree inventories, surveying and identifying native trees, performing risk assessments, identifying tree diseases, assessing tree conditions, and providing guidance on tree removal.

Relevant Project Experience

- Transportation and Public Works, Penngrove Intersection Improvements, Sonoma County, CA
- San Francisco Public Works, Richland Avenue Bridge Project, San Francisco, CA
- Marin Wildfire Prevention Authority (MWWPA) Environmental Services for Wildfire Prevention/Hazard Mitigation Projects, Marin County, CA
- East Bay Regional Park District Fuels Management Support, Alameda and Contra Costa Counties, CA
- University of California, Santa Barbara Munger Hall Housing Construction Project, Goleta, CA
- Air Traffic Control And Landing Systems (ATCALS) Travis Air Force Base Communication Line Installation Project, City of Suisun City, CA
- University of California, Merced 2020 Expansion Project Biological Support, Merced, CA
- East Bay Regional Park District Routine Maintenance for Huckleberry Ridge Bridge Replacement Project, Orinda, CA
- Kinder Morgan LS-72 JT 7640 Pipeline Anomaly Investigation, Martinez, CA
- High Valley Ranch Wetland Delineation and Biological Investigations, Clear Lake, CA
- Novato Sanitation District Biodiversity Site Assessment, Novato, CA
- El Dorado Resource Conservation District Fire Adapted 50 Phase 1B Wildland Fire Protection Program, El Dorado County, CA
- Georgetown Divide RCD-Georgetown Fuels Reduction Project, El Dorado County, CA
- Bourdet Ranch Grading Violation Assessment, Santa Clara County, CA
- Syar Industries Old Grey Rock Wetlands Restoration Project, Napa, CA
- Military Ocean Terminal, Concord Tidal Duct Bank Installation Project, Concord, CA
- East Bay Regional Park District McLaughlin Eastshore State Park Brickyard Phase 1 Improvements Project, Albany, CA
- Caltrans Route 99 Madera Highway Improvement Project, Madera, CA
- Military Ocean Terminal, Concord Roads Installation and Repair Project, Concord, CA
- East Bay Regional Park District McCosker Sub-Area Creek Restoration and Recreational Improvements Project, Orinda, CA

Exhibit A



Education

Bachelor of Science, Wildlife Conservation and Management, Humboldt State University

Permits/Certifications

Certified Consulting Botanist (CCB 029)

ISA Certified Arborist, WE-13284A

USFWS 10(a)(1)(A) Recovery Permit for California Tiger Salamander and California Red-Legged Frog (TE-66228D-0)

CDFW Voucher Permit

OSHA-HAZWOPER Certified (40-Hour Training and 8-Hour Refresher (2016, 2017, 2018)

Training

Botanical and Rare Plant Identification (Humboldt State University, 2015)

Rare Pond Species Workshop (Laguna de Santa Rosa Foundation, 2018)

Amphibians of the Bay Area Workshop (Laguna de Santa Rosa Foundation, 2016)

Alameda Whipsnake Training (Sequoia/M. Murphy)

Pallid Manzanita: Individual Identification, Ecology and Habitat Preferences (Sequoia)

Professional Affiliations

California Native Plant Society

United States Geological Survey

National Audubon Society



FEE SCHEDULE

Exhibit B

Kimley-Horn Hourly Labor Rate Schedule

Our experience on numerous as-needed assignments has taught us that on-call contracts require using a different approach and methodology from typical project-specific contracts. We understand that each task under this as-needed contract will be unique and require different types of deliverables depending on the project needs. From the beginning, our Project Manager, Ryan Dole, will work with the City to gain a thorough understanding of the City's objectives and staff each requested task based on scope of work, budget, and schedule.

Classification/Role	Rate
Analyst I	\$125 - \$165
Analyst II	\$165 - \$210
Professional	\$210 - \$240
Senior Professional I	\$250 - \$310
Senior Professional II	\$330 - \$390
Senior Technical Support	\$110 - \$275
Technical Support	\$100 - \$160
Support Staff	\$85 - \$140

Effective through June 30, 2023

Subject to annual adjustment thereafter

External Reimbursable Expenses such as Outside Printing/Reproduction, Delivery Services/Fed Ex, Field Equipment/Supplies and Travel Expenses will be charged at 10% mark-up, or per the Contract. Mileage will be billed at the Federal Rate.

Subconsultants will be billed at 10% mark-up or per the Contract



ARCHAEOLOGICAL/HISTORICAL CONSULTANTS

609 AILEEN STREET, OAKLAND, CA 94609 / 510.224.4076 / AHC-HERITAGE.COM

July-December 2022 Staff Hourly Rates

Staff	Rate
Principal (exempt)	\$150.00
Professional 3 (exempt)	\$95.00
Professional 2	\$85.00
Professional 1	\$80.00
Architectural Historian	\$150.00

Notes

- This rate schedule covers July 1-December 31 2022. Rates may be adjusted each calendar year.
- Professional staff may include archaeologists or historians as each individual project requires.
- Overtime is charged only on non-exempt professionals, at a rate of 1.5 times the rate listed above.
- Mileage is billed at the Federal mileage rate (\$0.585 for 2022). Mileage rates may change each calendar year.
- A/HC charges a 4-hour minimum for fieldwork. Fieldwork over 4 hours is charged at 8 hours.
- A/HC has a minimum charge of 8 hours per job, or \$1,500 minimum in labor.
- A 10%-20% admin fee is charged on consultants (Native American, architectural history).
- A 5% processing fee is charged on Northwest Information Center invoices.
- Other direct costs are billed as charged to A/HC.



Alta Planning + Design, Inc.

Billing Rates - 2022

Labor Category	Rate Typical Classifications Included in Rate
Labor Category 1a	\$355 Senior Principal
Labor Category 1b	\$300 Principal
Labor Category 1c	\$280 Principal
Labor Category 2	\$247 Principal
Labor Category 3	\$240 Principal, Senior Associate
Labor Category 4	\$225 Principal, Senior Associate
Labor Category 5	\$216 Principal, Senior Associate
Labor Category 6	\$208 Principal, Senior Associate
Labor Category 7	\$203 Principal, Senior Associate
Labor Category 8	\$195 Senior Associate, Associate
Labor Category 9	\$185 Senior Associate, Associate
Labor Category 10	\$180 Senior Associate, Associate
Labor Category 11	\$175 Associate, Senior
Labor Category 12	\$161 Associate, Senior
Labor Category 13	\$151 Associate, Senior
Labor Category 14	\$138 Senior, Level I
Labor Category 15	\$128 Senior, Level I
Labor Category 16	\$116 Level I, Level II
Labor Category 17	\$103 Level I, Level II
Labor Category 18	\$98 Administration
Labor Category 19	\$80 Intern

Rates are presented in US Dollars (US\$) and are subject to change at any time.

Subconsultants and reimbursable expenses will be charged at cost + 10% markup.

Mileage will be charged at the provisional standard rate.

In-house reproductions will be charged as follows:

Color copies	\$0.65/ page
Black and white copies	\$0.20/page
24" x 36" large format plot	\$17.50/sheet
36" x 48" large format plot	\$32.50/sheet



**BOTTOMLEY ASSOCIATES
URBAN DESIGN & CITY PLANNING**

**FEE SCHEDULE
2022**

Principal	\$225 / hour
Associate	\$125 / hour
Design/Draftsperson	\$115 / hour
Draftsperson	\$100 / hour
Project Assistant	\$80 / hour
Clerical/Administration	\$80 / hour

Reimbursable project expenses will be charged at cost. These expenses include but are not limited to: telephone; fax; mail; travel; lodging; messenger/delivery; photographic supplies and developing; blueprinting; photo and/or graphic reproduction; project-related documents, reports, fees and licenses; models; expenses for additional insurance coverage or limits, including professional liability insurance, requested by the client in excess of that normally carried and/or associated with contracts to subconsultants.

Monthly invoices will be submitted for services performed and project costs incurred. Each invoice is due and payable on presentation and is past due thirty (30) days from invoice date. Any billing disputes shall be brought to the attention of Bottomley Associates Urban Design & City Planning within fourteen (14) days of billing presentation.



Ninyo & Moore

Geotechnical & Environmental Sciences Consultants

Schedule of Fees

Hourly Charges for Personnel

Professional Staff

Principal Engineer/Geologist/Environmental Scientist/Certified Industrial Hygienist	\$ 250
Senior Engineer/Geologist/Environmental Scientist	\$ 235
Senior Project Engineer/Geologist/Environmental Scientist	\$ 220
Project Engineer/Geologist/Environmental Scientist	\$ 210
Senior Staff Engineer/Geologist/Environmental Scientist	\$ 200
Staff Engineer/Geologist/Environmental Scientist	\$ 180
GIS Analyst	\$ 160
Technical Illustrator/CAD Operator	\$ 140

Field Staff

Certified Asbestos/Lead Technician	\$ 220
Field Operations Manager	\$ 150
Nondestructive Examination Technician (UT, MT, LP)	\$ 145
Supervisory Technician	\$ 140
Special Inspector (Concrete, Masonry, Structural Steel, Welding, and Fireproofing)	\$ 135
Senior Technician	\$ 135
Technician	\$ 130

Administrative Staff

Information Specialist	\$ 120
Geotechnical/Environmental/Laboratory Assistant	\$ 120
Data Processor	\$ 95

Other Charges

Concrete Coring Equipment (includes technician)	\$ 190/hr
Anchor Load Test Equipment (includes technician)	\$ 190/hr
GPR Equipment	\$ 180/hr
Inclinometer	\$ 100/hr
Hand Auger Equipment	\$ 80/hr
Rebar Locator (Pachometer)	\$ 25/hr
Vapor Emission Kit	\$ 65/kit
Nuclear Density Gauge	\$ 12/hr
X-Ray Fluorescence	\$ 70/hr
PID/FID	\$ 25/hr
Air Sampling Pump	\$ 10/hr
Field Vehicle	\$ 15/hr
Expert Witness Testimony	\$ 450/hr
Direct Expenses	Cost plus 15 %
Special equipment charges will be provided upon request.	

Notes

For field and laboratory technicians and special inspectors, overtime rates at 1.5 times the regular rates will be charged for work performed in excess of 8 hours in one day Monday through Friday and all day on Saturday. Rates at twice the regular rates will be charged for all work in excess of 12 hours in one day, all day Sunday and on holidays.

Field technician and special inspection hours are charged at a 4-hour minimum, and 8-hour minimum for hours exceeding 4 hours.

Invoices are payable upon receipt. A service charge of 1.5 percent per month may be charged on accounts not paid within 30 days.

Our rates will be adjusted in conjunction with the increase in the Prevailing Wage Determination during the life of the project, as applicable.

The terms and conditions are included in Ninyo & Moore's Work Authorization and Agreement form.


Schedule of Fees for Laboratory Testing
SOILS

Atterberg Limits, D 4318, CT 204	\$ 170
California Bearing Ratio (CBR), D 1883	\$ 550
Chloride and Sulfate Content, CT 417 & CT 422	\$ 175
Consolidation, D 2435, CT 219	\$ 300
Consolidation, Hydro-Collapse only, D 2435	\$ 150
Consolidation - Time Rate, D 2435, CT 219	\$ 200
Direct Shear - Remolded, D 3080	\$ 350
Direct Shear - Undisturbed, D 3080	\$ 300
Ductility Index, CT 229	\$ 175
Expansion Index, D 4829, IBC 18-3	\$ 190
Expansion Potential (Method A), D 4546	\$ 170
Geotextile Tensile and Elongation Test, D 4532	\$ 200
Hydraulic Conductivity, D 5084	\$ 350
Hydrometer Analysis, D 6913, CT 203	\$ 220
Moisture, Ash, & Organic Matter of Peat/Organic Soils	\$ 120
Moisture Only, D 2216, CT 226	\$ 35
Moisture and Density, D 2937	\$ 45
Permeability, CH, D 2434, CT 220	\$ 300
pH and Reactivity, CT 643	\$ 175
Proctor Density D1557, D 698, CT 216, AASHTO T-180	\$ 220
Proctor Density with Rock Correction D 1557	\$ 340
R-value, D 2844, CT 301	\$ 375
Sand Equivalent, D 2419, CT 217	\$ 125
Sieve Analysis, D 6913, CT 202	\$ 145
Sieve Analysis, 200 Wash, D 1140, CT 202	\$ 100
Specific Gravity, D 854	\$ 125
Thermal Resistivity (ASTM 5334, IEEE 442)	\$ 925
Triaxial Shear, C.U., D 4767, T 2297	\$ 550
Triaxial Shear, C.U., w/ pore pressure, D 4767, T 2297 per pt	\$ 450
Triaxial Shear, C.U., w/ pore pressure, D 4767, T 2297 per pt	\$ 350
Triaxial Shear, U.U., D 2850	\$ 250
Unconfined Compression, D 2166, T 208	\$ 190

MASONRY

Brick Absorption, 24-hour submersion, 5-hr boiling, 7-day, C 67	\$ 70
Brick Compression Test, C 67	\$ 55
Brick Efflorescence, C 67	\$ 55
Brick Modulus of Rupture, C 67	\$ 50
Brick Moisture as received, C 67	\$ 45
Brick Saturation Coefficient, C 67	\$ 60
Concrete Block Compression Test, 8x8x16, C 140	\$ 70
Concrete Block Conformance Package, C 90	\$ 500
Concrete Block Linear Shrinkage, C 426	\$ 200
Concrete Block Unit Weight and Absorption, C 140	\$ 70
Cores, Compression or Shear Bond, CA Code	\$ 70
Masonry Grout, 3x3x6 prism compression, C 39	\$ 45
Masonry Mortar, 2x4 cylinder compression, C 109	\$ 35
Masonry Prism, half size, compression, C 1019	\$ 120
Masonry Prism, Full size, compression, C 1019	\$ 200

REINFORCING AND STRUCTURAL STEEL

Chemical Analysis, A 36, A 615	\$ 135
Filproofing Density Test, UBC 7-6	\$ 90
Hardness Test, Rockwell, A 370	\$ 80
High Strength Bolt, Nut & Washer Conformance, per assembly, A 325	\$ 150
Mechanically Spliced Reinforcing Tensile Test, ACI	\$ 175
Pre-Stress Strand (7 wire), A 415	\$ 170
Reinforcing Tensile or Bend up to No. 11, A 615 & A 706	\$ 75
Structural Steel Tensile Test, Up to 200,000 lbs., A 370	\$ 90
Welded Reinforcing Tensile Test, Up to No. 11 bars, ACI	\$ 90

CONCRETE

Compression Tests, 6x12 Cylinder, C 39	\$ 35
Concrete Mix Design Review, Job Spec	\$ 300
Concrete Mix Design, per Trial Batch, 6 cylinder, ACI	\$ 850
Concrete Cores, Compression (excludes sampling), C 42	\$ 120
Drying Shrinkage, C 157	\$ 400
Flexural Test, C 78	\$ 85
Flexural Test, C 253	\$ 85
Flexural Test, CT 523	\$ 95
Gunter/Shotcrete, Panels, 3 cut cores per panel and test, ACI	\$ 275
Lightweight Concrete Fill, Compression, C 456	\$ 80
Petrographic Analysis, C 855	\$ 2,000
Restrained Expansion of Shrinkage Compensation	\$ 450
Splitting Tensile Strength, C 495	\$ 100
3x6 Grout, (CLSM), C 99	\$ 55
2x2x2 Non-Shrink Grout, C 109	\$ 55

ASPHALT

Air Voids, T 269	\$ 85
Asphalt Mix Design, Calkers (incl. Aggregate Quality)	\$ 4,500
Asphalt Mix Design Review, Job Spec	\$ 180
Dust Proportioning, CT LP-4	\$ 85
Extraction, % Asphalt, including Gradation, D 2172, CT 382	\$ 250
Extraction, % Asphalt without Gradation, D 2172, CT 382	\$ 150
Film Stripping, CT 302	\$ 120
Heaven Stability and Unit Weight D 1500, T 245, CT 366	\$ 225
Marshal Stability, Flow and Unit Weight, T 245	\$ 240
Maximum Theoretical Unit Weight, D 2041, CT 309	\$ 150
Moisture Content, CT 370	\$ 95
Moisture Susceptibility and Tensile Stress Ratio, T 238, CT 371	\$ 1,000
Slurry Wet Track Abrasion, D 3610	\$ 150
Superpave, Asphalt Mix Verification (incl. Aggregate Quality)	\$ 4,900
Superpave, Gyrocity Unit Wt., T 312	\$ 100
Superpave, Hamburg Wheel, 20,000 passes, T 324	\$ 1,000
Unit Weight sample of core, D 2725, CT 306	\$ 100
Voids in Mineral Aggregate, (VMA) CT LP-2	\$ 90
Voids Filled with Asphalt, (VFA) CT LP-3	\$ 90
Wax Density, D 1188	\$ 140

AGGREGATES

Clay Lumps and Friable Particles, C 142	\$ 180
Cleanliness Value, CT 227	\$ 180
Crushed Particles, CT 205	\$ 175
Durability, Coarse or Fine, CT 229	\$ 205
Fine Aggregate Angularity, ASTM C 1252, T 304, CT 234	\$ 180
Flat and Elongated Particle, D 4791	\$ 220
Lightweight Particles, C 123	\$ 180
Los Angeles Abrasion, C 131 or C 535	\$ 200
Material Finer than No. 200 Sieve by Washing, C 117	\$ 90
Organic Impurities, C 40	\$ 90
Potential Alkali Reactivity, Mortar Bar Method, Coarse, C 1260	\$ 1,250
Potential Alkali Reactivity, Mortar Bar Method, Fine, C 1260	\$ 950
Potential Reactivity of Aggregate (Chemical Method), C 269	\$ 475
Sand Equivalent, T 176, CT 217	\$ 125
Sieve Analysis, Coarse Aggregate, T 27, C 136	\$ 120
Sieve Analysis, Fine Aggregate (including wash), T 27, C 136	\$ 145
Sodium Sulfate Soundness, C 88	\$ 450
Specific Gravity and Absorption, Coarse, C 127, CT 206	\$ 115
Specific Gravity and Absorption, Fine, C 128, CT 207	\$ 175

ROOFING

Roofing Tile Absorption, (out of 5), C 67	\$ 250
Roofing Tile Strength Test, (out of 5), C 67	\$ 250

Special preparation of standard test specimens will be charged at the technician's hourly rate
Ninyo & Moore is accredited to perform the AASHTO equivalent of many ASTM test procedures


PLS Surveys, Inc. RATE SCHEDULE
Field:

One-man	2021-2022 \$205.00 2023-2024 \$215.00
Two-man	2021-2022 \$275.00 & 2023-2024 \$285.00*

4 hour minimum applies to above rates.

Office:

	2021-2022	2023-2024
Principal-in-Charge	\$190.00	\$210.00
Land Surveyor	\$160.00	\$170.00
Survey Technician	\$155.00	\$135.00
AutoCAD/Drafter	\$131.00	\$139.00
Clerical/Delivery (In-House)	\$95.00	\$105.00

*The two-man crew rate is our standard rate used for most land surveys. These rates are subject to change on an annual basis. Time spent over 8 hours per day and on Saturdays will be charged at 1.5 times the hourly rate. All field personnel charges are portal to portal. Professional employees will not be charged at premium charge rates for overtime work.

These rates include RTK GPS, robotic total stations, digital levels and supplies.
Rates good through 2024.


HOURLY RATE SCHEDULE (2022-2026)

LABOR CATEGORY	2022	2023	2024	2025	2026
Sr. Principal	\$260	\$268	\$276	\$284	\$293
Principal	\$235	\$242	\$249	\$256	\$264
Regulatory Compliance Manager	\$230	\$237	\$244	\$251	\$259
Senior Program Manager	\$225	\$232	\$239	\$246	\$253
Program Manager	\$220	\$227	\$234	\$241	\$248
Senior Technical Specialist	\$215	\$221	\$228	\$235	\$242
Senior Regulatory Specialist	\$200	\$206	\$212	\$218	\$225
Senior Project Manager	\$195	\$201	\$207	\$213	\$219
Project Manager	\$165	\$170	\$175	\$180	\$185
Associate Project Manager	\$150	\$155	\$160	\$165	\$170
Assistant Project Manager	\$140	\$144	\$148	\$152	\$157
Senior Planner	\$180	\$185	\$191	\$197	\$203
Planner	\$155	\$160	\$165	\$170	\$175
Senior Scientist	\$180	\$185	\$191	\$197	\$203
Senior Biologist	\$160	\$165	\$170	\$175	\$180
Resource Specialist	\$140	\$144	\$148	\$152	\$157
Project Biologist/Botanist	\$130	\$134	\$138	\$142	\$146
Associate Biologist/Botanist	\$120	\$124	\$128	\$132	\$136
Staff Biologist/Botanist	\$115	\$118	\$122	\$126	\$130
Field Biologist/Botanist	\$105	\$108	\$111	\$114	\$117
Senior Botanist	\$175	\$180	\$185	\$191	\$197
Senior Arborist	\$155	\$160	\$165	\$170	\$175
Arborist	\$145	\$149	\$153	\$158	\$163
Botanist	\$145	\$149	\$153	\$158	\$163
Senior GIS Specialist	\$170	\$175	\$180	\$185	\$191
GIS Analyst	\$147	\$151	\$156	\$161	\$166
GIS Technician	\$130	\$134	\$138	\$142	\$146
Senior Technical Editor	\$185	\$191	\$197	\$203	\$209
Technical Editor	\$106	\$109	\$112	\$115	\$118
Project Administrator	\$115	\$118	\$122	\$126	\$130

OTHER DIRECT COSTS	RATE
Regular vehicle (GSA Rate)	\$0.585/mile
Submeter GPS	\$100/day
UTV and Trailer	\$95/day
Fleet Vehicle	\$85/day
Infra-red Wildlife Monitor	\$50/day
Spotting Scope	\$30/day
Acoustic Bat Monitor	\$35/unit/day
Night Vision Goggles	\$30/day
Kayak Kit (Kayak, PFDs, Paddles)	\$75/day
Streamlight Strion HPL Flashlight	\$12.50/day
Aquatic Pond Sampling Kit	\$25/day
Color Graphics	At cost
Field Supplies	At cost
Equipment Rental	At cost
Media Reproduction	At cost
Airfare/Transportation/Rental Vehicles	At cost
Lodging/Meals	At cost

Notes:

Hours beyond 8 hours per day are charged at an overtime rate of 1.5 times our standard hourly rates for qualifying personnel.

To comply with California Labor Code 512 and California Code of Regulations 11040, if onsite conditions prohibit personnel from taking required breaks, one additional hour of time will be billed per day for qualifying staff covered under the regulations.

ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

8/26/2022

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

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

PRODUCER Greyling Ins. Brokerage/EPIC 3780 Mansell Road, Suite 370 Alpharetta, GA 30022	CONTACT NAME: Jerry Noyola	PHONE (A/C, No, Ext): 770-220-7699	FAX (A/C, No):
	E-MAIL ADDRESS: jerry.noyola@greyling.com		
INSURED Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A : National Union Fire Ins. Co.		19445
	INSURER B : Allied World Assurance Company (U.S.)		19489
	INSURER C : New Hampshire Ins. Co.		23841
	INSURER D : Lloyds of London		085202
	INSURER E :		
INSURER F :			

COVERAGES CERTIFICATE NUMBER: 22-23 REVISION NUMBER:

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

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:		GL5268169	04/01/2022	04/01/2023	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$25,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY		CA4489663	04/01/2022	04/01/2023	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$10,000		03127930	04/01/2022	04/01/2023	EACH OCCURRENCE \$5,000,000 AGGREGATE \$5,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE/OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	WC015893685 (AOS) WC015893686 (CA)	04/01/2022 04/01/2022	04/01/2023 04/01/2023	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
D	Professional Liab		B0146LDUSA2204949	04/01/2022	04/01/2023	Per Claim \$2,000,000 Aggregate \$2,000,000

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

Re: On-Call Complete Streets; Ryan Dole. The City, its City Council, boards, commissions, officials, employees & volunteers are named as Additional Insureds with respects to General & Automobile Liability where required by written contract. The above referenced liability policies with the exception of professional liability are primary & non-contributory where required by written contract. Waiver of Subrogation in favor of Additional Insured(s) where required by written contract & allowed by law. Should (See Attached Descriptions)

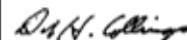
CERTIFICATE HOLDER

City of Alameda
Jeanette Navarro
950 West Mall Square, Suite 110
Alameda, CA 94501

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



DESCRIPTIONS (Continued from Page 1)

any of the above described policies be cancelled by the issuing insurer before the expiration date thereof, 30 days' written notice (except 10 days for nonpayment of premium) will be provided to the Certificate Holder. Umbrella Follows Form with respects to General, Automobile & Employers Liability Policies.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location(s) Of Covered Operations
ANY PERSON OR ORGANIZATION WHOM YOU BECOME OBLIGATED TO INCLUDE AS AN ADDITIONAL INSURED AS A RESULT OF ANY CONTRACT OR AGREEMENT YOU HAVE ENTERED INTO.	PER THE CONTRACT OR AGREEMENT.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. Section II 6 Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or

2. Available under the applicable limits of insurance;
whichever is less.

This endorsement shall not increase the applicable limits of insurance.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location And Description Of Completed Operations
ANY PERSON OR ORGANIZATION WHOM YOU BECOME OBLIGATED TO INCLUDE AS AN ADDITIONAL INSURED AS A RESULT OF ANY CONTRACT OR AGREEMENT YOU HAVE ENTERED INTO.	PER THE CONTRACT OR AGREEMENT.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable limits of insurance;

whichever is less.

This endorsement shall not increase the applicable limits of insurance.

ENDORSEMENT

This endorsement, effective 12:01 A.M. 04/01/2022 forms a part of

Policy No. CA4489663 issued to KIMLEY-HORN AND ASSOCIATES, INC.

by NATIONAL UNION FIRE INSURANCE COMPANY OF PITTSBURGH, PA

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - WHERE REQUIRED UNDER CONTRACT OR AGREEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

SCHEDULE

ADDITIONAL INSURED:

ANY PERSON OR ORGANIZATION TO WHOM YOU ARE CONTRACTUALLY BOUND TO PROVIDE ADDITIONAL INSURED STATUS BUT ONLY TO THE EXTENT AS SUCH PERSON'S OR ORGANIZATIONS LIABILITY ARISING OUT OF USE OF A COVERED AUTO.

I. SECTION II - COVERED AUTOS LIABILITY COVERAGE, A. Coverage, 1. - Who Is Insured, is amended to add:

d. Any person or organization, shown in the schedule above, to whom you become obligated to include as an additional insured under this policy, as a result of any contract or agreement you enter into which requires you to furnish insurance to that person or organization of the type provided by this policy, but only with respect to liability arising out of use of a covered "auto". However, the insurance provided will not exceed the lesser of:

- (1) The coverage and/or limits of this policy, or
- (2) The coverage and/or limits required by said contract or agreement.



AUTHORIZED REPRESENTATIVE