

**AGREEMENT FOR PROFESSIONAL SERVICES BY INDEPENDENT CONTRACTOR**

THIS AGREEMENT FOR PROFESSIONAL SERVICES BY INDEPENDENT CONTRACTOR is made and effective as of the 7th day of February, 2023, by and between the CITY OF BEAUMONT (“CITY”) whose address is 550 E. 6<sup>th</sup> Street, Beaumont, California 92223 and EXP U.S. Services, Inc., a California Corporation whose address is 451 E. Vanderbilt Way, Suite 375, San Bernadino, California 92408 (“CONTRACTOR”).

**RECITALS**

This Agreement is entered into on the basis of the following facts, understandings and intentions of the parties to this Agreement:

- A. CITY desires to engage CONTRACTOR to provide On-Call Traffic Engineering Services; and
- B. CONTRACTOR has made a proposal (“Proposal”) to the CITY to provide such professional services, which Proposal is attached hereto as Exhibit “A” and incorporated herein by this reference; and
- C. CONTRACTOR agrees to provide such services pursuant to, and in accordance with, the terms and conditions of this Agreement, and represents and warrants to CITY that CONTRACTOR possesses the necessary skills, licenses, certifications, qualifications, personnel and equipment to provide such services.

**AGREEMENT**

NOW, THEREFORE, in consideration of the foregoing Recitals and mutual covenants contained herein, CITY and CONTRACTOR agree as follows:

- 1. Term of Agreement. This Agreement is effective as of the date first above written and shall continue until terminated as provided for herein. Notwithstanding anything in this Agreement to the contrary, this Agreement shall automatically terminate after three (3) (max. 3) year(s) unless extended by the parties with the approval of the City Council of the CITY.
- 2. Services to be Performed. CONTRACTOR agrees to provide the services (“Services”) as follows: On-Call Traffic Engineering Services per Exhibit “A”. Services are as needed, and the CITY shall have no obligation to secure any specified amount of Services from CONTRACTOR. All Services shall be performed in the manner and according to the timeframe set forth in the Proposal. CONTRACTOR designates Syed Raza, PE. as CONTRACTOR’S professional(s) responsible for overseeing the Services provided by CONTRACTOR.
- 3. Associates and Subcontractors. CONTRACTOR may, at CONTRACTOR’S sole cost and expense, employ such competent and qualified independent associates, subcontractors and consultants as CONTRACTOR deems necessary to perform the Services; provided, however, that CONTRACTOR shall not subcontract any of the Services without the written consent of CITY.

4. Compensation.

4.01 CITY shall pay CONTRACTOR for services performed in accordance with Estimates provided and accepted prior to service. Estimates shall be consistent with compensation rates provided in Exhibit A, Proposal. CONTRACTOR shall not increase any rate without the prior written consent of the CITY.

4.02 CONTRACTOR shall not be compensated for any Services rendered nor reimbursed for any expenses incurred in excess of those authorized unless approved in advance by the CITY, in writing.

4.03 CONTRACTOR shall submit to CITY, on or before the fifteenth (15<sup>th</sup>) of each month, itemized invoices for the Services rendered in the previous month. The CITY shall not be obligated to pay any invoice that is submitted more than sixty (60) days after the due date of such invoice. CITY shall have the right to review and audit all invoices prior to or after payment to CONTRACTOR. This review and audit may include, but not be limited to CITY's:

- a. Determination that any hourly fee charged is consistent with this Agreement's approved hourly rate schedule;
- b. Determination that the multiplication of the hours billed times the approved rate schedule dollars is correct;
- c. Determination that each item charged is the usual, customary, and reasonable charge for the particular item. If CITY determines an item charged is greater than usual, customary, or reasonable, or is duplicative, ambiguous, excessive, or inappropriate, CITY shall either return the bill to CONTRACTOR with a request for explanation or adjust the payment accordingly, and give notice to CONTRACTOR of the adjustment.

4.04 If the work is satisfactorily completed, CITY shall pay such invoice within thirty (30) days of its receipt. Should CITY dispute any portion of any invoice, CITY shall pay the undisputed portion within the time stated above, and at the same time advise CONTRACTOR in writing of the disputed portion.

5. Obligations of CONTRACTOR.

5.01 CONTRACTOR agrees to perform all Services in accordance with the terms and conditions of this Agreement and the Proposal. In the event that the terms of the Proposal shall conflict with the terms of this Agreement, or contain additional terms that purport to bind the CITY other than the Services to be rendered and the price for the Services, the terms of this Agreement shall govern and said additional or conflicting terms shall be of no force or effect.

5.02 Except as otherwise agreed by the parties, CONTRACTOR will supply all personnel, materials and equipment required to perform the Services. CONTRACTOR shall provide its own offices, telephones, vehicles and computers and set its own work

hours. CONTRACTOR will determine the method, details, and means of performing the Services under this Agreement.

5.03 CONTRACTOR shall keep CITY informed as to the progress of the Services by means of regular and frequent consultations. Additionally, when requested by CITY, CONTRACTOR shall prepare written status reports.

5.04 CONTRACTOR is responsible for paying, when due, all income and other taxes, fees and withholding, including withholding state and federal taxes, social security, unemployment and worker's compensation, incurred as a result of the compensation paid under this Agreement. CONTRACTOR agrees to indemnify, defend and hold harmless CITY for any claims, costs, losses, fees, penalties, interest, or damages suffered by CITY resulting from CONTRACTOR's failure to comply with this provision.

5.05 In the event CONTRACTOR is required to prepare plans, drawings, specifications and/or estimates, the same shall be furnished in conformance with local, state and federal laws, rules and regulations.

5.06 CONTRACTOR represents that it possesses all required licenses necessary or applicable to the performance of Services under this Agreement and the Proposal and shall obtain and keep in full force and effect all permits and approvals required to perform the Services herein. In the event CITY is required to obtain an approval or permit from another governmental entity, CONTRACTOR shall provide all necessary supporting documents to be filed with such entity.

5.07 CONTRACTOR shall be solely responsible for obtaining Employment Eligibility Verification information from CONTRACTOR's employees, in compliance with the Immigration Reform and Control Act of 1986, Pub. L. 99-603 (8 U.S.C. 1324a), and shall ensure that CONTRACTOR's employees are eligible to work in the United States.

5.08 In the event that CONTRACTOR employs, contracts with, or otherwise utilizes any CalPERS retirees in completing any of the Services performed hereunder, such instances shall be disclosed in advance to the CITY and shall be subject to the CITY's advance written approval.

5.09 Drug-free Workplace Certification. By signing this Agreement, the CONTRACTOR hereby certifies under penalty of perjury under the laws of the State of California that the CONTRACTOR will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code, Section 8350 et seq.) and will provide a drug-free workplace.

5.10 CONTRACTOR shall comply with all applicable local, state and federal laws, rules, regulations, entitlements and/or permits applicable to, or governing the Services authorized hereunder.

6. Insurance. CONTRACTOR hereby agrees to be solely responsible for the health and safety of its employees and agents in performing the Services under this Agreement and shall

comply with all laws applicable to worker safety including but not limited to Cal-OSHA. Therefore, throughout the duration of this Agreement, CONTRACTOR hereby covenants and agrees to maintain insurance in conformance with the requirements set forth below. Attached hereto as **Exhibit "B"** are copies of Certificates of Insurance and endorsements as required by Section 7.02. If existing coverage does not meet the requirements set forth herein, CONTRACTOR agrees to amend, supplement or endorse the existing coverage to do so. CONTRACTOR shall provide the following types and amounts of insurance:

6.01 Commercial general liability insurance in an amount of not less than \$1,000,000 per occurrence and \$2,000,000 in the aggregate; CONTRACTOR agrees to have its insurer endorse the general liability coverage required herein to include as additional insured's CITY, its officials, employees and agents. CONTRACTOR also agrees to require all contractors and subcontractors to provide the same coverage required under this Section 6.

6.02 Business Auto Coverage in an amount no less than \$1 million per accident. If CONTRACTOR or CONTRACTOR's employees will use personal autos in performance of the Services hereunder, CONTRACTOR shall, upon reasonable request, provide evidence of personal auto liability coverage for each such person.

6.03 Workers' Compensation coverage for any of CONTRACTOR's employees that will be providing any Services hereunder. CONTRACTOR will have a state-approved policy form providing statutory benefits as required by California law. The provisions of any workers' compensation will not limit the obligations of CONTRACTOR under this Agreement. CONTRACTOR expressly agrees not to use any statutory immunity defenses under such laws with respect to CITY, its employees, officials and agents.

6.04 Optional Insurance Coverage. Choose and check one: Required \_\_\_ /Not Required \_\_\_; Errors and omissions insurance in a minimum amount of \$2 million per claim to cover any negligent acts or omissions committed by CONTRACTOR, its employees and/or agents in the performance of any Services for CITY.

## 7. General Conditions pertaining to Insurance Coverage

7.01 No liability insurance coverage provided shall prohibit CONTRACTOR from waiving the right of subrogation prior to a loss. CONTRACTOR waives all rights of subrogation against CITY regardless of the applicability of insurance proceeds and shall require all contractors and subcontractors to do likewise.

7.02. Prior to beginning the Services under this Agreement, CONTRACTOR shall furnish CITY with certificates of insurance, endorsements, and upon request, complete copies of all policies, including complete copies of all endorsements. All copies of policies and endorsements shall show the signature of a person authorized by that insurer to bind coverage on its behalf.

7.03. All required policies shall be issued by a highly rated insurer with a minimum A.M. Best rating of "A:VII"). The insurer(s) shall be admitted and licensed to do business in California. The certificates of insurance hereunder shall state that coverage shall not be



suspended, voided, canceled by either party, or reduced in coverage or in limits, except after thirty (30) days' prior written notice has been given to CITY.

7.04 Self-insurance does not comply with these insurance specifications. CONTRACTOR acknowledges and agrees that that all insurance coverage required to be provided by CONTRACTOR or any subcontractor, shall apply first and on a primary, non-contributing basis in relation to any other insurance, indemnity or self-insurance available to CITY.

7.05 All coverage types and limits required are subject to approval, modification and additional requirements by CITY, as the need arises. CONTRACTOR shall not make any reductions in scope of coverage (e.g. elimination of contractual liability or reduction of discovery period) that may affect CITY's protection without CITY's prior written consent.

7.06 CONTRACTOR agrees to provide immediate notice to CITY of any claim or loss against CONTRACTOR or arising out of the Services performed under this Agreement. CITY assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve CITY.

## 8. Indemnification.

8.01 CONTRACTOR and CITY agree that CITY, its employees, and officials should, to the extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, defense costs, court costs or any other costs arising out of or in any way related to the negligence, recklessness or willful misconduct in the performance of this Agreement by CONTRACTOR or any subcontractor or agent of either as set forth herein. Accordingly, the provisions of this indemnity are intended by the parties to be interpreted and construed to provide the fullest protection possible under the law to CITY. CONTRACTOR acknowledges that CITY would not enter into this Agreement in the absence of the commitment of CONTRACTOR to indemnify and protect CITY as set forth herein.

a. To the fullest extent permitted by law, CONTRACTOR shall defend, indemnify and hold harmless CITY, its employees, and officials, from any liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses, damages or costs of any kind, whether actual, alleged or threatened, reasonable attorneys' fees incurred by CITY, court costs, interest, reasonable defense costs, including expert witness fees and any other costs or expenses of any kind whatsoever without restriction or limitation incurred in relation to, as a consequence of or arising out of, or in any way attributable actually, allegedly or impliedly, in whole or in part to the negligent, recklessness or willful misconduct in the performance of this Agreement. CONTRACTOR's obligation to defend, indemnify and hold harmless shall include any and all claims, suits and proceedings in which CONTRACTOR (and/or CONTRACTOR's agents and/or employees) is alleged to be an employee of CITY. All obligations under this provision are to be paid by CONTRACTOR as they are incurred by CITY.

b. Without affecting the rights of CITY under any provision of this Agreement or this Section, CONTRACTOR shall not be required to indemnify and hold harmless CITY as set forth above for liability attributable solely to the fault of CITY, provided such fault is determined by agreement between the parties or the findings of a court of competent jurisdiction.

8A. Indemnification Design Professionals.

8A.01 In the event that CONTRACTOR is a design professional under California Civil Code Section 2782.8 this Section 8A shall apply instead of Section 8. To the fullest extent permitted by California law and in accordance with California Civil Code section 2782.8, CONTRACTOR shall indemnify, and hold harmless the City, its officers, employees, trustees and members (“Indemnified Parties”) from any and all actions, assessments, counts, citations, claims, costs, damages, demands, judgments, liabilities (legal, administrative or otherwise), losses, notices, expenses, fines, penalties, proceedings, responsibilities, violations, attorney’s and consultants’ fees and causes of action including, but not limited to those for, injury to property or persons, including personal injury and/or death (“Claim(s)”), to the extent that the Claim(s) arises out of, pertains to, or relates to the negligence, recklessness, or willful misconduct of CONTRACTOR, its directors, officials, officers, employees and consultants arising out of, connected with, or resulting from the performance of the Services, the Project, or this Agreement. This indemnity excludes liability caused by the negligence or willful misconduct of any of the Indemnified Parties. The cost to indemnify, hold harmless, and defend charged to CONTRACTOR shall not exceed CONTRACTOR’S proportionate percentage of fault.

9. Additional Services, Changes and Deletions.

9.01 In the event CONTRACTOR performs additional or different services than those described herein without the prior written approval of the City Manager and/or City Council of CITY, CONTRACTOR shall not be compensated for such services. CONTRACTOR expressly waives any right to be compensated for services and materials not covered by the scope of this Agreement or authorized by the CITY in writing.

9.02 CONTRACTOR shall promptly advise the City Manager and Finance Director of CITY as soon as reasonably practicable upon gaining knowledge of a condition, event or accumulation of events which may affect the scope and/or cost of Services. All proposed changes, modifications, deletions and/or requests for additional services shall be reduced to writing for review and approval by the CITY and/or City Council.

10. Termination of Agreement.

10.01 Notwithstanding any other provision of this Agreement, CITY, at its sole option, may terminate this Agreement with or without cause, or for no cause, at any time by giving twenty (20) days’ written notice to CONTRACTOR.

10.02 In the event of termination, the payment of monies due CONTRACTOR for undisputed Services performed prior to the effective date of such termination shall be paid within thirty (30) business days after receipt of an invoice as provided in this Agreement.

Immediately upon termination, CONTRACTOR agrees to promptly provide and deliver to CITY all original documents, reports, studies, plans, specifications and the like which are in the possession or control of CONTRACTOR and pertain to CITY.

11. Status of CONTRACTOR.

11.01 CONTRACTOR shall perform the Services in CONTRACTOR's own way as an independent contractor, and in pursuit of CONTRACTOR's independent calling, and not as an employee of CITY. However, CONTRACTOR shall regularly confer with CITY's City Manager as provided for in this Agreement.

11.02 CONTRACTOR agrees that it is not entitled to the rights and benefits afforded to CITY's employees, including disability or unemployment insurance, workers' compensation, retirement, CalPERS, medical insurance, sick leave, or any other employment benefit. CONTRACTOR is responsible for providing, at its own expense, disability, unemployment, workers' compensation and other insurance, training, permits, and licenses for itself and its employees and subcontractors.

11.03 CONTRACTOR hereby specifically represents and warrants to CITY that it possesses the qualifications and skills necessary to perform the Services under this Agreement in a competent, professional manner, without the advice or direction of CITY and that the Services to be rendered pursuant to this Agreement shall be performed in accordance with the standards customarily applicable to an experienced and competent professional rendering the same or similar services in the same geographic area where the CITY is located. Further, CONTRACTOR represents and warrants that the individual signing this Agreement on behalf of CONTRACTOR has the full authority to bind CONTRACTOR to this Agreement.

12. Ownership of Documents; Audit.

12.01 All draft and final reports, plans, drawings, studies, maps, photographs, specifications, data, notes, manuals, warranties and all other documents of any kind or nature prepared, developed or obtained by CONTRACTOR in connection with the performance of Services performed for the CITY shall become the sole property of CITY, and CONTRACTOR shall promptly deliver all such materials to CITY upon request. At the CITY's sole discretion, CONTRACTOR may be permitted to retain original documents, and furnish reproductions to CITY upon request, at no cost to CITY.

12.02 Subject to applicable federal and state laws, rules and regulations, CITY shall hold all intellectual property rights to any materials developed pursuant to this Agreement. CONTRACTOR shall not such use data or documents for purposes other than the performance of this Agreement, nor shall CONTRACTOR release, reproduce, distribute, publish, adapt for future use or any other purposes, or otherwise use, any data or other materials first produced in the performance of this Agreement, nor authorize others to do so, without the prior written consent of CITY.

12.03 CONTRACTOR shall retain and maintain, for a period not less than four years following termination of this Agreement, all-time records, accounting records and vouchers and all other records with respect to all matters concerning Services performed,

compensation paid and expenses reimbursed. At any time during normal business hours and as often as CITY may deem necessary, CONTRACTOR shall make available to CITY's agents for examination all of such records and shall permit CITY's agents to audit, examine and reproduce such records.

12.04 Notwithstanding any other provision in this Article 12, CONTRACTOR shall retain all rights, titles and interests, including but not limited to all ownership and intellectual property rights, in all inventions, improvements, discoveries, methodologies, models, formats, software, algorithms, processes, procedures, designs, specifications, findings, and other intellectual properties developed, gathered, compiled or produced by CONTRACTOR prior to or independently of any of its Services under this Agreement ("Background IP"), including such Background IP CONTRACTOR may employ in the performance of this Agreement, or may incorporate into any part of the work product. CONTRACTOR grants the CITY an irrevocable, non-exclusive, transferable, royalty-free license in perpetuity to use, disclose, and derive from such Background IP, but only as an inseparable part of the work product. Third-party content that may be used or incorporated in the work product shall not become the property of the CITY; however, CONTRACTOR shall secure all licenses necessary to any third-party content incorporated into CONTRACTOR'S work product for the CITY to utilize CONTRACTOR'S Services and the work product for their intended purposes. Nothing in this Agreement shall preclude CONTRACTOR from utilizing concepts, materials, or designs similar to those utilized for this Agreement on other projects for other clients not associated with the CITY, provided such other projects are not substantially identical to the CITY'S project and the CITY understands and acknowledges that CONTRACTOR may use details and/or designs that are generally recognized as standard or of common usage in the industry on projects other than the CITY'S project even though they may be used for the Services under this Agreement."

### 13. Miscellaneous Provisions.

13.01 This Agreement, which includes all attached exhibits, supersedes any and all previous agreements, either oral or written, between the parties hereto with respect to the rendering of Services by CONTRACTOR for CITY and contains all of the covenants and agreements between the parties with respect to the rendering of such Services in any manner whatsoever. Any modification of this Agreement will be effective only if it is in writing signed by both parties.

13.02 CONTRACTOR shall not assign or otherwise transfer any rights or interest in this Agreement without the prior written consent of CITY. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

13.03 CONTRACTOR shall timely file FPPC Form 700 Conflict of Interest Statements with CITY if required by California law and/or the CITY's conflict of interest policy.

13.04 If any legal action or proceeding, including an action for declaratory relief, is brought to enforce or interpret the provisions of this Agreement, the prevailing party will

be entitled to reasonable attorneys' fees and costs, in addition to any other relief to which that party may be entitled.

13.05 This Agreement is made, entered into and shall be performed in the County of Riverside in the State of California and shall in all respects be interpreted, enforced and governed under the laws of the State of California. The parties agree that venue in any litigation between them shall be in Riverside County, California.

13.06 CONTRACTOR covenants that neither it nor any officer or principal of its firm has any interest, nor shall they acquire any interest, either directly or indirectly, which will conflict in any manner or degree with the performance of their Services hereunder. CONTRACTOR further covenants that in the performance of this Agreement, no person having such interest shall be employed by it as an officer, employee, agent, or subcontractor.

13.07 CONTRACTOR has read and is aware of the provisions of Section 1090 et seq. and Section 87100 et seq. of the Government Code relating to conflicts of interest of public officers and employees. CONTRACTOR agrees that they are unaware of any financial or economic interest of any public officer or employee of the CITY relating to this Agreement. It is further understood and agreed that if such a financial interest does exist at the inception of this Agreement, the CITY may immediately terminate this Agreement by giving notice thereof. CONTRACTOR shall comply with the requirements of Government Code section 87100 et seq. and section 1090 in the performance of and during the term of this Agreement.

13.08 Improper Consideration. CONTRACTOR shall not offer (either directly or through an intermediary) any improper consideration such as, but not limited to, cash, discounts, services, the provision of travel or entertainment, or any items of value to any officer, employee or agent of the CITY in an attempt to secure favorable treatment regarding this Agreement or any contract awarded by CITY. The CITY, by notice, may immediately terminate this Agreement if it determines that any improper consideration as described in the preceding sentence was offered to any officer, employee or agent of the CITY with respect to the proposal and award process of this Agreement or any CITY contract. This prohibition shall apply to any amendment, extension or evaluation process once this Agreement or any CITY contract has been awarded. CONTRACTOR shall immediately report any attempt by any CITY officer, employee or agent to solicit (either directly or through an intermediary) improper consideration from CONTRACTOR.

13.09 Severability. If any portion of this Agreement is declared invalid, illegal or otherwise unenforceable by a court of competent jurisdiction, the entire balance of this Agreement not so affected shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereby have made and executed this Agreement to be effective as of the day and year first above written.

**CITY:**

CITY OF BEAUMONT

By: \_\_\_\_\_  
Julio Martinez III, Mayor

**CONTRACTOR:**

EXP U.S. SERVICES, INC.

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

**EXHIBIT “A”**

**PROPOSAL**

**(insert behind this page)**





# ON-CALL PROFESSIONAL TRAFFIC ENGINEERING SERVICES

Request for Proposal

City of Beaumont

December 19, 2022 at 11:00 AM

PROPOSAL



## SUBMITTED BY

EXP U.S. Services, Inc.  
451 East Vanderbilt Way, Suite 375 | San Bernardino, CA 92408, USA  
t: 909.751.3253 | exp.com



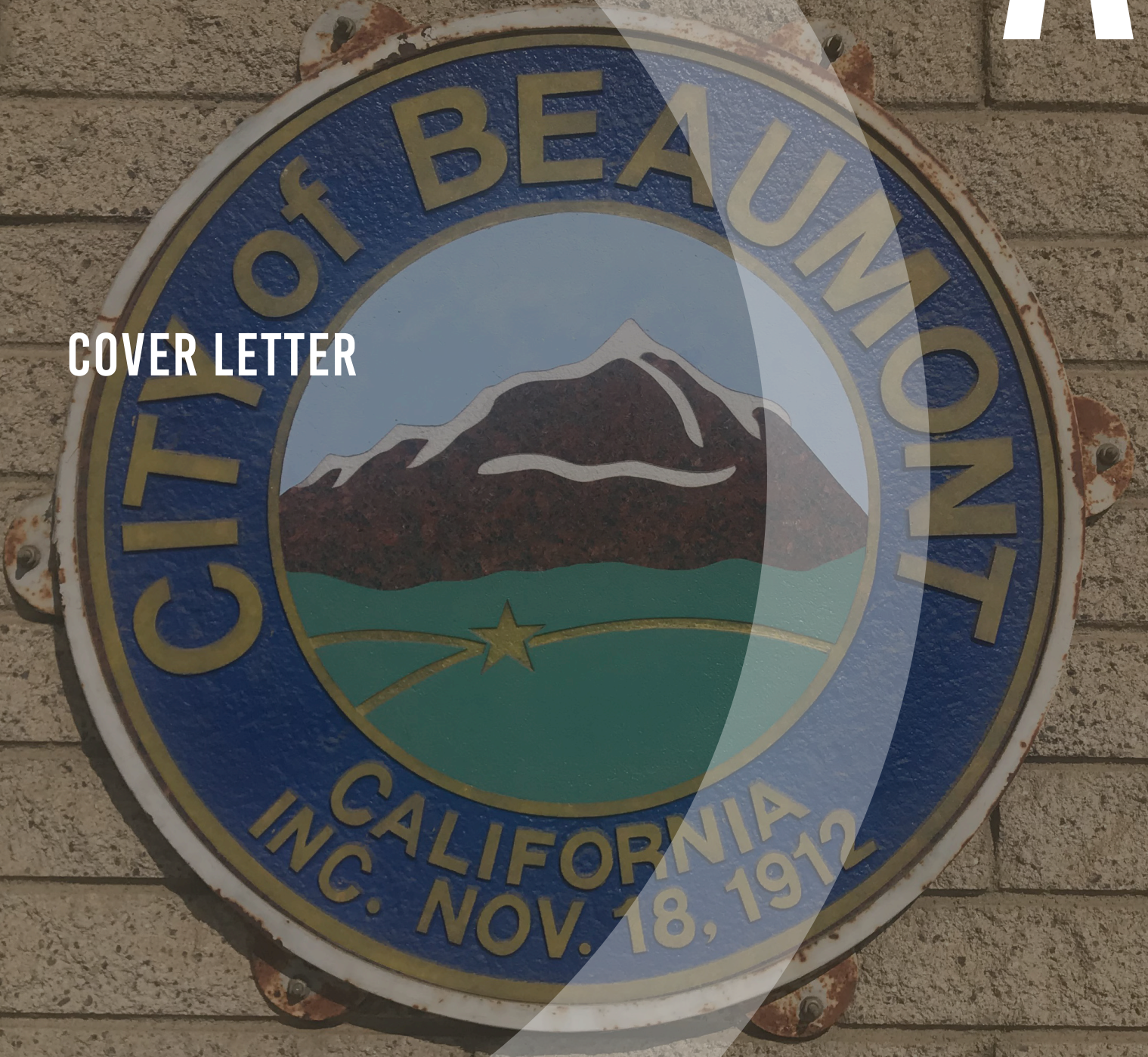
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A

COVER LETTER





December 19, 2022



### City of Beaumont

**Attn:** Grace Wichert, Procurement and Contracts Specialist  
Public Works Department  
550 E. 6th Street  
Beaumont, CA 92223

**re:** Request for Proposals For On-Call Professional Traffic Engineering Services

Dear Ms. Wichert,

EXP U.S. Services Inc. (EXP), is pleased to submit our Proposal for On-Call Professional Traffic Engineering Services in response to the Request for Proposals (RFP) released November 16, 2022. We understand that safe and efficient streets are a top priority for the city, and that there are many fast-developing areas within the city boundary with increasing traffic needs. **The EXP team's primary goal is to partner with the City to successfully deliver current and future traffic engineering projects that will ensure that the City's roadways remain safe, efficient, and able to meet current and future capacity needs.**

### THE EXP TEAM LEADERSHIP



Our team is led by **Syed Raza, PE who has over 29 years of Caltrans experience** and is intimately familiar with project development processes and procedures involving small and large projects. Syed's proven leadership and managerial skills, and his ability to resolve issues and build consensus, make him the best leader for the on-call contract. Syed was responsible for securing funding for major and minor capital improvement projects from the State Highway Operation Protection Program (SHOPP) and State Transportation Improvement Program and worked closely with regional agencies and municipalities to secure state, local and federal funds and help deliver capital improvement projects.

### EXPERIENCE & QUALIFICATIONS

The EXP team has extensive experience on municipal and other agency civil, traffic, and transportation engineering projects within the last 5 years. We understand what it means to be a trusted advisor on capital improvement projects, and the constraints and challenges that face City of Beaumont's Public Works department on a daily basis. Our team's experience also includes work with private land developers and the review of private development projects' impact on the transportation network. Our team includes experts in traffic engineering, traffic demand analysis, traffic safety, transit and multimodal transportation, drainage & hydrology, sustainability, and facilities engineering. We have a unique and unmatched knowledge and specialty with Caltrans-owned or funded projects administered in accordance with the Caltrans Local Assistance Procedures Manual (LAPM).

### FAMILIARITY & EXPERIENCE WITH LOCAL, STATE, AND FEDERAL PROCEDURES

The EXP team is well versed with the rules and regulations governing various state, federal and local Funding programs and has hands on experience processing them from both the local receiving side and from the Caltrans administration perspective. This includes having processed a multitude of Request for Authorizations (E-76) through the Office of Federal Resources for timely approval by the FHWA. The EXP team has a deep understanding of the LAPM beginning with Syed's experience working in the Caltrans Division of Programing and for municipal clients more recently.

EXP

451 E. Vanderbilt Way, Suite 375 | San Bernardino, CA 92408  
t: 909.751.3253 | exp.com

## PROJECT METHODOLOGY & APPROACH

EXP's overall approach is based on building consensus on an ongoing basis with the obligation to proactively coordinate with all stakeholders, to identify and resolve issues to move projects forward. Additionally, to expedite reviews and the overall delivery of projects, we will take full responsibility for the technical aspects of the work and ensure that our work is done right the first time. This proactive collaboration and strict adherence to our quality management system allows complete responsiveness to the City while ensuring quality and cost effectiveness by staying on schedule and within budget.

## RANGE OF SERVICES & RESOURCE AVAILABILITY

We have assembled an EXP team that has ample California-based staff to lead and provide the primary support for this on-call contract. EXP is also a client-centered firm with strong, local management control supported directly by the firm's ownership. This means that the local team has nimble business support, quick access to national and international resources, and can make prompt staffing and hiring decisions if necessary.

## INNOVATIONS

EXP brings the team's experience in innovative approaches such as road-diet, roundabout feasibility study, and High-Intensity Activated crosswalk (HAWK) beacon to promote safety of pedestrians. EXP team also will evaluate Neighborhood Traffic Management techniques such as traffic circles, speed bumps, quiet zone, neighborhood traffic watch, video/photo enforcement, diverters, driver education, etc. to identify the most cost-effective approach.

## ACKNOWLEDGMENTS + CONTACT INFORMATION

EXP acknowledge the receipt of Addendum 1, received December 7. In addition, this cover letter constitutes certification, under penalty of perjury, that EXP complies with nondiscrimination requirements of the State and Federal Government. For any questions regarding our proposal, please contact our Project Manager, Syed Raza at 1.909.217.5779 or syed.raza@exp.com. Syed is authorized to negotiate and contractually bind EXP on this contract.

Respectfully Submitted,



**Khalil Saba, PE**

Principal-In-Charge /Vice President  
451 E. Vanderbilt Way, Suite 375  
San Bernardino, CA 92408  
m: 909.228.2821 | e: khalil.saba@exp.com



B

INTRODUCTION / INFORMATION





# B INTRODUCTION / INFORMATION

## FIRM INFORMATION

EXP is a privately-owned North American corporation with 100+ offices in North America, including 30+ offices across the United States. In California, we have offices in Glendale, Los Angeles, San Diego, San Francisco, and San Bernardino where this project will be managed and delivered from.

## MAILING ADDRESS

451 East Vanderbilt Way, Suite 375  
San Bernardino, CA 92408

## CONTACT INDIVIDUAL

Syed Raza, PE, Project Manager

t: 1.909.217.5779

e: syed.raza@exp.com

**Our team, led by Syed, stands ready to provide the following services as identified in the RFP:**

- ✓ **Tasks Associated with Capital Improvement Projects (CIP).**
- ✓ **Tasks Associated with Traffic Operation and Analysis.**
- ✓ **Tasks Associated with Traffic Safety.**
- ✓ **Other Services and Extension of Staff.**

## PROJECT UNDERSTANDING

An integrated network of roadways, bike lanes, pedestrian sidewalks, multi-use trails, and public transit build the Circulation Network in the City of Beaumont. Circulation Element as part of the City's General Plan, is a framework that promotes safety, efficiency, and reliability of the transportation network and implements the vision for the community's future.

In the general plan, the City's emerging city center at Sixth Street and Beaumont Avenue will be recognized as the City's pedestrian oriented downtown and future employment growth will be focused along I-10, 60 Freeway, and Highway 79. Two new urban villages will provide new opportunities for a mixed residential, retail and employment use with bicycle- and pedestrian- friendly streets that connect communities. This growth confirms the city's needs for new subdivisions and new developments. EXP will conduct traffic impact studies, parking studies, and area-wide transportation modeling to help the city address housing needs, and analyze associated road impact fees.

EXP team will work closely with City's Traffic Engineering team to review residents' and other stakeholders' concerns regarding capital improvements, traffic operation and analysis, traffic safety and relevant tasks such as parking demand, traffic control devices, traffic simulation, schools and in general, traffic circulation and traffic operation matters and address their concerns.

EXP team will perform roadside safety analysis and traffic safety studies for intersections, pedestrian crossings, bicycle paths, schools and other areas where the City has a safety concern. EXP team will evaluate the need for traffic control devices and lighting conditions to provide improvement plans and alternatives for traffic calming measures.

EXP team will conduct site visits to collect required data and relevant information to evaluate the existing condition and utilize appropriate measures and tools to develop effective approaches to address any issues. EXP has been working with Caltrans and local municipalities and is very familiar with existing guidelines, manuals, specifications, and applicable tools. EXP team will provide reports to meet Caltrans requirements for TOAR, ICE, DSDD and PEER and other documents.

EXP team has been involved in the planning, design, and construction of new and modification to existing traffic and pedestrian signals in California for the last few years. We will help the City in preparing

construction documents including plans, specifications and cost estimates from concept planning and decision-making phase through the construction phase.

EXP brings the team's experience in innovative approaches such as road-diet, roundabout feasibility study, and HAWK beacon to promote safety of pedestrians. EXP team also will evaluate Neighborhood Traffic Management techniques such as traffic circles, speed bumps, quiet zone, neighborhood traffic watch, video/photo enforcement, diverters, driver education, etc. to identify deficiencies and provide the most cost-effective approach to address them.

EXP team will design and prepare all contract documents including technical reports, funding, and required presentations for public meetings or make presentation to City's traffic commission or City Council meetings.

EXP will help the City to develop and implement a multi-modal transportation system that serves residents, businesses, and visitors and provides access to neighborhoods, community centers, parks, trails, schools safely, and efficiently.

EXP team will provide support to the City by reviewing reports, conducting analyses, and collecting traffic counts and relevant information. Traffic data including turning movement counts, average daily traffic, speed data, collision data, and transit information are critical for any traffic analyses. We believe even a perfectly structured study performed using poor or unreliable data will provide unreliable results. EXP team will coordinate with City's consultants and contractors as needed.

EXP team will use state-of-the-art simulation software to perform transportation demand modeling and traffic simulation to review any traffic operation study submitted to the City and provide feedback from technical perspective to help the city in its decision-making process. Our team will perform any required traffic analysis or modeling to develop alternatives that are cost-effective and innovative while enhancing safety for all users.

The EXP team will support the City engineering staff by conducting traffic impact studies, parking studies, and developing transportation network models as needed. A well-calibrated and validated model of a transportation network for traffic operation analysis requires a deep understanding of available data, traffic signal plans, geometry, local guidelines, and transit, as well as years of working experience in traffic operations

and transportation engineering. Our Team has extensive experience in traffic operation and developing models for public agencies and will use the expertise and right tools to make sure the model is truly representative of existing traffic conditions in the City's traffic network.

The EXP team has the resources needed to augment city staff that could act as city traffic engineer. We are also ready and capable to provide the city with other as needed administrative services. For the last three years, EXP has been providing similar services to Caltrans District 8, and we stand prepared to assist the city in preparing technical reports, attending public meetings and preparing presentations, and grant and funding documents.

Our proposed project team is highly experienced in providing efficient transit priority measures that would help in attaining the city transit ridership goals. Also, as Synchro/SimTraffic simulations don't allow to accurately model transit networks within road networks such as transit priority signals, reserved bus, and HOV lanes, queue jumps, tramways, etc., EXP is well versed to provide services related to the development of a more suitable traffic model using more complex simulation tools that can seamlessly integrate transit modes and measures with the road network.

For stage construction, EXP will review or provide required traffic control plans that comply with the California Manual on Uniform Traffic Control Devices (CAMUTCD) and local guidelines to minimize disruption to the existing road users. EXP will evaluate traffic conditions such as Level of Service, delay, and queue concerns before and during various stages to identify deficiencies and implement mitigations to reduce the impact on businesses and residents.

EXP will conduct any traffic signal system design, traffic control device, and pedestrian beacons evaluation and will prepare all required drawings and documents including pavement markings, striping, traffic signal plans, signage, specifications and engineering cost estimates as well as contract bid documents for all temporary and permanent improvements. EXP has provided these similar services to a few public agencies in California including Caltrans, City of Chino, City of Temecula, City of Pittsburg, City of Santa Clara, and City of Saratoga.



C

City of  
Beaumont

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APPROACH

exp.



# C APPROACH

## TECHNICAL APPROACH

As Project Manager, Syed Raza, will work with the City to develop a task order approach with processes and procedures that complete the work on schedule and within budget. This approach involves proactively addressing the highest risks to costs, schedule, and safety, which tend to concern unique project specific design challenges, environmental and right-of-way constraints, significant resource agencies and jurisdictional approval processes, funding deadlines, utilities relocations, and public involvement. We anticipate that most task orders/work assignments will include a few or all of the following considerations:

- **Communication/Collaboration** | We will work closely and collaboratively with city staff, resource agencies, utility companies, and key stakeholders to provide a true team environment to proactively identify and resolve issues, communicate effectively, achieve consensus to ultimately deliver quality deliverables on time, within budget, and approved scope of work.
- **Project Management** | We will develop project specific project management plans that include developing, monitoring, and tracking scope, schedules, budgets, progress reports, and a Quality Management Plan (QMP), risk management plan, and communication plan.
- **Utility Verification** | We will locate existing utilities and perform as needed potholing, create potential utilities conflict matrix to reduce risks.
- **Public Outreach** | We will assist with public outreach efforts as part of the PE/ENV and construction phases or publications as needed.
- **Permit Applications/Submittal** | We will prepare all permit applications and address all comments for resource agency approvals.
- **Bidding Assistance & Design Support During Construction** | We will address bidder questions, addenda, pre-proposal & pre-construction meetings,

and aid with reviews of shop drawings, RFI's and as-builts, as needed.

- **Project Closeout** | We will submit record drawings (electronic/hard copies) plans, specifications, and estimates (PS&E), and reports and studies, lessons learned review, and complete all DBE/SB payments & closeout reporting forms.
- **QA/QC** | We will provide independent internal staff review to provide quality controls and quality assurance.

EXP HAS SUCCESSFULLY MANAGED AND/OR DELIVERED A TOTAL OF 18 TASK ORDERS INVOLVING ON-CALL CONTRACTS WITH THE CITY OF CHINO, CITY OF SEAL BEACH, ORANGE COUNTY PUBLIC WORKS, AND CALTRANS DISTRICTS 7, 8, AND 12. THE LESSONS THAT WE HAVE LEARNED WILL ENABLE US TO HIT THE GROUND RUNNING ON THIS ON-CALL CONTRACT AND SAVE THE CITY TIME AND MONEY.

## MANAGEMENT APPROACH

Drawing from our staff's experience, the EXP team's approach to providing timely, efficient, beneficial, and ongoing support to the City hinges on three key elements:

1. Understanding City's plans, processes, and goals
2. Providing excellent communication to City as well as project stakeholders
3. Identifying the right mix of resources with relevant experience to execute the needed work elements under each task order

A valuable facet of our experience is our ability to look for ways to efficiently complete the work; we achieve this by improving processes and communicate clearly and be responsive to City's requests. The EXP team

understands our role may be as an extension of city staff and will represent the City to various stakeholders and cultivate positive relationships and trust with other agencies while protecting the City's interests and preserving its core values and to provide benefits to the City's constituents.

We believe in transparency and clear lines of communication, which we will put in practice as we coordinate and collaborate with City staff, and with all the various stakeholders and other resource agencies on our projects. We also understand the need to provide good, timely communication with the public, engage in public meetings, receive questions, and work with the City to provide timely, and accurate information.

Our team will effectively and efficiently assist the City in successfully performing day-to-day department activities, and in delivering the existing and planned future projects by being 100% committed and available. We have on our team qualified "manager-doers", those who have the capability to manage projects while being able to understand and directly coordinate the technical work that is necessary to complete projects, whether in the design or construction phase of project development. As part of our strategy, we will maintain effective communication between team members by holding recurring meetings to discuss the appropriate allocation of resources, assess and resolve issues, discuss and apply lessons learned, and check each member's progress. We will provide weekly updates to the City management team and any other reports, as requested by the City. We offer the City a team that is highly experienced, enthusiastic, accountable, and entirely dedicated to the successful delivery of the City's projects.

Our project management approach will be based on building consensus, not only in the early stages of an assignment, but on an ongoing basis. As the City's consultant, we know that we have the responsibility and the obligation to proactively coordinate with all

stakeholders, to identify and resolve issues, and to move projects forward. Additionally, to expedite reviews and the overall delivery of projects, we will take full responsibility for the technical aspects of the work and ensure that our work is done right the first time. We will not make incomplete or substandard technical submittals, and we will make sure that all comments are adequately addressed. We will propose solutions to potential issues/risks and keep the lines of communication open with the City's project manager and all members of the project development team (Figure C1).

### PROJECT CONTROLS & RISK MANAGEMENT

EXP incorporates sound project and risk management protocols from task order initiation to closeout. Our project controls include adding an appropriate level of work breakdown structure (WBS) codes for each assignment to monitor and track project deliverables and services.

On a regular basis, we provide qualitative risk management to identify and assess project risks and appropriate level of mitigation. In addition, we provide quantitative risk assessments and develop a living risk register to identify, analyze, evaluate, monitor, track, manage and mitigate project risks.

With the City's program, it is important to have a reliable document control system that allows for easy retrieval of project documents. We can leverage applications that are already a part of the Microsoft Enterprise such as OneDrive, Teams, and SharePoint, for seamless collaboration and transfer of large-sized files between consultants and applicable stakeholders. The EXP team has developed a cloud-based document sharing platform that improves file search and transfer speeds that the City can easily implement. Our goal is to create a system that can be simply used by all City viewers and that can support other necessary functions already in place at the City such as staff reports for Board and committees.

**FIGURE C1 | ISSUE RESOLUTION/CONSENSUS BUILDING PROCESS**



## PROJECT SCHEDULING

EXP uses project time management techniques to produce resource-loaded critical path schedules with the latest tools such as Primavera and Microsoft Project to prepare and track project schedules. EXP will use a network scheduling system to establish and control the scheduling of work activities required to perform a particular task order. The schedule will use a WBS developed to the appropriate level to facilitate management and control the task deliverables. Syed's experience as a Project Manager will ensure that work plans and schedules get developed and completed per the City's expectations.

## QUALITY

Our QA/QC Manager, Gabriel Rodriguez, will be responsible for developing and maintaining a quality management plan (QMP) for every task order. The QMP will contain procedures to address all the City's requirements and those of the contract documents. Figure C2 below depicts the proven quality assurance/quality control (QA/QC) review process that will be followed.

## COMMUNICATION

Our Project Manager Syed Raza will be responsible for leading all communication and collaboration with the City and key stakeholders to provide a true team environment to identify and resolve issues, communicate effectively, address conflicts and concerns, and achieve consensus. Prior to meeting with any key stakeholders, the EXP team will meet with the City to develop our Communication Plan and approach to address their individual comments and concerns.

The purpose of this Communication Plan is to document the policies and procedures for all project

communications within the EXP Team and between the Team, City, and other project stakeholders. Syed will communicate regularly with the City to address project- or contract-related issues, review progress of deliverables, and risks to each project/task order. These meetings will also be conducted to ensure proactive anticipation and planning for upcoming staffing needs, to assure timely responses to the City, and document responses to comments or requests.

To keep the team fully engaged in delivering the project objectives and maintain schedule, the Project Manager or task order lead will hold key meetings throughout the task order to promote a proactive environment towards successful project delivery. Through these key meetings, each member of the project team becomes well acquainted with and responsible for delivering the project scope on time and within budget. Ongoing meetings we require for each project include:

- **Task Order Kick-of Meeting** | Engage the project team in understanding the scope, schedule, budget and project objectives. A Project Management Plan (PMP) and QMP will be distributed to each team member.
- **Weekly Project Status Meetings** | Project staff meetings are a forum for the development of ideas, exchange of information and technical coordination between disciplines and subconsultants.
- **Focused Technical Working Group Meetings** | As necessary, workshops will address specific technical/design issues requiring special attention and tailored attendance.
- **Monthly Progress Meetings** | Executive-level meetings to confirm the direction of the project, contract issues, forecasting, strategic discussions, monitor progress, ensure adequate resources are available and verify that the City's expectations are being met.

**FIGURE C2 | SAMPLE QA/QC PROCESS**





D



exp.

FIRM PROFILE



# D FIRM PROFILE

## WHO WE ARE

With a mission to understand, innovate, partner and deliver, EXP, a privately owned Northamerican **corporation**, provides engineering, architecture, design and consulting services to the world’s built and natural environments. **Our heritage dates back to 1906 (116 years in business)**, when the earliest of EXP’s predecessor companies started its engineering infrastructure practice. Today, over **4,000 creative EXP professionals** across North America provide the passion and experience needed to deliver successful projects around the world. We are a private corporation with **100+ offices across North America, including 30+ offices in the United States. In California, we have offices in Glendale, San Diego, and San Francisco.**

We have worked with numerous local agencies and municipalities to provide multidisciplinary services for public works projects in urban environments. We bring a full range of services from planning and feasibility through design and construction management, as well as overall program management. **Ranked #17 Top Design Firms in Transportation by ENR in 2022.** EXP is consistently recognized by our clients for the quality of our services. We are client focused with the capabilities and depth of resources of a large multidisciplinary practice.

## AREAS OF EXPERTISE

With diverse experience in the planning, design and construction of highways, expressways, tollways, local roads and streets, we bring innovative solutions for every type of roadway. We have designed modern highways to bring new paths of travel, reconstructed and rehabilitated roadways to facilitate more efficient movement and solved the challenges of complex urban interchanges. Combining modern technology and innovative design we deliver customized solutions for toll roads and bring expertise in Transportation Engineering to make our roadways smarter.

As a multidisciplinary transportation practice, we bring added expertise such as bridge design, intelligent transportation systems, streetscaping and stormwater management. From feasibility studies and environmental assessments to design and construction administration, we provide a complete solution to meet our clients’ transportation needs.

## RELEVANT EXPERIENCE

The EXP team has successfully completed comparable projects on similar contracts with municipal and regional transportation agencies. Table D.1 lists a few of our contracts with government agencies in California within the last five years. We have successfully delivered a total of 18 task orders with these clients. The successful delivery of these task orders demonstrates our ability to promptly respond to on-call contracts and to assign the appropriate resources for project delivery.

**TABLE D.1 | SIMILAR ON-CALL CONTRACT/TASK ORDERS**

CURRENT ON-CALL CONTRACTS	AGENCY	CONTRACT COMPLETION	TASK ORDERS COMPLETED
Seal Beach Engineering On-Call	City of Seal Beach	April 2020	3
Chino Design/Engineering On-Call	City of Chino	Ongoing	3
OCPW Design/Engineering On-Call	Orange County Public Works	March 2022	1
Caltrans A&E On-Call	Caltrans District 12 (Orange County)	March 2022	1
Caltrans A&E On-Call	Caltrans District 7 (Los Angeles)	May 2022	1
Caltrans A&E On-Call Design Services	Caltrans District 8 (San Bernardino)	Ongoing	2
Caltrans A&E On-Call PM Services	Caltrans District 4 (San Francisco)	Ongoing	1
Caltrans A&E On-Call PM Services	Caltrans District 8 (San Bernardino)	Ongoing	6



E

LOCATION

BEAUMONT  
CIVIC CENTER

550





# E LOCATION

## LOCATION OF PRINCIPAL OFFICE THAT WILL BE RESPONSIBLE FOR THE IMPLEMENTATION OF THIS CONTRACT

451 East Vanderbilt Way, Suite 375

San Bernardino, CA 92408



F

**ORGANIZATION, KEY PERSONNEL,  
AND RESUMES**

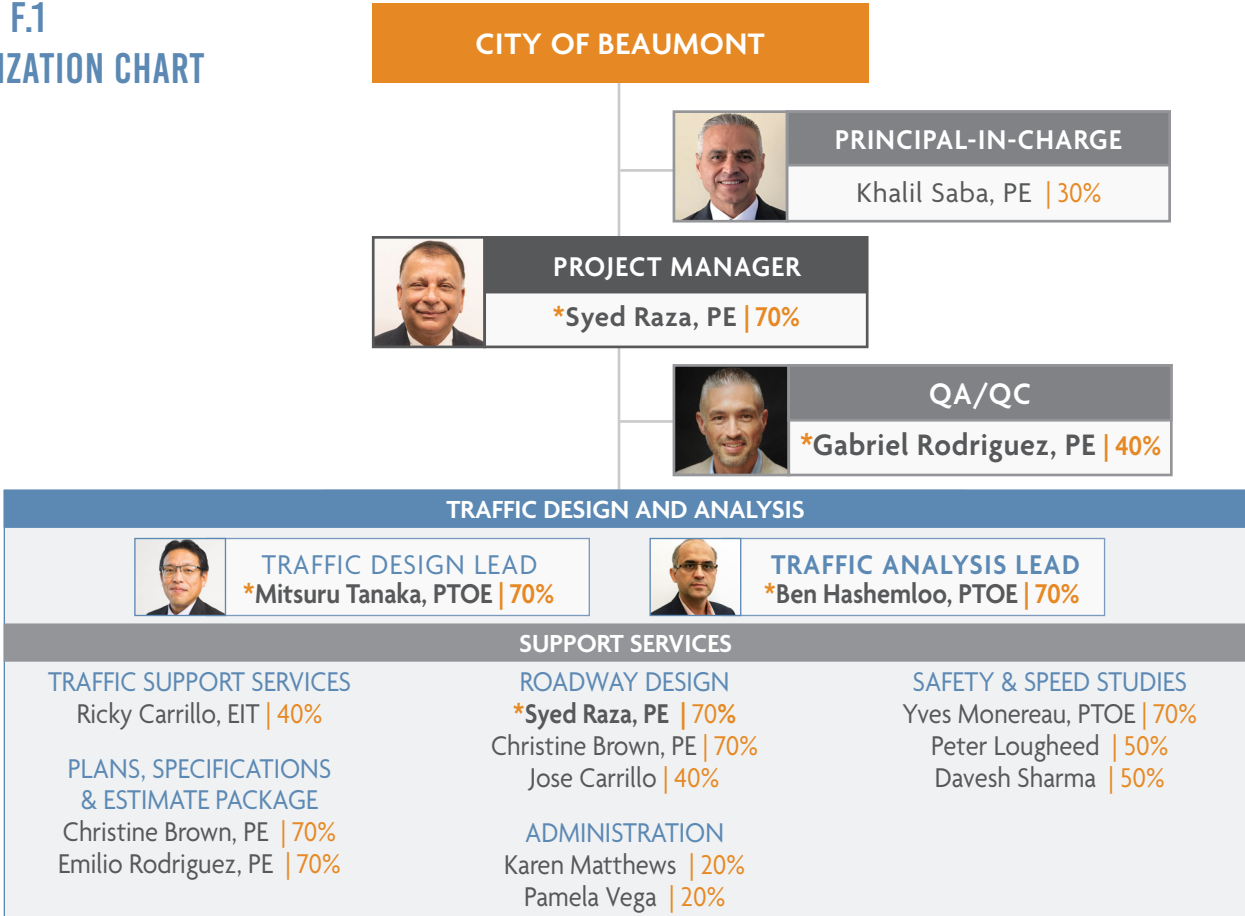


# F ORGANIZATION, KEY PERSONNEL, AND RESUMES

The EXP client point of contact and Project Manager is Syed Raza, PE who is intimately familiar with the delivery of municipal projects while meeting the administrative requirements of various types of funding and Caltrans processes. Syed will work closely with technical leads Ben Hashemloo and Mitsuru Tanaka to satisfy the administrative and technical requirements of each Traffic Engineering Services task order request received from the City. Ben and Misturu together have over 41 years of experience designing and delivering traffic engineering and analysis tasks. The full core team, key personnel, and support staff assigned to this on-call contract are shown in Figure F.1. The organization chart also shows the percentage of availability for each team member.

Key Personnel summaries and resumes can be found on the following pages.

**FIGURE F.1**  
**ORGANIZATION CHART**



**\*Denotes Key Personnel**  
**% Denotes Availability for the Contract**

## KEY PERSONNEL SUMMARY INFORMATION



**41+**  
YEARS OF  
EXPERIENCE

### **SYED RAZA, PE | PROJECT MANAGER, ROADWAY LEAD**

Syed has over 29 years of Caltrans experience and is intimately familiar with project development processes and procedures involving small and large projects. His proven leadership and managerial skills, and his ability to resolve issues and build consensus, make him the best leader for the on-call contract.

Syed's has years of similar experience in project management and as a design lead. Recent similar experience includes the City of Chino SR-71/Pine Avenue Interchange, and Euclid Ave. Restriping project.

*Responsibilities | Syed is the first point of contact between EXP and the City. Responsible and accountable for ensuring client requirements are met, budgets and schedules adhered to. Liaison on all activities pertinent to the project, including coordination with all sub-consultants. Lead for the roadway design plans.*



**24+**  
YEARS OF  
EXPERIENCE

### **GABRIEL RODRIGUEZ, PE | QA/QC MANAGER**

Gabriel has over 24 years of civil engineering experience in the design, review, and management of transportation and public infrastructure projects. Throughout his career, Gabriel has applied his technical design and construction engineering field experience to develop and lead quality assurance programs and personally perform quality control, constructability, and biddability reviews on projects that include roadway and state system improvements, storm drain facilities, sanitary sewer and water distribution infrastructure, and dry utilities. Gabriel is currently working on a similar project for the County of San Bernardino, Phelan Road Widening Project, and many more listed in his resume.

*Responsibilities | Implementation and oversight of the Quality Management Plan.*



**23+**  
YEARS OF  
EXPERIENCE

### **MITSURU TANAKA, PTOE | TRAFFIC DESIGN LEAD**

Mitsuru has over 23 years in transportation planning and traffic engineering projects for various state and local transportation agencies. His areas of expertise include travel demand forecasting, capacity/level of service analysis, traffic safety analysis, traffic impact analysis, traffic signal design, ITS design, signing and pavement marking design, roadway lighting design, and developing Transportation Management Plan (TMP), Maintenance of Traffic (MOT) plans and detour plans. Similar experience includes SR-71/Pine Ave Interchange for City of Chino, Pedestrian Signal Design and ADA Improvement for City of Santa Clara.

*Responsibilities | Developing traffic design plans including signal plans, street lighting plans, ramp metering and ITS plans, signing and pavement marking plans, traffic control plans, detour plans and TMP. as well as supporting traffic analyses and studies.*



**18+**  
YEARS OF  
EXPERIENCE

### **BEN HASHEMLOO, PTOE | TRAFFIC ANALYSIS LEAD**

Ben has over 18 years of experience in transportation engineering, serving as project manager and lead engineer for traffic and transportation projects in California and Canada. His specialties include active transportation analysis, traffic network simulation and modeling, traffic impact studies, traffic signal operation, construction traffic management and project management. Ben is the project manager for the on-going City of Santa Clara ADA Improvement to design and update the traffic signals at a few intersections. He also managed and delivered other intersection improvements in the City of Saratoga and City of Pittsburg.

*Responsibilities | Prepare traffic impact and feasibility studies, perform transportation demand modeling and traffic operation analysis, develop simulation models and evaluate alternatives, forecast future growth and prepare traffic demand and capacity analysis. Review and perform traffic safety studies.*

**SYED RAZA, PE**

Proposed Role: Project Manager, Roadway Lead



**SPECIALTY EXPERIENCE**

- Project Management
- Agency Coordination
- Roadway Design
- Traffic Design
- Safety Design
- Construction Staging
- Caltrans LAPM

**SCOPE TECHNICAL AREA EXPERTISE**

- Project Management
- Roadway Design
- Agency Coordination
- Traffic Design
- QA/QC

**YEARS WITH FIRM / OVERALL EXPERIENCE**

- 3 / 41

**PROFESSIONAL REGISTRATIONS**

- Professional Engineer (Civil): CA C53579

**EDUCATION + TRAINING**

- M.Sc., Civil Engineering, Texas A&M University, College Station, Texas, 1991
- B.S., Civil Engineering, NED Engineering University, Karachi

Syed has over 41 years of executive, management and technical experience in the areas of transportation/traffic engineering and program/project management. During his career, he has led many multi-functional teams and successfully delivered high-profile, state of the art complex transportation projects. Syed was responsible for program management, technical oversight and review of all capital projects at Caltrans District 8 and oversaw the delivery of over 300 in-house and locally funded projects valued at over \$15 billion. His proactive program management approach, communication and problem-solving skills, ability to build consensus and strong leadership skills has helped District 8 successfully deliver its projects on time and within budget. Syed was also instrumental in assisting RTPAs, counties and cities deliver their portfolio of projects on the State Highway System.

**PROJECT EXPERIENCE**

**City of Chino, State Route 71/Pine Avenue Interchange, Chino, CA**

Serving as Project Manager for EXP for the preparation of Project Approval & Environmental Document (PA&ED) and Plans, Specifications and Estimate (PS&E) phases of the project. The scope of work for the project includes widening both off-ramps, installing a new traffic signal, modifying existing signal and ADA curb ramps.

**California Department of Transportation (Caltrans), District 8 Project Management On-Call, San Bernardino + Riverside Counties, CA**

EXP was selected as the prime consultant by Caltrans District 8 to provide Project Management support services for capital projects. Prepared detailed project schedules and cost estimates. Ensured all necessary regulatory permits were obtained. Prepared project status reports, cooperative agreements and amendments. Prepared and reviewed technical reports, plans, specifications and estimate for completeness and accuracy. Ensured that projects were delivered on time, within budget, approved scope of work and met performance objectives. Prepared complex technical engineering reports for management review and approval. Prepared allocation request for

**SYED HAS 29 YEARS OF CALTRANS EXPERIENCE AND WILL ACT AS PROJECT MANAGER.**

*\*Work performed at previous firm.*





**SYED RAZA, PE** – *Continued*

Proposed Role: Project Manager, Roadway Lead

California Transportation Commission (CTC) approval including Program Change Requests and Supplemental Fund Request. Prepared and submitted grant applications for various federal and state funding programs.

**\*Caltrans District 8 Capital Program, San Bernardino + Riverside Counties, CA**

Served as the Deputy District Director for Program Project Management overseeing Capital Improvement Program for seven years. Was responsible for securing funding for major and minor capital improvement projects from the State Highway Operation Protection Program (SHOPP) and State Transportation Improvement Program (STIP).

**\*Caltrans District 8 Division of Design, Riverside County, CA**

Served as the Design Lead for over seven years for multiple in-house transportation projects during the PA&ED and PS&E phases in Riverside County. As Project Engineer, prepared horizontal and vertical alignment including super-elevation diagrams, typical cross-sections, construction staging plans, detour plans, pavement delineation plans, signing and striping plans for complex transportation projects. This included \$300 million design sequencing project on I-215 to add HOV lanes and new freeway to freeway connectors, \$26 million SR-60 inside widening project, \$32 million HOV lane addition project on I-215 and SR-60 from University Avenue to Valley Way, bridge rail upgrade project on I-215 in the City of Perris, pavement rehabilitation project on SR-91 in the City of Corona.

**\*Caltrans District 8 Capital Program, \$1.3 billion Riverside County Transportation Commission's (RCTC) State Route 91 (SR-91) Corridor Improvement Project**

Served as the Project Director for the largest project in District 8's history, RCTC \$1.3 billion SR-91 Corridor Improvement Project. The project scope of work included adding two express lanes and one general purpose lane in each direction of SR-91 for 12 miles. In addition, the project included adding a direct express lane to express lane connector in the median of I-15 and SR-91, interchange reconfiguration, collector-distributor road, railroad bridges, soundwalls, landscape and hardscape improvements. Coordinated with RCTC on all facets of the project including securing state and federal funds, approval of preliminary design elements and environmental document for the project. Developed Caltrans organizational structure for the project to comply with the intent of California Assembly Bill 2098. Coordinated with FHWA to secure all the necessary approvals for major project deliverables and processing of TIFIA federal loan application. Assisted with the approval and procurement of the design-build contractor for the project from Federal Highway Administration.

**City of Chino, Euclid Avenue Restriping Project, Chino, CA**

Served as EXP's Project Manager for EXP for the City of Chino On-Call. EXP is providing design services for Euclid Avenue (SR-83) Restriping Project between Pine and Bickmore Avenue. EXP's tasks include preparing a Traffic Report and preparing the PS&E package for the project. The scope of work for the project consists of shifting lanes to the west by restriping to create room to add a second northbound through lane. A 14-foot continuous two-way left-turn lane is proposed between north and southbound lanes. The addition of a second northbound through lane is expected to significantly increase the capacity for this movement as there is currently only one northbound lane. The proposed improvements will help reduce delay and improve overall level of service on the corridor.

**San Bernardino County, Phelan Road Widening, San Bernardino County, CA**

Syed is serving as Roadway Design Lead. EXP is providing preliminary engineering and environmental consulting services for the Phelan Road Widening Project. Phelan Road is currently a two-lane road that serves the communities of Phelan and Hesperia and is often a thoroughfare and diversion route for those experiencing closures or traffic congestion on nearby Interstate 15 (I-15). The project proposes to widen approximately 12.1 miles

*\*Work performed at previous firm.*

**SYED RAZA, PE** – *Continued*

Proposed Role: Project Manager, Roadway Lead

of Phelan Road from two (2) lanes to a five (5) lane major highway designation with the center serving as one (1) continuous left turn lane.

**\*Xpresswest High Speed Passenger Rail from Victorville to Las Vegas, San Bernardino County, CA**

This \$4.8 billion 130-mile long privately funded new high-speed passenger rail project will connect the City of Victorville, California to Las Vegas Nevada. The project is primarily proposed in the median of Interstate 15 (I-15) within Caltrans right of way. Caltrans District 8's role is to provide enhanced oversight for the project and ensure all Federal and State requirements and standards are met. Close coordination was required with California Public Utilities Commission (CPUC) and Burlington Northern Santa Fe Railroad for the project in addition to multiple state and federal agencies. Provided technical oversight for the project which included in-depth review of roadway, construction staging, utilities, right of way, pavement delineation, signing, traffic handling and other plans.

**\*Interstate 10 Express Lanes from Los Angeles County to Interstate 15; San Bernardino County, CA**

This 10-mile long \$720 million project, developed and funded cooperatively by SBCTA and Caltrans will add two express lanes in each direction of I-10 from Los Angeles County Line to I-15 through the cities of Montclair and Ontario. The project will also reconstruct the two outside lanes with long life pavement and add safety lighting. This project has used alternative delivery method (design-build) and innovative financing using Transportation Infrastructure Finance and Innovation Act (TIFIA) federal loan from USDOT. The project requires outside widening necessitating reconstruction of several local street interchanges. The need and purpose of the project is alleviate congestion on this heavily travelled corridor and provide modal choice to the users.

**\*State Route 58 (SR-58) New Expressway in the Community of Hinkley and Kramer Junction, San Bernardino County, CA**

This 24-mile long \$400 million new expressway project provided a vital link from Central California for the efficient movement of agricultural and dairy products to the rest of the country. This project was one of the two missing segments on SR-58 that connects Bakersfield to Barstow that was not a high-speed expressway facility. The scope of work for the project included adding two lanes in each direction, separated by a wide dirt median, standard inside and outside shoulder, addition of two local street interchanges, bridges, culverts and erosion control. The project was completed in 2018 and has significantly helped in enhancing goods movement on the SR-58 corridor which carries over 40% truck traffic.

**\*State Route 60 (SR-60) Pavement Rehabilitation, San Bernardino and Riverside County CA**

This 18-mile long \$150 million pavement rehabilitation project will reconstruct the two outside lanes of SR-60 from the City of Chino in San Bernardino County to the City of Riverside in Riverside County. The scope of work for the project includes total reconstruction of the two-outside lanes with long life Jointed Portland Cement Pavement, random slab replacement, shoulder rehabilitation, on & off ramp rehabilitation, upgrade of pedestrian facilities and ADA curb ramps to current standards. The project addresses broken slabs and distress cracking, rutting, and bleeding. The ride quality is very poor due to high percentage of truck traffic. The project addresses the current and future deficiencies of the existing pavement. Innovative traffic management strategies have been implemented for the project that allows all lanes to be open during construction by constructing cross over detours, shifting traffic to the outside shoulder and doing work behind concrete barriers. The project is currently in construction and scheduled to be completed in 2022.

*\*Work performed at previous firm.*

**GABRIEL RODRIGUEZ, PE**

Proposed Role: QA/QC Manager

**SPECIALTY EXPERIENCE**

- QA/QC
- Civil Engineering
- Public Infrastructure
- Roadway Design
- Project Management

**SCOPE TECHNICAL AREA EXPERTISE**

- QA/QC

**YEARS WITH FIRM /  
OVERALL EXPERIENCE**

- 4 / 24

**PROFESSIONAL  
REGISTRATIONS**

- Professional Engineer (Civil): CA 69948

**EDUCATION + TRAINING**

- B.S., Civil Engineering, California Polytechnic State University at Pomona, 2001

Gabriel Rodriguez has more than 24 years of civil engineering experience in the design and management of transportation and public infrastructure projects. He has collaborated on multi-disciplinary teams that have included civil engineers, landscape architects, environmental planners, bridge engineers, and right-of-way and utility specialist on projects such as State system improvements, arterial roadway and streetscape improvements, bike and recreation improvements, grade separations, storm drain facilities, and underground utilities and infrastructure. He has executed projects from project approval through final design and construction management.

**PROJECT EXPERIENCE****County of San Bernardino, Phelan Road Widening Project, San Bernardino County, CA**

Gabriel is serving as the project manager for the Phelan Road Widening project and is leading the design team which includes roadway and structural engineering, drainage, environmental, geotechnical, surveying, utility coordination and public outreach. The purpose of the project is to widen 12.1 miles of Phelan Road to accommodate for the increased population and resulting traffic in the region. The project design will include geometrics and vertical profiles for the widening from two lanes to five lanes, hydrology and hydraulic analysis of 26 culvert crossings, bridge improvements at Sheep Creek, traffic and traffic signal design, utility relocations, and environmental planning and permitting. The project will also require coordination with stakeholders including Caltrans District 8, Union Pacific Railroad, the California Public Utilities Commission, regulatory permitting agencies, and the City of Hesperia.

**City of Temecula, Santa Gertrudis Creek Phase II Bike Trail Project, Temecula, CA**

Gabriel is serving as project manager for the Santa Gertrudis Creek Phase II Bike Trail project and is responsible for leading the project design team which includes, civil, drainage, and structural engineering, environmental planning, surveying and mapping, geotechnical, and utility coordination. The project located along the Santa Gertrudis Creek proposes to grade separate the bike trail under the existing Margarita Road bridge. This will improve safety for bicyclists and pedestrians continuing on the trail by eliminating the interface with vehicles at the Margarita Road at grade street crossing. The project

*\*Work performed at previous firm.*

**GABRIEL RODRIGUEZ, PE** – *Continued***Proposed Role: QA/QC Manager**

design includes the trail geometry and vertical profile, retaining walls and the relocation of a 20-inch reclaimed water line that is owned and maintained by Rancho California Water District.

**\*City of Irvine, Jamboree Road Widening, Irvine, CA**

Gabriel served as project manager for the Jamboree Road Widening project and was responsible for leading the project design team which included roadway, traffic, utility coordination, landscape, survey, environmental, and geotechnical. The project, located in the city of Irvine, proposed to expand Jamboree Road from an 8-lane arterial to a 10-lane arterial with a Class II bike lane for approximately 1.5 miles between Barranca Parkway and the north side of I-405. The design and environmental effort included preliminary engineering, alternative analysis, environmental report, project study, and final plans, specifications and estimates.

**\*City of Santa Clarita, Dockweiler Extension, Santa Clarita, CA**

Gabriel served as the project manager for the Dockweiler extension project, which included a new at-grade crossing at the Metrolink and Union Pacific railroad corridor. The project included approximately 1-mile of new roadway with a Class II bike lane, as well as the closure of the at-grade crossing at 13th Street. Gabriel led the design team that developed the Project Study Report Equivalent (PSRE) and Environmental Document. Coordination with both Metrolink and the California Public Utilities Commission was key to the crossing improvement approvals.

**\*City of Coachella, Avenue 52 and Grapefruit Grade Separation, Coachella, CA**

Gabriel served as project manager for the Avenue 52 and Grapefruit Boulevard Grade Separation project in the city of Coachella. The project will grade separate Avenue 52 and the Union Pacific Rail Road (UPRR) line which will provide better access between the west and east sides of the city, as well as more efficient mobility for emergency vehicles. Funding for this project included \$10M of TCIF funding which was required to be allocated by the end of 2013. Gabriel led the coordination effort with Caltrans Local Assistance and Riverside County Transportation Commission (RCTC) to gain California Transportation Commission (CTC) and E-76 approval. Mr. Rodriguez also led the design team, which finalized the plans, specifications and estimate and secured agreements with UPRR, Coachella Valley Water District, Imperial Irrigation District, and Verizon/MCI.

**\*Omnitrans, West Valley Connector, San Bernardino County, CA**

Gabriel led the civil engineering component of the alternative analysis phase of the West Valley Connector Rapid Bus project. The project is a combination of two corridors, Route 61 and Foothill, and is proposed to provide Rapid Bus service and ultimately Bus Rapid Transit service from the city of Pomona to the city of Fontana by way of the cities of Montclair, Ontario, and Rancho Cucamonga. This approximately 25-mile corridor includes several local destination points such as the Ontario International Airport, Ontario Mills and Victoria Gardens Malls, the Rancho Cucamonga Metrolink station and Kaiser Hospital in the city of Fontana. As the lead civil engineer, Gabriel led an engineering team that supported with the review of right-of-way and infrastructure research, preliminary geometric roadway design and cost estimating.

**\*Omnitrans, sbX “E” Street Corridor BRT, San Bernardino, CA**

Gabriel led the construction support efforts for Omnitrans on the 15-mile bus rapid transit (BRT) project in the city of San Bernardino. The project includes four park-n-ride facilities, sixteen BRT stations, 5 miles of street improvements, including storm drain, water and sewer infrastructure and 6 miles of dedicated BRT lanes. The project is approximately 95-percent complete with a total construction value of \$84M. As the project engineer, Gabriel led a team that worked closely with the construction team including Omnitrans, the construction manager, joint venture contractor, Caltrans encroachment, and utilities to address requests for information and design changes as well as review of material submittals. In addition to the construction team, Gabriel also assisted the project’s right-of-way consultant and legal counsel by providing design and field support for property acquisitions and settlements. Construction was completed in April 2014.

*\*Work performed at previous firm.*

**MITSURU TANAKA**, PTOE, PTP

Proposed Role: Traffic Design Lead

**SPECIALTY EXPERIENCE**

- Traffic Analysis
- Traffic Design
- ITS Design
- Traffic Signal Design
- Roadway Lighting Design
- TMP
- MOT

**SCOPE TECHNICAL AREA EXPERTISE**

- Traffic Analysis
- Traffic Design

**YEARS WITH FIRM /  
OVERALL EXPERIENCE**

- 3.5 / 23

**PROFESSIONAL  
REGISTRATIONS**

- Professional Engineer (PE):
  - DC #PE922223,
  - VA #0402053361,
  - MD #51273,
  - DE #26195,
  - WV #24605,
  - GA #PE046761,
  - FL #PE91047,
  - IL #062073065,
  - WI #48379-6,
  - OH #88596,
  - OR #66717PE
- Professional Traffic Operations Engineer (PTOE) #1024
- Professional Transportation Planner (PTP) #271

**EDUCATION + TRAINING**

- M.S., Civil Engineering, University of Delaware, 1998
- B.S., Civil Engineering, Hokkaido University, Japan, 1994

Mitsuru Tanaka has over 23 years of experience in transportation planning and traffic engineering projects for various state transportation agencies including Caltrans, DDOT, VDOT, MdSHA, MdTA, MTA, DelDOT, PennDOT, NJDOT, GDOT, and FHWA. His areas of expertise include travel demand forecasting, capacity/level of service analysis, traffic safety analysis, traffic impact analysis, traffic signal design, ITS design, signing and pavement marking design, roadway lighting design, and developing Transportation Management Plan (TMP), Maintenance of Traffic (MOT) plans and detour plans. He has been deeply familiar with Highway Capacity Manual (HCM), Manual on Uniform Traffic Control Devices (MUTCD), Highway Safety Manual (HSM), the AASHTO Greenbook, ITE Traffic Engineering Handbook, ITE Trip Generation Manual, ANSI/IESNA RP-8-00, and local and state guidelines for traffic engineering designs and studies. Mitsuru has experience with the following software packages: Synchro/SimTraffic, VISSIM, Highway Capacity Software (HCS), SIDRA, CORSIM, CUBE Voyager, MicroStation, AutoCAD, Visual, and AGI32. Mitsuru has managed more than several small to mid-sized traffic engineering study and design projects for enhancing multi-modal transportation safety and operations in his career.

**PROJECT EXPERIENCE****City of Chino, State Route 71/Pine Avenue Interchange, Chino, CA**

Senior Traffic Engineer responsible for designing electrical plans at a diamond-shaped freeway interchange. The project included widening the existing off-ramps and traffic signal and electrical system designs at the interchange. There are two traffic signals to be designed and one of them is a new traffic signal for accommodating the expected traffic volume increase due to the roadway extension into the City of Chino. A traffic study including the signal warrant analysis was conducted in advance of developing the electrical plans for justifying the new signal, determining the optimized signal phase and timing, and analyzing the existing and future traffic operations at the interchange. The electrical plans included the modification designs of the existing ramp metering system and highway lighting system as well as the existing and new traffic signal systems at the interchange. In addition, VISSIM traffic simulation models were developed for several scenarios including adjacent two interchanges along SR71 for assessing the traffic impacts to the surrounding area.

*\*Work performed at previous firm.*



**MITSURU TANAKA**, PTOE, PTP – *Continued***Proposed Role: Traffic Design Lead****City of Santa Clara, Pedestrian Signal Design and ADA Improvement, Santa Clara, CA**

Lead Traffic Engineer responsible for the traffic signal modification designs for this ADA Improvement project. The project is for improving sidewalks and roadway geometry ADA ramp access within the City's right-of-way. The pedestrian push buttons are to be relocated at seven intersections along a major highway corridor in accordance with the California MUTCD due to the new ADA curb ramp improvements. Some intersections also included installing street lighting upgrades for securing enhanced pedestrian safety at night. Two of the signals are located at the intersections with the Santa Clara Valley Transportation Authority Light Rail corridor and coordination with the Light Rail signal system is considered in the signal design as having the pedestrian safety to the top priority.

**City of Jurupa Valley, Pacific Avenue Pedestrian and Bicycle Improvements, Jurupa Valley, CA**

Senior Traffic Engineer. Mitsuru is a senior traffic engineer responsible for developing Signing and Striping Plans in accordance with the City's guidelines and Caltrans Standard and Specifications. The project is to design street improvement with curb, gutter, sidewalk, driveway approach, drainage and street intersection treatments within its 0.8-mile project limit. The improvement plan is to convert the existing street to two-lane road with the center turn lane as accommodating the bikes on the shared lanes. The Rectangular Rapid-Flashing Beacons (RRFB) were recommended to install at the crosswalk across the existing school. The associated quantities and cost estimates are also prepared for the bidding documents.

**City of Chino, Euclid Avenue Restriping Project, Chino, CA**

Senior Traffic Engineer. Mitsuru is a senior traffic engineer responsible for developing Traffic Control Plans (TCP) including stage construction and traffic handling plans and motorist information plans. The project area is approximately 0.6-mile stretch of a State Highway Route with signalized intersections at both ends. The traffic impact was studied for the lane configuration changes and detoured traffic during the construction phases. Permanent Signing and Striping Plans were developed as well as the Traffic Control Plans. Associated quantities of signing, striping, and traffic control devices were prepared as well.

**Caltrans District 8, Fontana Maintenance Facility, Fontana, CA**

Senior Traffic Engineer. Mitsuru was a senior traffic engineer responsible for developing Transportation Management Plan (TMP) for the design-build project. The project was for construction of three major buildings for the Caltrans maintenance facility including the roadway improvements in front of the facility. The roadway improvement work was approximately 1,000 feet including installation of curb and gutter, sidewalk, storm drain, and utilities. Traffic Control Plans were developed for the roadway improvements and included in the TMP. The TMP was developed along the Caltrans Transportation Management Plan Guidelines.

**\*Delaware Statewide Traffic Impact Study Review Project, Statewide, DE**

Project Engineer responsible for reviewing the TIS for completeness and accuracy, re-analyzing all capacity analyses with Highway Capacity Software (HCS) or SYNCHRO, evaluating signal warrant analyses, determining the development's compliance with local and state comprehensive plans, and writing a review letter recommending approval or rejection of the development and a list of recommended improvements that should be required for the developer. Analysis included approximately 50 single-lane roundabouts using HCS, SIDRA, and the NCHRP Report 03-65 Methodology. All TIS reviews were to be completed within a quick (18 working-day) turnaround to comply with DelDOT's review schedule. Over seven years of the contract time period, approximately 230 Traffic Impact Studies (TIS) were assigned under this contract. Mr. Tanaka was assigned to be stationed at DelDOT's Planning Section for two years.

*\*Work performed at previous firm.*

**MITSURU TANAKA**, PTOE, PTP – *Continued***Proposed Role: Traffic Design Lead****\*NJ Statewide Traffic Signal Optimization – Southern Region, NJ Route 30 Corridor, Atlantic County, NJ**

Lead Traffic Engineer responsible for optimizing traffic signal timings, phases, splits, offsets and cycle lengths along the existing major corridor. Clearance intervals were also recalculated and evaluated for the traffic safety purpose. The project area included approximately 4.5-mile arterial stretch with 12 signalized intersections in southern New Jersey. The corridor was modeled in Synchro/SimTraffic software. The existing models were calibrated in SimTraffic based on the field travel times observed by Tru-Traffic software with GPS. Signals were optimized with Synchro and TruTraffic and 5 different timing plans were prepared for different times of the days for implementation.

**Traffic Calming Study: Camp Grandview (Pickens County Traffic Engineering IDIQ), Jasper, GA**

Senior Traffic Engineer responsible for QA/QC the traffic calming study report. This study was for reviewing the applicability of speed tables as a traffic calming measure. The data collection for the study included the vehicle running speed, pedestrian activity, the existing roadway's geometry, signage, striping and clear zones. Several traffic calming measures were reviewed and considered including various speed tables, raised pedestrian crosswalks, and speed cushions. The study recommended placing the calming measure including raised pedestrian crosswalks the at several key locations for the vehicles to slow down safely as considering their spacings and maintaining the major crosswalk locations in the mid-block of the study area.

**\*Route 7 Corridor Improvement Project, From Jarret Valley to Reston Parkway, Fairfax County, VA**

Lead traffic engineer responsible for the evaluation of alternative intersection designs for the second phase of the design which includes Displaced Left/Continuous Flow, Green-T, Restricted Crossing Median U-Turn, Median U-turn and roundabout intersections for safely accommodating the vehicles, bikes, and pedestrians all together along the corridor. VISSIM and Synchro are being used in the evaluation and development of the alternatives. VISSIM software was used to evaluate existing conditions and selected design alternatives for the future conditions. Synchro software was utilized for signal optimization for the signals along the 7-mile corridor and was also used for reinforcing the VISSIM evaluation results.

**\*Hilton Parkway Corridor Safety Study, Baltimore, MD**

Project Manager responsible for evaluating the existing safety traffic conditions along Hilton Parkway located in West Baltimore. Approximately 1.1-mile length of the winding parkway was studied with field observation and traffic accident analysis from past five years. The studied parkway segment had two lanes on each direction and a barriered median between the opposite directions. Guide rails has been installed at some length of the studied segment and the street lighting has been installed throughout the study segment. Through the safety study, it was found that there were relatively high number of accidents on wet-surface conditions and at the night. The final recommendation included drainage improvement for the areas with underground water leaks, installing Raised Pavement Markers (PRM), streetlight improvements, and frequent restriping for improving the traffic safety along the corridor.

**\*US13 Business and Naylor Street Intersection Study, Salisbury, MD**

Project Manager responsible for safety and traffic efficiency improvement at the intersection of US13 Business and Naylor Street. The study was for MDOT SHA District 1 and it included observing traffic counts, signal operations, traffic control device conditions, street lighting conditions, sidewalks and ADA compliance devices at and around the intersection. Crash analysis was also conducted for assessing the intersection safety with the traffic accident data for the past three years at the intersection. Crosswalks replacement, signal interval change, pedestrian signal head installation, audible ADA compliance push button installation, ADA ramp installation, sidewalk repairs, and installing additional warning signs were recommended at the end of the report with the estimated construction cost for each improvement.

*\*Work performed at previous firm.*

**BEN HASHEMLOO, PTOE**

Proposed Role: Traffic Analysis Lead



<p><b>SPECIALTY EXPERIENCE</b></p> <ul style="list-style-type: none"> <li>• Traffic Analysis &amp; Design</li> <li>• Operational &amp; Safety Improvement Design</li> <li>• Traffic Impact Studies</li> <li>• Traffic Network Simulations &amp; Modeling</li> <li>• Traffic Demand Forecasts</li> <li>• Traffic Signal Improvements</li> </ul>	<p><b>SCOPE TECHNICAL AREA EXPERTISE</b></p> <ul style="list-style-type: none"> <li>• Traffic Analysis &amp; Design</li> </ul>
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**YEARS WITH FIRM / OVERALL EXPERIENCE**

- 6 /18

**PROFESSIONAL REGISTRATIONS**

- Professional Engineer (Civil), NV
- Professional Traffic Operations Engineer (PTOE)
- Professional Engineer (Civil), ON

**EDUCATION + TRAINING**

- Master of Applied Science, Transportation Engineering, University of Waterloo, 2008
- Master of Applied Science, Highway Engineering, Sharif University, 1998
- Bachelor of Civil Engineering, K.N.T University, 1992

Ben is a Professional Engineer with more than 18 years of experience in transportation engineering. He served as project manager and lead engineer for traffic and transportation projects in North America. His specialties include a design for operational and safety improvement projects on the state highway system such as local interchange improvements, auxiliary lanes, and other improvements with no or mitigable right-of-way impacts as well as local roadway improvements, active transportation projects such as multi-use trails, bike lanes, and pedestrian improvements, intersection and traffic signal improvements, signal coordination and synchronization, traffic safety, traffic signal design and operation, traffic network simulation and modeling, traffic impact studies, ADA compliance study, construction traffic management, traffic demand forecasts, environmental assessments and project management. He possesses a working knowledge of software such as Synchro, SimTraffic, HCS, VISSIM, Aimsun, and TransCAD.

**PROJECT EXPERIENCE**

**City of Chino, State Route 71/Pine Avenue Interchange, Chino, CA**

Lead traffic engineer to prepare Traffic Operations Analysis Report (TOAR) for the intersection of Pine Avenue and State Route 71 within Caltrans jurisdiction. The existing network was modelled and future scenarios with the proposed ramp widening were developed for the morning and afternoon peak hours. The available traffic counts were adjusted to the existing condition and horizon year traffic volumes were forecasted. A new traffic signal was introduced at the northbound ramp terminal. Synchro application was utilized to conduct the LOS and delay analysis and optimize both intersections. SimTraffic was used to evaluate queue length.

**City of Santa Clara, Pedestrian Signal Design and ADA Improvement, Santa Clara, CA**

Project manager to modify traffic signal for seven intersections in the City of Santa Clara. The purpose of the project was to improve sidewalks and roadway geometry and ADA ramp access within the City's right-of-way. The pedestrian push buttons were designed at each intersection following the California MUTCD due to the new ADA curb ramp improvements. Street lighting was designed and upgraded to enhance pedestrian safety at night. Two of the signals were adjacent to the Santa Clara Valley Transportation Authority Light Rail corridor where coordination with the Light Rail signal system was incorporated into the signal design to enhance pedestrian safety. 2021.

\*Work performed at previous firm.



**BEN HASHEMLOO**, PTOE – *Continued***Proposed Role: Traffic Analysis Lead****City of Saratoga, Fruitvale & Allendale Intersection Improvement, Saratoga, CA**

Project Manager to study existing and proposed design layout for the intersection of Fruitvale Avenue and Allendale Avenue, provide traffic signal design, control stripping and signing plans, and prepare specifications and cost estimates. The presence of a middle school adjacent to the intersection has raised safety concerns for students crossing the intersection. The intersection geometry was improved and signal plans, pavement markings, and signing were updated. 2020

**City of Pittsburg, Range Road Sidewalk Pedestrian Signal Improvement, Pittsburg, CA**

Project Manager to study and revise pedestrian traffic signal and controller at the intersection of Range Road and West Leland Road in the City of Pittsburg. The City was planning to widen the existing sidewalk to encourage active transportation and enhance pedestrian safety. The new pedestrian traffic signals were designed and CADD drawings were provided to include new changes. Specification and cost estimate were prepared for bid support. 2019

**SBCTA, I-215 Bi-County Landscaping Project, San Bernardino County,**

Traffic engineer to analyze traffic conditions and prepare transportation management plans during landscape construction. This 5.1-mile long project is located from the San Bernardino County and Riverside County line to Orange Show Road in the City of San Bernardino and provides a themed landscape transition along the I-215. The transportation management plan includes proposed lane/shoulder closure and required plan to protect the safety of road users. 2019

**York Region, Dalton Road Operational and Safety Review, York Region, Ontario, Canada**

Lead engineer for operational and safety review of a major collector in Georgina. The Average Daily Traffic, turning movement counts, and collision data were reviewed and additional traffic data were collected. The existing condition and safety of the traffic network were evaluated using Synchro software. Different scenarios were proposed including the conversion of 4-lane road to 2-lane plus Two Way Left Turn Lane option to improve safety by reviewing potential collision modification factor. Active transportation components were revised to comply with York Region's goals. 2018

**Ontario Ministry of Transportation, UPS Halton Hills Parcel Distribution Traffic Impact Study, Ontario, Canada**

Lead engineer to review and examine the impacts of a new UPS facility in the Town of Halton Hills. VISSIM and Synchro analyses were conducted to evaluate the effect of this facility in the study area specifically along a section of Hwy 401 corridor and the ramp terminals. The Ministry of Transportation in Ontario requested EXP to develop a microsimulation model of the network in the study area and to evaluate queue deficiencies and weaving concerns using simulation tools. A VISSIM model was developed and calibrated for the existing condition and was used as a base to develop horizon-years scenarios. 2017

**City of Brampton, West Brampton Watermain Project, Brampton, Ontario, Canada**

Lead modeler to review and examine the impacts of watermain construction on the existing transportation network in the study area. Synchro analysis package was utilized to evaluate proposed construction plan and to identify deficiencies. Construction traffic management plans and traffic control plans were prepared for each contract separately along the study corridor. Ben was responsible to coordinate with inspectors and project manager to address concerns and revise the analysis. 2016

**\*Ontario Ministry of Transportation, Nuclear Plants Emergency Evacuation Plan, Ontario, Canada**

Lead engineer to develop a mesoscopic-simulation model in Aimsun simulation platform for the existing transportation network. Travel Demand Model (TDM) was developed and implemented. The model was calibrated and validated to the existing traffic condition to be used for scenarios when the evacuation order would trigger. Traffic signal timings in the network were reviewed and optimized. Eleven scenarios were tested to identify evacuation time during AM/PM/OFF peak period. A few Traffic Demand Strategies (TDS) were implemented to manage the evacuation order. Transit network was simulated in the study area along the main corridors. 2011

*\*Work performed at previous firm.*



# G

## PROJECT EXPERIENCES





## G. PROJECT EXPERIENCES



### CITY OF CHINO | STATE ROUTE 71/PINE AVENUE INTERCHANGE, CHINO, CA

The purpose of the project is to alleviate future anticipated congestion at the SR-71/Pine Avenue Interchange after the opening of Pine Avenue Extension Project to the east from SR-71 to just west of SR-83. The project is needed to address operational deficiencies anticipated at the interchange with the opening of the Pine Avenue Extension Project. The project consists of widening SR-71 northbound and southbound off ramps to increase the ramps capacities, install a traffic signal at the SR-71 northbound off ramp to Pine Avenue and restriping the overcrossing between the SR-71 northbound and southbound off ramps in the cities of Chino and Chino Hills in San Bernardino County.

The project is ongoing and will improve traffic flow, reduce delay and provide an acceptable level of service at both ramp intersections.

**Key Personnel:** Syed Raza, Ben Hashemloo, Mitsuru Tanaka, Gabriel Rodriguez

**Contract Amount:** \$965,000

**Timeline:** August 2020 - Ongoing (Est. Dec. 2024)



### CITY OF CHINO | EUCLID AVENUE RESTRIPIING PROJECT, CHINO, CA

The purpose of the project is to alleviate congestion along northbound Euclid Avenue between Pine and Bickmore Avenues. The proposed restriping will remove this bottleneck and provide a 2nd northbound through lane.

EXP as a subconsultant to Z&K Consultants, Inc. for the City of Chino On-Call is providing design services for Euclid Avenue (SR-83) Restriping Project between Pine and Bickmore Avenue. EXP's tasks include preparing a Traffic Report and preparing the PS&E package for the project. The scope of work for the project consists of shifting lanes to the west by restriping to create room to add a second northbound through lane. A 14-foot continuous two-way left-turn lane is proposed between north and southbound lanes. The addition of a second northbound through lane is expected to significantly increase the capacity for this movement as there is currently only one northbound lane. The proposed improvements will help reduce delay and improve overall level of service on the corridor.

The project is ongoing on schedule and within budget. The outcome will be to improve traffic flow, reduce delay and provide an acceptable level of service.

**Key Personnel:** Syed Raza, Mitsuru Tanaka

**Contract Amount:** \$84,000

**Timeline:** February 2022 - November 2022



### CITY OF SEAL BEACH | CIVIL ENGINEERING ON-CALL, SEAL BEACH, CA

The on-call contract provides the City with engineering services for the improvement of local City streets and infrastructure.

EXP is providing comprehensive professional civil engineering services including developing plans, technical specifications and estimates, bid support, construction management, survey, geotechnical, community outreach, public/private development plans, processing required permits and agreements, hydrology and hydraulic analysis, water and sewers studies, National Pollutant Discharge Elimination System (NPDES), Water Quality Management Plan (WQMP), Storm Water Pollution Prevention Plans (SWPPP), Grant Writing and Coastal Commissioning coordination. Task Orders include the City of Seal Beach Annual Paving Program and Marina Drive.

Two pavement rehabilitation projects have been completed that include pavement improvements, signing and striping, and replacement of handicap ramps and cross gutters. Both projects required Caltrans encroachment permits for traffic control and were ready to list for bid within the City's design schedule.

**Key Personnel:** Gabriel Rodriguez

**Contract Amount:** \$56,290

**Timeline:** August 2019 - June 2021



### CITY OF DOWNEY | LAKEWOOD AND FIRESTONE INTERSECTION IMPROVEMENTS, DOWNEY, CA

The City of Downey seeks to improve traffic circulation and mobility within the I-605 Freeway corridor by minimizing congestion along the Lakewood Blvd. and Imperial Highway corridors. This will be done by adding capacity and improving the operation of the intersection during peak hours.

The geographical location of the project is the intersection of Lakewood Blvd. and Imperial Highway. The project includes the addition of left turn pockets on Imperial Highway and the extension of left turn pocket storage on Lakewood Boulevard. The project includes the removal and construction of medians, reconstruction of the intersection and approaches in concrete, construction of decorative concrete crosswalks, and reduction of lane and median widths.

The project is currently ongoing and is at the 60% design phase. The City is also in the process of acquiring the necessary right-of-way.

**Key Personnel:** Gabriel Rodriguez

**Contract Amount:** \$88,585

**Timeline:** July 2020 - Ongoing (Est. Dec. 2023)



### CITY OF SARATOGA | FRUITVALE AND ALLENDALE INTERSECTION IMPROVEMENT, SARATOGA, CA

The City of Saratoga has planned to improve the safety of Fruitvale Avenue & Allendale Avenue intersection by changing the lane configuration at the west approach. The presence of a school has been a motivation for the City to initiate a pedestrian safety improvement project to increase the safety of pedestrians and road users at this location.

EXP, as a subconsultant, provided traffic signal design. Existing traffic signal was updated to current standards. Also, part of this design EXP needed to design traffic signals for both temporary conditions when only part of the intersection is constructed, and Later the whole intersection will be built. Also, as part of the project, the EXP team developed temporary traffic control plans.

The project was completed in time and within the budget. It has improved the intersection performance and has enhanced the safety of pedestrians, especially students who walk or ride to/from the adjacent school and library.

**Key Personnel:** Ben Hashemloo

**Contract Amount:** \$375,000

**Timeline:** June 2019 - May 2020



### CITY OF SANTA CLARA | SIGNAL DESIGN AND ADA IMPROVEMENT, SANTA CLARA, CA

The City of Santa Clara is developing plans for improving the northern portions of the City near and about routes serving Levi's Stadium. The work consists of asphalt repairs and replacing concrete sidewalks, ADA curb ramps, driveways, pedestrian street crossing, and traffic signal improvements. EXP is a subconsultant to Bellecci and they are currently provided CPUC GO 88 and VTA railroad coordination and signal modification plans with their specifications and estimates. EXP is currently providing the construction supports of the traffic signal modifications to the City.

The project is still ongoing and the EXP team has completed their analysis and signal designs at seven intersections on schedule and within the assigned budget. Construction started in early 2022.

**Key Personnel:** Ben Hashemloo, Mitsuru Tanaka

**Contract Amount:** \$1,200,000

**Timeline:** October 2020 - Ongoing (Est. Mar. 2023)



# H

## REFERENCES







# H REFERENCES

## 1. CITY OF CHINO

Maria Fraser, CIP Engineering Manager  
3220 Central Ave, Chino, CA 91710

t: +1 909.334.3250 | e: mfraser@cityofchino.org

**State Route 71/Pine Ave. Interchange, Chino, CA**

EXP is the prime consultant and is providing Project Management, Technical Studies, Right-of-Way, Utilities, and a complete PS&E package.

**Duration:** Aug 2020 - Dec 2022 (estimated)

**Euclid Avenue Restriping Project, Chino, CA**

EXP as a sub-consultant to Z&K Consultants. EXP's tasks include preparing a Traffic Report and preparing the PS&E package for the project.

**Duration:** Feb 2022 - Jan 2023 (estimated)

## 2. CITY OF SEAL BEACH

Iris Lee, Deputy PW Director/City Engineer  
211 8th Street, Seal Beach, CA 90740

t: +1 562.431.2527 | e: ilee@sealbeachca.gov

**Project: Civil Engineering On-Call, Seal Beach, CA**

EXP is the prime consultant and is providing comprehensive professional civil engineering services.

Task orders include: Annual Paving Program, Marina Drive Resurfacing Project, and Seal Beach Blvd./I-405 Intersection Rehabilitation Project.

**Duration:** Aug 2019 - May 2023 (estimated)

## 3. COUNTY OF SAN BERNARDINO

Thomas Bustamonte, Supervising Engineer  
550 E. 6th Street, Beaumont, CA 92223

t: +1 909.387.7922

e: thomas.bustamonte@dpw.sbcounty.gov

**Phelan Rd. Widening, San Bernardino County, CA**

EXP is the prime consultant providing project management, roadway design, QA/QC, drainage, geotechnical to support the pavement design, land surveying, a hydrology and hydraulic analysis for 26-culvert crossings as well as perform utility coordination and public outreach.

**Duration:** Jun 2021 - May 2027 (estimated)

## 4. CITY OF SARATOGA

Emma Burkhalter, Project Manager  
13777 Fruitvale Avenue, Saratoga, CA 95070

t: +1 408.868.1274 | e: eburkhalter@saratoga.ca.us

**Fruitvale & Allendale Intersection Improvement, Saratoga, CA**

EXP, as a subconsultant, provided traffic signal design. Existing traffic signal was updated to current standards. Also, part of this design EXP needed to design traffic signals for both temporary conditions when only part of the intersection is constructed, and Later the whole intersection will be built. Also, as part of the project, the EXP team developed temporary traffic control plans.

**Duration:** Jun 2019 - May 2022

## 5. CITY OF SANTA CLARA

Craig Mobeck, Public Works Director  
1500 Warburton Avenue, Santa Clara, CA 95050

t: +1 408.615.3000 | e: Engineering@SantaClaraCA.gov

**Signal Design and ADA Improvements, Santa Clara, CA**

EXP is a subconsultant to Bellecci and they are currently provided CPUC GO 88 and VTA railroad coordination and signal modification plans with their specifications and estimates. EXP is currently providing the construction supports of the traffic signal modifications to the City.

**Duration:** Oct 2020 - Mar 2023 (estimated)

## 6. CITY OF DOWNEY

Edwin J. Norris, P.E., T.E., Deputy Director of PW  
11111 Brookshire Ave, Downey, CA 90241

t: +1 562.904.7110 | e: enorris@downeyca.org

**Project: Lakewood and Firestone Intersection Improvements, Downey, CA**

The project design includes the roadway geometry and vertical profile for the widening of Imperial Highway, PCC improvements, storm drain lateral design, water appurtenance relocations, and private property improvements.

**Duration:** Jul 2020 - Dec 2023 (estimated)





**SCOPE OF SERVICES**



# SCOPE OF SERVICES

EXP understands that the City is seeking consultants to provide services on projects that are funded with federal, state, and local funds including Capital Improvement Projects, Traffic Operation and Analysis, Traffic Safety, and Other Services and Extension of Staff.

## TASK 1 | CAPITAL IMPROVEMENT PROJECTS (CIP)

The EXP team will develop a scope of work, plans, specifications, engineer's cost estimate (PS&E) and contract bid documents for new roads, widening of existing roads, new traffic systems, highway lighting systems, traffic signing & striping, traffic signals, bicycle lanes, and/or pedestrian systems under the CIP in conformance with Caltrans standards and other guidelines. The Caltrans Manuals and Guidelines that are often utilized will include but are not limited to, CAMUTCD, Electrical Systems Design Manuals, Standard Plans and Specifications, ADA Compliance Handbook, Plans and Preparation Manual, and CADD Manual. The EXP team will coordinate with other public agencies and utility companies for the design coordination during the construction plan developments. The EXP team can also prepare other types of construction plans such as detour plans, traffic control plans, and construction staging plans for supporting the improvements and minimizing the traffic impacts to the surrounding area. EXP understands the importance of Context Sensitive Solutions (CSS), and we will assist the City by developing and presenting design alternatives to the community, gathering public opinion, and recommending a preferred alternative with a well-developed justification. EXP will also support the City by advising and assisting with funding applications for various local, state, and federally funded programs. EXP has worked for several municipalities, and we are very familiar with such funding application assistance. Our team is also familiar with Caltrans permit requirements including Caltrans TOAR, Traffic Volume Reports, ICE, DSDD, PEER, Truck Turning Analysis, and other documents required by Caltrans. EXP will prepare the studies and reports that are necessary for Caltrans permits and other approvals for the improvement projects to be proceeded and

completed. We will fully support the City from the beginning of plan development until construction bidding, and construction support. At early stage of the project, if necessary, the EXP team will conduct topographical surveying for base mapping.

Deliverables: 35% PS&E, 65% PS&E, 95% PS&E, and 100% PS&E, Bidding Support Documents, Studies and Reports for Caltrans Permit and Requirements, Funding Application Supports, Public Outreach Supports.

## TASK 2 | TRAFFIC OPERATIONS AND ANALYSIS

The EXP team will assist the City by preparing or reviewing traffic impact and feasibility studies/reports for proposed street improvements and land developments. EXP understands those studies generally consist of traffic counts and data, transportation demand data, highway capacity analysis, alternative design analysis, and final recommendations to be consistent with the long-range transportation plan and other master plans. The EXP team has experience with various transportation demand models. We can modify the regional transportation demand model as well as develop a customized demand model for a small area by utilizing the four-step travel forecast consisting of trip generation, trip distribution, modal split, and trip assignments. EXP conducts traffic operations analysis as utilizing the methodologies described in the Highway Capacity Manual (HCM) for evaluating highway and transportation facilities. Our team will utilize software such as Synchro and Highway Capacity Software (HCS) for estimating delays and levels of service (LOS) at intersections. In addition, the EXP team will also utilize SIDRA software for detailed roundabout capacity analysis. The EXP team will also review the existing traffic signal timing plans and analyze the existing operations as modeling them in the traffic analysis software, as well as observing the field conditions. EXP will consider the difference between the models and field conditions, then make recommendations of the signal timing adjustments for improving both the traffic operations and safety aspects. EXP can

also prepare the traffic signal synchronization plans including base signal phase/timing, splits under synchronization, cycle lengths, offsets, time of day (TOD) schedule. EXP will then evaluate travel time, delay and/or speed along the corridor before and after the synchronization plan implementation for the measure of effectiveness. The EXP team can currently develop traffic simulation models in SimTraffic, VISSIM, and CORSIM. Our team normally uses SimTraffic for simple traffic simulations with regular intersection and corridor geometrics. Meanwhile, VISSIM will be used to evaluate controls at unique intersections and closely separated intersections that could not be well-modeled in SimTraffic. EXP will develop design alternatives for roadway reconfiguration based on the traffic analysis results. EXP can develop the alternative models in the traffic software and draw the concept plans with the preliminary-level cost estimates for the alternatives. EXP can also perform various traffic studies such as traffic demand/capacity analysis, corridor operation studies, traffic delay studies, origin-destination studies, pedestrian studies, travel time studies, signal warrant studies, muti-stop warrant studies, spot speed studies, sight distance studies, traffic calming studies, etc.

Deliverables: Various Traffic Studies and Reports (Draft and Final Versions), Traffic Signal Synchronization Plans, Alternative Concept Plans, Review Comments.

### TASK 3 | TRAFFIC SAFETY

The EXP team will prepare various safety studies based on documented crash history including recommendations for potential improvements. Statistical analysis will be conducted to identify specific crash patterns including crash types, frequencies, main causes, pavement conditions, lighting conditions, hours, day/time. The team will calculate the crash rates and fatality rates for the specific highway segments and/or intersections. If there are any specific locations with high crash rate, the team will investigate and evaluate the existing traffic control devices at such locations. The EXP team will also draw the crash diagrams at the intersections and/or highway segments. After identifying the crash patterns, the EXP team will develop countermeasure alternatives for the safety improvements with associated cost estimates. Our team will then utilize the Highway Safety Manual (HSM) for estimating cost-benefit ratios of alternatives and identifying the most cost-effective countermeasure. The team will develop alternative options and recommendations in the safety study reports. The EXP

team is also aware of heightened concerns regarding crashes involving bicycles and pedestrians nationwide. We will make improvement recommendations and develop construction plans for enhancing safety for active transportation enhancements such as crosswalk, ADA ramp, sidewalk, and bike lane upgrades.

Deliverables: Draft and Final Safety Study Reports, Proposed Safety Improvement Plans.

### TASK 4 | OTHER SERVICES AND EXTENSION OF STAFF

The EXP team will provide support to the City by acting as City's Traffic Engineer for the City's various needs. EXP expects that the City's needs including but not limited to attending various City meetings, reviewing/developing future transportation plans, coordinating with City staff and City's consultants/contractors, and attending public meetings. The EXP team will conduct vehicle, bicyclist, and pedestrian counts as needed. The EXP team will utilize the state-of-the-art video camera data collection equipment for traffic data collection. The data will be reviewed and verified for use based on our traffic engineering experience. The collected data will be summarized for the peak hours and/or daily with vehicle classifications. The EXP team has experience in performing various studies including travel time, travel speed, spot speed, origin-destination, pedestrian movement patterns, parking, transit boarding/alighting data, that are critical for any traffic analysis. EXP will prepare various technical reports related to Traffic Engineering. The reports will be written in official formats to submit to public and councils. The EXP staff will attend public meetings and prepare the presentation materials such as maps, schedules, plan drawings and/or traffic simulations. EXP will also assist the City in preparing a grant and funding application. The EXP team is well versed in preparing these applications based on our extensive experience working with other agencies. EXP will coordinate with the City's traffic signal maintenance consultant for implementing the signal timing adjustments as well as the City's maintenance crews for signs, pavement marking, and street lighting for improvements and replacements. The EXP team has expertise in developing Transportation Management Plan (TMP) for major highway construction. We can also prepare different levels of TMPs from small to large-scale special events.

Deliverables: Various City Support Tasks, Traffic Data Collection, Technical Reports, Public Meeting Materials, Transportation Management Plans.



# COST PROPOSAL

# J

FEE SCHEDULE

City of Beaumont  
 On-Call Professional Traffic Engineering Services  
 EXP U.S. Services, Inc

Labor Classifications	Fully Loaded Hourly Rates
Project Manager	\$359.02
Sr. Principal Engineer	\$317.34
Sr. Project Engineer III	\$219.81
Sr. Project Engineer II	\$196.26
Sr. Project Engineer I	\$171.73
Project Engineer III	\$147.19
Project Engineer II	\$130.02
Project Engineer I	\$123.64
Design Engineer II	\$117.93
Design Engineer I	\$111.36
QC/QA Manager	\$317.34

OTHER DIRECT COSTS (ODC)		
DESCRIPTION OF ITEM	UNIT	COST
<b>Printing and Reproductions</b>		
A. Outside Printing & Repro	Each	Actual
<b>Vehicle Expenses</b>		
A. Mileage- Personal Vehicle	Mile	Applicable IRS Rate
B. Rental Car	Day	Applicable IRS Rate
C. Travel/Per Diem	Each	Applicable IRS Rate
<b>Delivery Services</b>		
A. FED EX/US Postal	Each	Actual
B. Courier Service	Each	Actual





# K

## ADDITIONAL INFORMATION

- N/A





L

BEAUMONT

INSURANCES



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
12/08/2022

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 rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> Willis Towers Watson Midwest, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	<b>CONTACT NAME:</b> Willis Towers Watson Certificate Center <b>PHONE (A/C, No, Ext):</b> 1-877-945-7378 <b>E-MAIL ADDRESS:</b> certificates@willis.com	<b>FAX (A/C, No):</b> 1-888-467-2378
	<b>INSURER(S) AFFORDING COVERAGE</b>	
<b>INSURED</b> EXP Global, Inc. 205 N. Michigan Ave, Ste 3600 Chicago, IL 60601	<b>INSURER A:</b> XL Insurance America Inc	<b>NAIC #</b> 24554
	<b>INSURER B:</b> National Fire Insurance Company of Hartford	20478
	<b>INSURER C:</b> Continental Casualty Company	20443
	<b>INSURER D:</b> AIG Insurance Company of Canada	B1206
	<b>INSURER E:</b>	
	<b>INSURER F:</b>	

**COVERAGES**

CERTIFICATE NUMBER: W26859616

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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b> <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> <b>Contractual Liability</b> GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	Y	Y	US00057823LI22A	03/31/2022	03/31/2023	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 2,000,000 MED EXP (Any one person) \$ 25,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
B	<b>AUTOMOBILE LIABILITY</b> <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY			6076413496	03/31/2022	03/31/2023	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	<b>UMBRELLA LIAB</b> <input type="checkbox"/> EXCESS LIAB OCCUR CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$
C	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N No	N/A	6072004033	03/31/2022	03/31/2023	<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	<b>Professional Liability</b>			061127095	03/31/2022	03/31/2023	<b>Per Claim</b> \$3,000,000 <b>Aggregate</b> \$3,000,000


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

Re: Professional Engineering services for Capital Improvement and Land Development Projects.

City of Beaumont, its officials, employees and agents are included as Additional Insureds as respects to General Liability.

Waiver of Subrogation applies in favor of City of Beaumont with respects to General Liability.

**CERTIFICATE HOLDER****CANCELLATION**

City of Beaumont 550 E. 6th Street Beaumont, CA 92223	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 
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**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

## **ADDITIONAL INSURED – DESIGNATED 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):**

Any person or organization that you are required in a written contract or written agreement to include as an additional insured provided the "Bodily Injury" or "Property Damage" occurs subsequent to the execution of the written contract or written 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", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

1. In the performance of your ongoing operations; or
2. In connection with your premises owned by or rented to you.

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.

**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 that you are required written contract or written agreement to include as an additional insured provided the "Bodily Injury" or "Property Damage" occurs subsequent to the execution of the written contract or written agreement.	As required per written contract
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.



exp.



EXP

451 East Vanderbilt Way, Suite 375 | San Bernardino, California 92408

t: +1 .909.751.3253

exp.com



**EXHIBIT "B"**

**CERTIFICATES OF INSURANCE AND ENDORSEMENTS**

**(insert behind this page)**