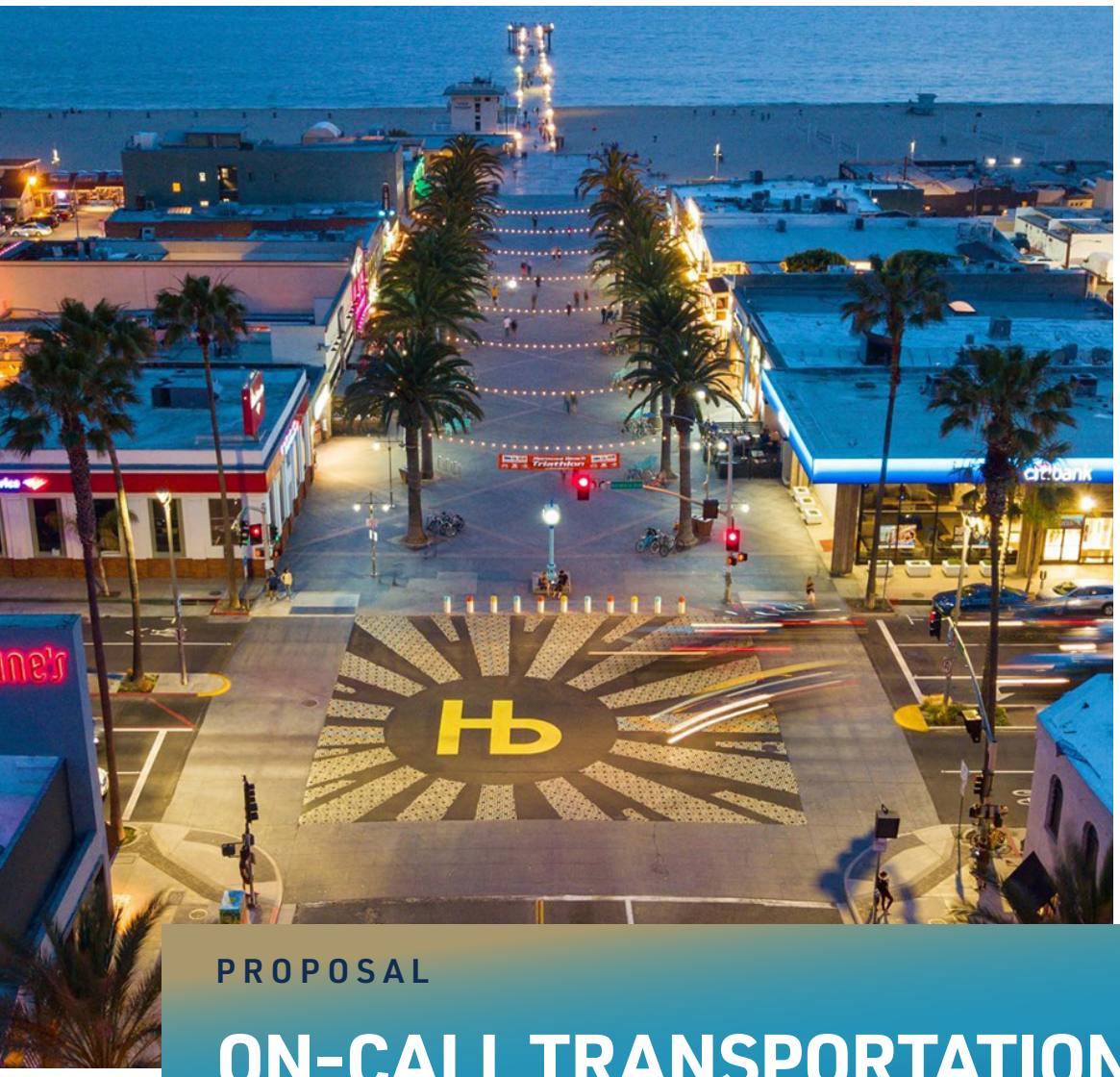
Michael Baker
INTERNATIONAL

AUGUST 30, 2024



PROPOSAL

ON-CALL TRANSPORTATION AND TRAFFIC ENGINEERING SERVICES

RFQ 24-02

SUBMITTED TO

SUBMITTED BY

MICHAEL BAKER INTERNATIONAL, INC.
5050 Avenida Encinas Suite 260
Carlsbad, CA 92008
T: 760-476-9193

Michael Baker
INTERNATIONAL

We Make a Difference

Andrew Nguyen
Public Works Department
1315 Valley Drive, Suite 100
Hermosa Beach, California 90254

August 30, 2024

RE: Statement of Qualifications – On-Call Transportation Planning and Traffic Engineering Services (RFQ 24-002)

Dear Mr. Nguyen and Selection Committee Members:

Responsive, Flexible, & Experienced. **Michael Baker International, Inc.** (Michael Baker) has been delivering transportation projects across Southern California for decades. With a strong nationwide practice, we not only provide local and regional expertise to address traffic and transportation challenges, but we also bring extensive experience and different perspectives to the table. Our experts share success strategies and innovative ideas with one another that have been implemented throughout the country. In a dynamic coastal environment like Hermosa Beach flexibility is crucial. Michael Baker has proven the ability to adapt to changing circumstances, whether it's adjusting project timelines, accommodating unforeseen challenges, or incorporating new technologies.

A Dedicated Team. By selecting Michael Baker, the City will get a team that offers the ideal confluence of technical expertise, creativity for solving complex project issues, and positive working relationships with the City. Leading our management team is our Principal in Charge, **Dawn Wilson, PE, TE**, Dawn has 30 years of experience, 15 years of which has been spent preparing multimodal studies that balance transportation and land use within the built environment. She has a unique ability to view transportation planning projects holistically to provide leadership and creative input to the team. In addition to the management and technical aspects, Michael Baker's Contract Manager, **Ryan Zellers, PE, TE,** has specialized expertise in the development of transportation studies and roadway design projects. Ryan's resume has been built around the implementation of mobility and active transportation improvements around Southern California and beyond. He will lead the execution of task orders and assign task leads and manage team resources. The Deputy Project Manager, **Jordan Gray, PE, TE**, is a transportation planner who is cross trained in traffic engineering and design and has served as a Task Manager on several other on-call contracts across Southern California. He will be supporting Ryan through the life of the contract.

We Make A Difference. This is the motivation of the Michael Baker team in every community we serve. As such, we are eager to provide the services required for this contract and are prepared to execute unplanned work on short notice. We are dedicated to providing excellent client service, technical competence, and a strong commitment to meeting project goals and deadlines. It would be our privilege to serve as a trusted partner and resource to the City.

Michael Baker acknowledges two Addenda released on August 15, 2024, and we accept the terms of the City's sample agreement, as presented in the RFQ. Should you have questions, please feel free to contact me directly at **858-810-1432** or ryan.zellers@mbakerintl.com.

Respectfully,

Ryan Zellers, PE, TE,
Contract Manager
Point of Contact
858-810-1432
ryan.zellers@mbakerintl.com

Dawn Wilson, PE, TE
Principal in Charge / Office Executive
Authorized to Bind the Firm
760-603-6266
dwilson@mbakerintll.com

FIRM PROFILE

Firm Introduction

Michael Baker International, Inc. (Michael Baker) is a national, full-service engineering consulting firm with a strong local presence in Southern California and specifically Los Angeles, Orange, and San Diego counties. Specializing in planning, engineering, intelligent transportation systems (ITS), program management, and full life cycle support services, Michael Baker provides a host of differentiated and innovative services all under one roof. We strive to make communities safer, more accessible, more sustainable, and more livable through transformative projects, technologies, and dedicated employees.

In the state of California, we have a staff of 605 employees in 10 office locations, including downtown Los Angeles, Long Beach, Santa Ana, Ontario, Carlsbad, and San Diego. Our staff are immediately available to support this contract. Having held a strong Southern California presence for over 84 years, Our firm has grown and prospered without losing sight of our primary purpose: to create value for our clients by delivering innovative and sustainable solutions for infrastructure.

Michael Baker's roadway, traffic, and planning discipline leaders are passionate about designing practical solutions to support our clients in solving their most complex mobility and congestion issues. The Michael Baker team assists public agencies in finding creative solutions for improving safety and increasing capacity on existing streets and intersections. These creative solutions help the agency deliver efficient cost-effective transportation systems that will reduce congestion, improve mobility, maximize traffic flow, and improve the quality of life in their communities.

FIRM OVERVIEW

LEGAL FORM OF COMPANY:
Pennsylvania C Corporation

PARENT COMPANY:
Michael Baker International Holdco Corporation

YEAR FOUNDED: 1940

FEDERAL EMPLOYER ID NUMBER:
25-1228638

ANY FAILURES OR REFUSALS TO COMPLETE A CONTRACT:
None

CONTACT:
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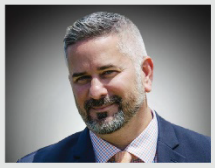
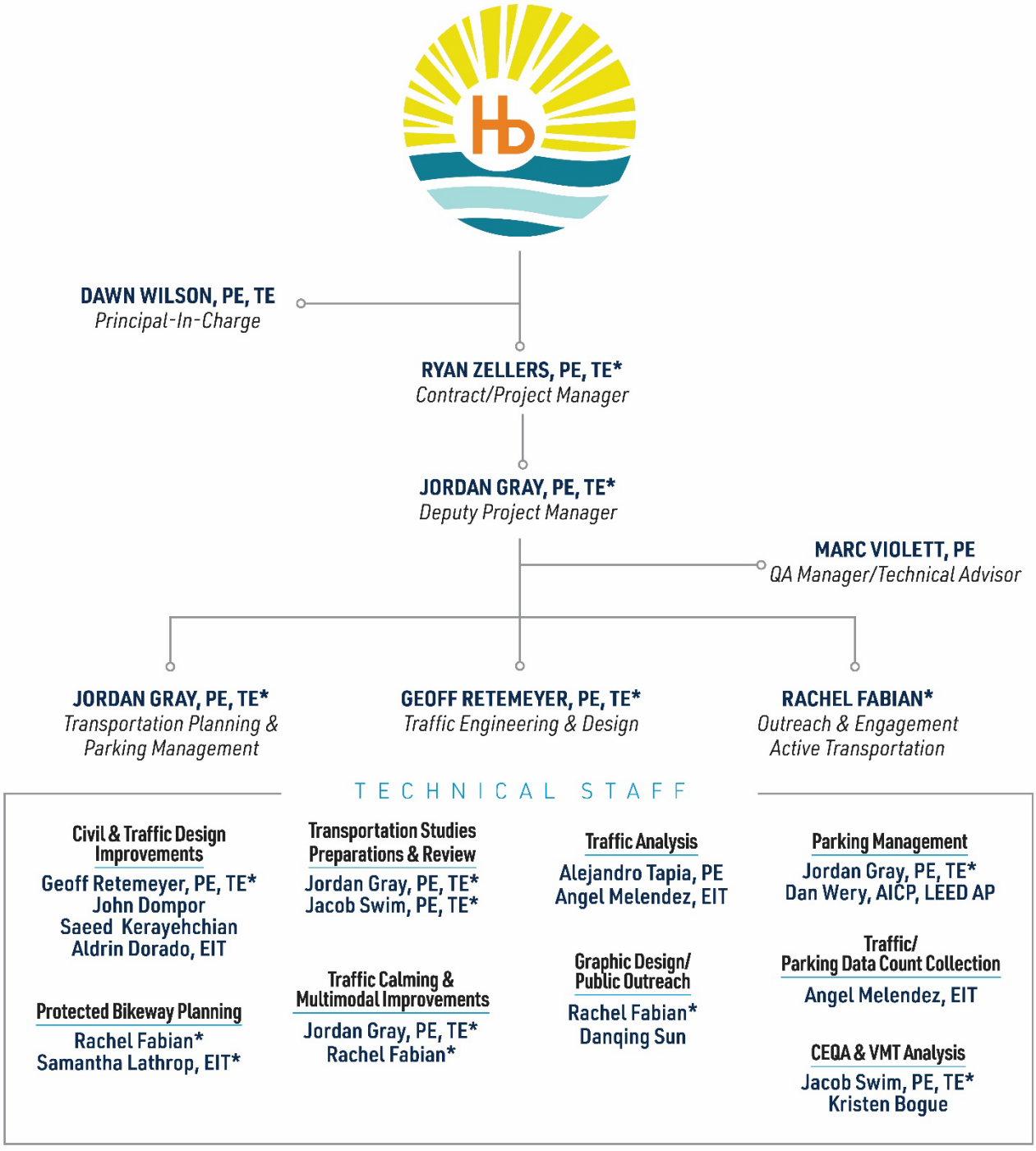


ORGANIZATIONAL CHART

UNIQUELY QUALIFIED! The City will benefit from the significant involvement, history, and experience our team brings to this project. Dawn Wilson, PE, TE, and Ryan Zellers, PE, TE, will lead the team leveraging their experience in transportation planning and engineering design projects, including work on several Southern California coastal cities. There will be no changes to the personnel without consent of the City.



* Key Staff

BIOS OF KEY STAFF

Contract/Project Manager | Ryan Zellers, PE, TE

Years of Experience: 26 | Licenses: PE, Civil, CA - 69470; TE, CA - 2418 | Education: B.S. Civil Engineering

Serving as Contract Manager, Mr. Zellers will be responsible for day-to-day project management and oversight including internal team coordination meetings, project planning, and budget and schedule control. He will be the primary contact for the City and involved in all project meetings and stakeholder coordination. Mr. Zellers integrates his knowledge of both civil and traffic engineering to complete various types of traffic improvement plans, roadway designs, and transportation studies. He is adept at identifying a project or task scope, budgeting appropriately, setting achievable deadlines, and managing resources. Mr. Zellers specializes in concept development, traffic calming, roundabouts, active transportation facilities, traffic signals/communications, and various types of traffic studies.

Transportation Planning and Engineering Design Services, City of Santa Monica. Project Manager. As part of the City's As-Needed Contract, Mr. Zellers served as the Task Manager for all traffic and transportation related tasks. This included signing and striping plans, traffic control reviews and preparation, intersection design, traffic calming concepts and more. Many of the designs he assisted in preparing included innovative elements to enhance pedestrian and bicycle facilities on the roadway. Michael Baker continues to assist the City in any as-needed traffic related tasks.

On-Call Engineering and Related Services, City of Del Mar. City Traffic Engineer. Mr. Zellers serves as the acting Traffic Engineer for the City of Del Mar on an as-needed basis. Works with the City Engineer and Public Works Director on citywide civil and traffic projects. Reviews plans, attends City meetings, and helps provide traffic engineering representation for City issues.

Traffic Engineering & Transportation Planning Master Service Agreements, City of Carlsbad. Contract Manager. The City of Carlsbad has selected Michael Baker to provide as-needed civil traffic engineering services since 2001. Under this contract, tasks included traffic calming studies/ implementation, traffic signal modification and design, traffic signal timing and coordination plans, signing and striping design, quick-build, emergency bike lane projects.

Palm Desert Walk & Roll, City of Palm Desert. Project Manager. Mr. Zellers led the team in providing the City with a multimodal transportation system that balanced the operation of vehicular circulation with other mobility options, focusing on evaluating the existing infrastructure and identifying gaps. The project involved a detailed GIS analysis as well as community engagement to determine the need for improvements and the types of improvements that align with the City's goals.

Imperial Beach Boulevard Improvements & 9th Street Mobility Assessment, City of Imperial Beach. Project Manager. Managed a multi-discipline team of designers to re-envision this 1.6-corridor along Imperial Beach Boulevard using complete and green street concepts and practices. A Mobility Assessment and public outreach component was completed to demonstrate where the number of vehicular lanes could be reallocated for new or upgraded active transportation facilities along the corridor. Bike lanes and wider walkways were then installed along the project, including a 24-foot wide and 2-block long shared pedestrian and bicycle path replete with custom street furnishings, sight-seeing binoculars, and educational interpretive displays.

North Coast Highway 101 Streetscape, City of Encinitas. Traffic Engineer. Reviewed roadway concepts for traffic engineering feasibility and prepared initial traffic control plans for the project. The project includes multimodal functions involving road diet measures, such as lane restriping of sharrows in the north- and south-bound lanes; five traffic calming roundabouts; a traffic signal; and street beautification measures for two and a half miles of old Highway 101 in Leucadia. The goal is to increase walkability along the project corridor and provide more efficient on-street parking to eliminate sight-distance problems for side-street traffic and vehicular conflicts with bicyclists.

Valley & Main Street Complete Streets Feasibility Studies, City of El Monte. Traffic Engineer. Michael Baker was contracted by the client to conduct a comprehensive evaluation of the city of El Monte's Main Street and Valley Boulevard corridors to identify roadway features that would improve the access, connectivity, and safety through the city. As part of the project, Michael Baker developed concepts for a mini-park and pedestrian paseos that will serve both as the gateway to the city's Main Street shopping district and connect people to the downtown.

Principal-In-Charge | Dawn Wilson, PE, TE

Years of Experience: 30 | Licenses: PE, Civil, CA - C62562; TE, CA - 2548 | Education: M.S. & B.S. Civil Engineering

Ms. Wilson is experienced in preparing transportation planning studies and traffic engineering design plans. She specializes in multimodal studies that focus on balancing transportation modes within the built environment. She has worked on developing solutions that have integrated trails, bikeways, new sidewalks, traffic calming and innovative signal solutions. She brings her clients a holistic understanding of the physical, environmental and mobility needs when initiating a project.

Ms. Wilson has provided oversite on over a dozen on-call contracts in Southern California, giving her a well-rounded understanding of urban beach cities that experience high traffic volumes (both vehicular and pedestrian), the necessity of quickly and efficiently staging roadway improvements, and how to keep people moving safely through these areas with minimal interruptions to businesses and tourism.

Transportation Planning and Engineering Design Services, City of Santa Monica. Contract Manager. Ms. Wilson worked closely with the City's project manager to identify tasks and to prepare scopes and fees for City projects. She was responsible for identifying appropriate staff for the tasks assigned and monitored deliverables for on-time, on-budget delivery. Tasks completed under this contract include extension of staff to address immediate needs and research assignments from the traffic engineering department; signing and striping plans for pavement resurfacing projects through the City; operational analysis and intersection improvement designs for modifications to the City's first protected intersection; and assisted the City in preparing traffic control plans and a technical analysis of traffic operations for the closure of Main Street for the City's Dining al Fresco Event.

Valley Boulevard and Main Street Complete Streets Feasibility Studies, City of El Monte. Project Manager. Michael Baker provided a comprehensive evaluation of the City of El Monte's Main Street and Valley Boulevard corridors to identify roadway features that would improve the access, connectivity, and safety through the city. As part of the Valley Boulevard project, Michael Baker developed concepts for a mini-park and pedestrian paseos that would serve both as the gateway to the City's Main Street shopping district and connect people to downtown El Monte from Valley Boulevard. A dynamic community engagement program was developed that included a community advisory committee, pop-up events, workshops, virtual meetings, and a robust project website. Ms. Wilson was responsible for oversight, coordination and delivery of the feasibility studies delivered for this project.

Imperial Beach Boulevard Improvements & 9th Street Mobility Assessment, City of Imperial Beach. Technical Manager. Prior to re-joining Michael Baker, Dawn served as the Traffic Engineer for the City of Imperial Beach. In this role, she was responsible for assisting with the scoping and conducting a thorough review of the Mobility Plan, prepared and supported the conceptual and final design for the project. Subsequently, Michael Baker performed complete streets design services to help transform 1.6 miles of Imperial Beach Boulevard into a public space accessible to pedestrians, bicyclists, and transit and motor vehicles.

Palm Desert Walk & Roll, City of Palm Desert. Task Manager. This two-phase project aims to identify and develop conceptual designs for pedestrian and bicycle improvements in the City of Palm Desert. Ms. Wilson was responsible for leading the planning phase, which focused on evaluating the existing infrastructure, evaluating and identifying gaps and developing recommendations. The project involved a detailed GIS analysis of the existing facilities as well as community engagement to determine the need for improvements and the types of improvements that align with the City's goals and policies. The project effectively resolved gaps in the bicycle and pedestrian system while identifying issues and challenges and made new recommendations for the city to implement.

On-Call Engineering and Related Services, City of Del Mar. Transportation Planner. Responsible for providing transportation planning support services to the City. Key tasks assigned under this contract included preparing the City's VMT guidelines and modifications to the City's parking requirements, Camino Del Mar bike lane and parking project near North Beach, multiple all-way stop analyses, updates for a speed survey, assistance with the City Council Meetings and technical support for City Staff.

Deputy Project Manager/Transportation Planning, Studies, Preparation & Review /Parking Management/Traffic Calming | Jordan Gray, PE, TE

Years of Experience: 9 | Licenses: PE, Civil, CA – C89288; TE, CA - 2987, | Education: B.S. Civil Engineering

Mr. Gray brings to the team over nine years of experience in multimodal corridor planning, safety assessments, traffic operational analysis, and parking utilization studies. While his focus has been in planning, he is cross-training in traffic engineering design which provides him the comprehensive background to identify solutions to unique and complex issues.

Transportation Planning and Engineering Design Services, City of Santa Monica. Assistant Project Manager/Traffic Engineer. As part of Michael Baker's as-needed contract with the City of Santa Monica, Mr. Gray assisted City Staff in the review of temporary traffic control plans (TTCP's) that have been submitted to the City for review. These reviews utilized the City's temporary traffic control guidelines, the CA MUTCD, and industry best practices. In addition, Mr. Gray also served as the Task Manager for signing and striping plans, , intersection design, traffic calming concepts and more. Many of the designs Mr. Gray was involved in included innovative elements such as protected intersections and Class IV bikeways to enhance pedestrian and bicycle facilities.

Community Based Transportation Program, County of San Diego. Deputy Project Manager. Michael Baker is currently contracted with the County to develop the Community Based Transportation (CBT) Program which will serve as a framework document with a toolbox of mobility solutions in order to provide flexibility to adapt to the unique needs and characteristics of various communities throughout the County. The goal of the program is to identify solutions that will form a Neighborhood Mobility Plan (NMP) that will address the community needs with a focus on aligning these improvements with SANDAG's 5 Big Moves as outlined in the Regional Plan. The CBT process includes extensive outreach efforts.

Valley Boulevard and Main Street Complete Streets Feasibility Studies, City of El Monte. Transportation Planner / QA/QC. Michael Baker provided a comprehensive evaluation of the City of El Monte's Main Street and Valley Boulevard corridors to identify roadway features that would improve the access, connectivity, and safety through the city. As part of the Valley Boulevard project, Michael Baker developed concepts for a mini-park and pedestrian paseos that would serve both as the gateway to the city's Main Street shopping district and connect people to downtown El Monte from Valley Boulevard. A dynamic community engagement program was developed that included a community advisory committee, pop-up events, workshops, virtual meetings, and a robust project website. Mr. Gray was responsible for conducting a detailed parking utilization study for the entire corridor and evaluated the parking implications associated with the various concept alternatives. He also was responsible for providing QA/QC reviews of the technical transportation analysis, including vehicular and multimodal.

Scout House Revitalization, City of Manhattan Beach. Transportation Planner. Michael Baker was responsible for preparing multiple technical studies to support a Class 32 categorial exemption under CEQA for the proposed Scout House Project located in Manhattan Beach, California. The proposed project involves the demolition of the existing Scout House building and the construction of a new Scout House building with two floors consisting of kitchens, meeting rooms, Americans with Disabilities Act (ADA)-compliant restrooms, storage rooms, and an outdoor covered patio seating area. Mr. Gray was responsible for preparing the VMT assessment, for which the project screened out as presumed less-than-significant as a locally serving use. Mr. Gray was also responsible for preparing the comprehensive parking inventory and utilization survey which showed adequate parking remained within the existing on-street and off-street facilities within a reasonable walking distance.

South Carlsbad Boulevard Realignment Study, City of Carlsbad. Transportation Planner. Mr. Gray developed a transportation assessment report for the South Carlsbad Coastline Project to improve performance, access, and safety for all modes of travel along Carlsbad Boulevard. He conducted a detailed analysis of roadway conditions including vehicular level of service, intersection geometry, traffic signal timing evaluation, and assisted in the review of the multimodal level of service analysis for pedestrian, bicycle, and transit facilities. The LOS analysis included a modeled Synchro network analysis as well as detailed SimTraffic video simulations for the existing and proposed project alternatives.

Traffic Engineer & Design/Civil & Traffic Design Improvements Lead | Geoffrey Retemeyer, PE, TE

Years of Experience: 12 | Licenses: PE, Civil, CA - 90577; TE, CA - 2982 | Education: B.S.C.E., Civil Engineering

Mr. Retemeyer's experience includes a background in traffic and roadway engineering and has designed and prepared street improvement, roundabout, drainage, ADA improvement, traffic signal, striping and signing, and traffic control plans. He has been involved in the development of roadway and traffic projects throughout many agencies in Southern California.

Transportation Planning and Engineering Design Services, City of Santa Monica. Civil Engineer. Mr. Retemeyer's responsibilities included preparing signing and striping plans for various streets in the City of Santa Monica. Michael Baker's overall services included as-needed traffic engineering support services under a master agreement on-call services contract. Assigned tasks ranged from traffic signal timing optimization, signal timing database conversion, signing and striping modification, traffic control plan reviews, and creating new citywide standard drawings and notes. The city's public works department initiated their annual pavement maintenance program, which created an opportunity to modernize the striping and signing along more than 10 miles of their major urban corridors.

Studebaker Road Complete Streets Project, City of Long Beach, CA. Project Engineer. Studebaker Road is the eastern most north-south arterial corridor beginning at 2nd Street and ending at the Los Coyotes Diagonal. The length of the project was approximately 5 miles long and included 17 signalized intersections. The project converted Studebaker Road to a complete street corridor by adding cycle tracks, including on-street bicycle lanes separated from through traffic by parallel parking and a buffered area as well as side-boarding island transit stops. Mr. Retemeyer was responsible for developing the conceptual roundabout and traffic signal design alternatives for the complex intersection of Studebaker Road / Los Coyotes Diagonal, which included connecting Class IV bikeways, ADA compliance, curb ramp locations, relocation of a bicycle share facility and coordination with existing transit stops.

Linda Vista Comprehensive Active Transportation Strategy (CATS), City of San Diego, CA. Project Engineer. Responsible for preparing active transportation concepts and the associated cost estimates for the recommendations included in the active transportation plan for the community of Linda Vista. Michael Baker provided public outreach and GIS modeling services for the Linda Vista Comprehensive Active Transportation Strategy (CATS), a first in the region, with an objective to blend the pedestrian and bicycle master planning processes into one active transportation plan effort. It focuses on GIS modeling and public outreach to arrive at data driven results to develop active transportation projects. Pedestrian and bicycle demand models were overlayed with existing and planned transit routes to determine the high score areas for active transportation propensity. Typologies were created to understand the existing street network and how it relates to land use, so that context-appropriate solutions can be implemented.

Imperial Beach Boulevard Improvements & 9th Street Mobility Assessment, City of Imperial Beach. Project Engineer. Michael Baker performed complete streets design services to help transform 1.6 miles of Imperial Beach Boulevard into a public space accessible to pedestrians, bicyclists, and transit and motor vehicles. As part of its services, Michael Baker conducted a mobility assessment that studied traffic volumes and speeds for each mode of travel, parking assessments along the corridor, utility coordination, topographic mapping, water quality design, and environmental support. Most notably, Michael Baker drew up plans to convert a cross section of roadway by the Tijuana Estuary into a pedestrian and bicycle boardwalk, which would connect to the Eco Bikeway and provide a link to the Bay Shore Bikeway at the San Diego Bay. Michael Baker's overall services include engineering, project management, capital projects engineering, construction management, and related professional services under an as-needed contract. The project was initiated by the city of Imperial Beach to improve mobility, accessibility, safety, and water quality along 9th Street from Calla Avenue to the southern terminus of 9th Street. The project will enhance multimodal mobility and make 9th Street into a desirable street along which to walk, bike, drive, and live.

Outreach & Engagement Lead / Protected Bikeway Planning / Traffic Calming & Multimodal Improvements | Rachel Fabian

Years of Experience: 8 | Education: B.A. Environmental Studies | B.A. Public Policy/Transportation Planning

Rachel Fabian is an experienced Transportation Planner with a proven history in the planning industry. She is skilled in active transportation, policy analysis, event planning and outreach, as well as ArcGIS mapping. She has also worked on projects involving public outreach, including the Valley Center Road Village Corridor Concept Plan in the County of San Diego. Rachel also supported the outreach efforts for the Long-Range Transportation Plan for the Cahuilla Band of Indians in Riverside County. Here, she has facilitated both in-person and virtual outreach meetings and presented improvements and produced conceptual layouts for the community to view.

Studebaker Road Complete Streets Project, Long Beach, CA. City of Long Beach. Transportation Planner. Ms. Fabian was responsible for developing complete street concepts that integrated Class IV bikeways and new bus islands and for developing the conceptual layouts illustrating the recommended improvements, developing maps and graphics for the report, developing the existing conditions assessment, and assisting in writing the final report. Michael Baker's work on the Complete Streets Project includes obtaining Caltrans' approval, transit facility location and coordination, public outreach, innovative pavement design, coordination with multiple agencies, improving the roadway profile, and ADA compliance.

Tyler Street Mobility Assessment Report and Conceptual Design, City of Carlsbad. Transportation Planner. Michael Baker is preparing a Mobility Assessment Report and Conceptual Design for Tyler Street between Carlsbad Village Drive and Chestnut Avenue. The project involves developing three concepts for the corridor that focus on creating continuous Americans with Disabilities Act (ADA) compliant sidewalks, clearly delineated bicycle facilities, and safety enhancements. Michael Baker's tasks include data collection, conditions assessment, alternatives analysis, and public outreach. Tyler Street is a mix of residential and commercial uses with two lanes for vehicular traffic, on-street parking, and intermittent sidewalks on both sides of the street. This project stems from the Village and Barrio Specific Plan and aims to improve the quality of the walking and bicycling environment along the corridor.

Valley Boulevard and Main Street Complete Streets Feasibility Studies, City of El Monte. Transportation Planner. Ms. Fabian was responsible for conducting the crash analysis along the corridor, attending in-person community outreach events, and creating different alternative recommendations along the corridor. Michael Baker was contracted by the client to conduct a comprehensive evaluation of the city of El Monte's Main Street and Valley Boulevard corridors to identify roadway features that would improve the access, connectivity, and safety through the city. As part of the Valley Boulevard project, Michael Baker developed concepts for a mini-park and pedestrian paseos that will serve both as the gateway to the city's Main Street shopping district and connect people to the downtown El Monte from Valley Boulevard. Michael Baker was responsible for analyzing pedestrian comfort and accommodations using the Pedestrian Environmental Quality Index and analyzing conditions for cyclists using the Level of Traffic Stress analysis.

Imperial Beach Boulevard Improvements & 9th Street Mobility Assessment, City of Imperial Beach. Transportation Planner. Ms. Fabian prepared the multi-modal level of service analysis and prepared the associated exhibits. She was also responsible for developing a crash analysis in GIS which provided additional information about needed intersection improvements.

Palm Desert Walk & Roll, City of Palm Desert, CA. Transportation Planner. Ms. Fabian was responsible for reviewing existing conditions and developing recommendations to create a more complete network of pedestrian and bicycle improvements. Working with the City, Michael Baker identified gaps within the existing transportation network and created alternative project recommendations for which feasible concepts were prepared to aid in the implementation of the planned recommendations. The project effectively resolved gaps in the bicycle and pedestrian system while identifying issues and challenges and made new recommendations for the city to implement.

Protected Bikeway Planning | Samantha Lathrop, EIT

Years of Experience: 6 | Education: B.S. Civil Engineering

Ms. Lathrop has post-college experience performing transportation impact studies in Massachusetts and California for mixed use, commercial, medical, and industrial sites. Her experience includes data analysis for custom trip generation rates, transportation analysis including multimodal analysis (pedestrian, bicycle, and transit), and report writing.

Transportation Planning and Engineering Design Services, City of Santa Monica. Task Manager. Ms. Lathrop was responsible for completing field work in support of developing a traffic signal modification and traffic control plans. Michael Baker's overall services included as-needed traffic engineering support services under a master agreement on-call services contract. Assigned tasks ranged from traffic signal timing optimization, signal timing database conversion, signing and striping modification, traffic control plan reviews, and creating new citywide standard drawings and notes. The city's public works department initiated their annual pavement maintenance program, which created an opportunity to modernize the striping and signing along more than 10 miles of their major urban corridors.

Imperial Beach Boulevard Improvements & 9th Street Mobility Assessment, City of Imperial Beach. Traffic Associate. Michael Baker is providing engineering, project management, capital projects engineering, construction management, and related professional services for the 9th Street Improvements Project under an as-needed contract. The project was initiated by the city of Imperial Beach to improve mobility, accessibility, safety, and water quality along 9th Street from Calla Avenue to the southern terminus of 9th Street. Michael Baker's tasks include project study area and data collection, mobility assessment, parking summary, reporting, and project meetings. Ms. Lathrop's responsibilities included drafting project concepts for the corridor. The project will enhance multimodal mobility and make 9th Street into a desirable street along which to walk, bike, drive, and live.

Palm Desert Walk & Roll, Palm Desert, CA. Traffic Associate. For this project, Michael Baker created feasible concepts to implement planned recommendations from the client's strategic plan and the general plan to create a more complete network of pedestrian and bicycle improvements. Michael Baker provided the client with a multimodal transportation system that balanced the operation of vehicular circulation with other mobility options. The project effectively resolved gaps in the bicycle and pedestrian system while identifying issues and challenges and made new recommendations for the city to implement. Ms. Lathrop's responsibilities included drafting project concepts.

Valley Boulevard and Main Street Complete Streets Feasibility Studies, El Monte, California. *City of El Monte.* Traffic Associate. Michael Baker was contracted by the client to conduct a comprehensive evaluation of the city of El Monte's Main Street and Valley Boulevard corridors to identify roadway features that would improve the access, connectivity, and safety through the city. As part of the Valley Boulevard project, Michael Baker developed concepts for a mini-park and pedestrian paseos that would serve both as the gateway to the city's Main Street shopping district and connect people to downtown El Monte from Valley Boulevard. Ms. Lathrop was responsible for assisting with drafting project concepts. A dynamic community engagement program was developed that included a community advisory committee, pop-up events, workshops, virtual meetings, and a robust project website.

Long-Range Transportation Plan Project, Riverside County, California. Cahuilla Band of Indians. Civil Associate. Michael Baker provided transportation planning and engineering services to the Cahuilla Band of Indians to update their long-range transportation plan. The study focused on the reservation in Riverside County. The project addressed infrastructure needs that would in turn address issues and planned growth. Michael Baker developed conceptual layouts of recommended improvements, prepared preliminary cost estimates, and identified potential funding sources. Michael Baker also evaluated socioeconomic and growth data and performed public and stakeholder involvement.

Transportation Studies Preparations & Review/CEQA & VMT Analysis | Jacob Swim, TE

Years of Experience: 20 | Licenses: PE (TX), Traffic, CA-2873 | Education: B.S. Civil Engineering

Mr. Swim is a well-rounded transportation planner with knowledge and experience in developing multimodal transportation solutions that stem from a comprehensive multimodal evaluation. He has been involved in a number of complete street and innovative intersection designs and has successfully implementing complex and controversial projects with professionalism. He has 20 years of transportation planning experience working with county and/or city governments and has a rich history of building relationships with clients based on hard work, dedication and honesty. Mr. Swim also has a strong technical ability using Synchro/SimTraffic, HCS, and word processing tools.

Imperial Beach Boulevard Improvements, City of Imperial Beach. Transportation Planner. Mr. Swim was responsible for preparing a mobility assessment which evaluated the existing and proposed facilities for all modes of travel including pedestrians, bicyclists, transit users and automobiles. The project was initiated by the city to improve mobility, accessibility, landscaping, and water quality while addressing infrastructure deficiencies along Imperial Beach Boulevard from Seacoast Drive to 15th Street. The mobility assessment evaluated five study intersections and four roadway segments along Imperial Beach Boulevard for the existing and forecast year 2035 conditions with and without the proposed improvements. Michael Baker performed complete streets design services to help transform 1.6 miles of Imperial Beach Boulevard into a public space accessible to pedestrians, bicyclists, and transit and motor vehicles. As part of its services, Michael Baker conducted a mobility assessment that studied traffic volumes and speeds for each mode of travel, parking assessments along the corridor, utility coordination, topographic mapping, water quality design, and environmental support. Most notably, Michael Baker drew up plans to convert a cross section of roadway by the Tijuana Estuary into a pedestrian and bicycle boardwalk, which would connect to the Eco Bikeway and provide a link to the Bay Shore Bikeway at the San Diego Bay.

9th Street Improvements Mobility Assessment, City of Imperial Beach. Transportation Planner. Mr. Swim was responsible for preparing the Mobility Assessment Report that evaluated the benefits and trade-offs of enhanced multimodal mobility improvements. The goal of the project was to make 9th Street a desirable corridor along which to walk, bike, drive, and live. To evaluate vehicular conditions, the standard Highway Capacity Manual 6th Edition (HCM 6) methodology was applied to determine operational levels of service for intersections and roadway segments along the corridor. Pedestrian facilities were evaluated using the Pedestrian Environmental Quality Index (PEQI), a methodology that quantitatively evaluates the quality of the pedestrian environment. Bicycle facilities were assessed by the Levels of Traffic Stress (LTS) methodology, which is based on several factors that may affect a bicyclist's level of discomfort or stress while traveling on a roadway.

Emerald Drive Corridor Project, City of Vista. Transportation Planner. Mr. Swim prepared a traffic assessment of eight study intersections and three study roadway segments along Emerald Drive from Olive Avenue to Date Street. Crash data was gathered and reviewed along Emerald Drive to determine what improvements could reduce future collisions.

Valley Center Road Village Corridor Study, County of San Diego. Transportation Planner. Mr. Swim was responsible for preparing the intersection operations analysis, roadway segment analysis, and analyzing the crash data provided by the County for this 2.5-mile corridor. He will work closely with the project team to identify and evaluate alternatives that will address locations with the highest number of crashes. He will also actively contribute to conceptual design and outreach.

Terramar Area Improvement Project, City of Carlsbad. Project Manager. Mr. Swim prepared a comprehensive traffic analysis for the Terramar Area Improvement Project in the City of Carlsbad. The project included pedestrian, bicycle and transit improvements along Carlsbad Boulevard. A VMT analysis was performed to determine any CEQA impacts and a Local Mobility Analysis (LMA) was conducted to evaluate auto, pedestrian, bicycle and transit operations along both corridors.

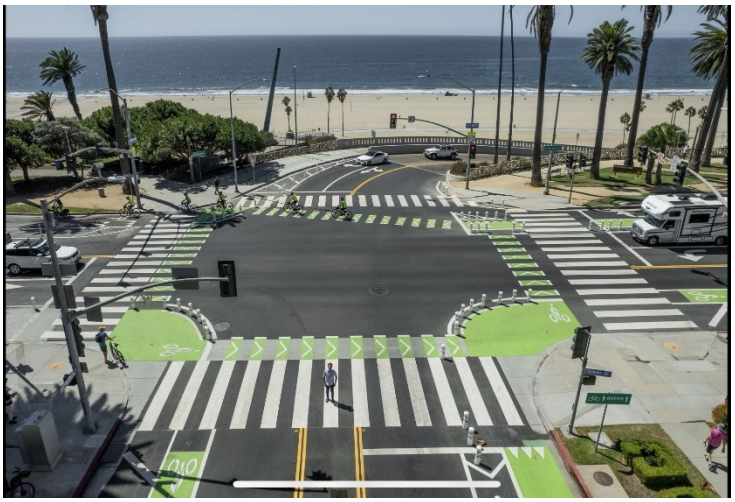
Technical Support Staff

Name / Role / Education	Relevant Project Experience
Marc Violett, PE QA Manager/Technical Advisor ▪ 20 Years of Experience ▪ B.S. Civil Engineering	▪ Transportation Planning and Engineering Design Services, City of Santa Monica ▪ Walnut Street Corridor Signal Improvements Project, City of Pasadena ▪ Compton Boulevard Traffic Engineering Project, County of Los Angeles ▪ Seal Beach Boulevard Traffic Signal Synchronization, City of Seal Beach
John Dompor, EIT Civil Traffic Design Improvements ▪ 7 Years of Experience ▪ B.S. Civil Engineering ▪ Engineer-In-Training, CA	▪ Traffic Engineering & Transportation Planning Master Service Agreements, City of Carlsbad ▪ Imperial Beach Boulevard Improvements & 9th Street Mobility Assessment, City of Imperial Beach ▪ On-Call Engineering and Related Services, City of Del Mar
Saeed Kerayehchian, PE, PTOE Civil Traffic Design Improvements ▪ 15 Years of Experience ▪ B.S. Civil Engineering/ M.S. Transportation Engineering	▪ As-Needed Professional Services Agreement, City of Long Beach ▪ Studebaker Road Complete Streets Project, City of Long Beach ▪ On Call Civil Engineering & Construction Management Services, City of Los Angeles ▪ Walnut Street Corridor Signal Improvements Project, City of Pasadena
Aldrin Dorado, EIT Civil Traffic Design Improvements ▪ 8 Years of Experience ▪ B.S. Civil Engineering	▪ Studebaker Road Complete Streets Project, City of Long Beach ▪ Walnut Street Corridor Signal Improvements Project, City of Pasadena ▪ Culver Drive Traffic Signal Synchronization Program (TSSP), City of Irvine
Kat Frankowski, EIT TTCP Review ▪ 7 Years of Experience ▪ B.S. Civil Engineering	▪ Transportation Planning and Engineering Design Services, City of Santa Monica ▪ Imperial Beach Boulevard Improvements & 9th Street Mobility Assessment, City of Imperial Beach ▪ Palm Desert Walk & Roll, City of Palm Desert ▪ On-Call Engineering and Related Services, City of Del Mar
Elijah Ibarra TTCP Review ▪ 1 Year of Experience ▪ B.S. Civil Engineering	▪ Traffic Engineering & Transportation Planning Master Service Agreements, City of Carlsbad ▪ On-Call Engineering and Related Services, City of Del Mar ▪ Culver Boulevard Class IV Bike Lane Gap, City of Culver City
Dan Wery, AICP, LEED AP Parking Management ▪ 37 Years of Experience ▪ AICP 1993; LEED AP 2009	▪ Comprehensive Development Code Update, City of Menifee ▪ General Plan and Local Coastal Program Update, City of Carlsbad ▪ Rolling Hills Estates General Plan Update, City of Rolling Hills Estates ▪ Strategy Creation to develop San Diego County General Plan Environmental Justice, Housing, and Safety Element Updates, County of San Diego
Alejandro Tapia, PE Traffic Analysis ▪ 6 Years of Experience ▪ B.S. Civil Engineering	▪ Valley Boulevard and Main Street Complete Streets Feasibility Studies, City of El Monte ▪ Imperial Beach Boulevard Improvements & 9th Street Mobility Assessment, City of Imperial Beach ▪ Palm Desert Walk & Roll, City of Palm Desert
Angel Melendez, EIT Traffic Analysis ▪ 1 Year of Experience ▪ B.S. Civil Engineering	▪ Valley Boulevard and Main Street Complete Streets Feasibility Studies, City of El Monte ▪ Palm Desert Walk & Roll, City of Palm Desert ▪ On-Call Engineering and Related Services, City of Del Mar

RELEVANT EXPERIENCE AND REFERENCES

Transportation Planning and Engineering Design Services | City of Santa Monica, CA

Agency: City of Santa Monica, Public Works Department | PM: Jay Dinkins 310-458-8963; jay.dinkins@santamonica.gov
Project Dates: 2021-2024 | Contract Value: $1M
Key Personnel: Ryan Zellers, Dawn Wilson, Jordan Gray, Geoff Retemeyer, Rachel Fabian, Samantha Lathrop



The City of Santa Monica selected Michael Baker to provide as-needed traffic engineering support services under our Master Agreement On-Call Services contract. Assigned tasks range from traffic signal timing optimization, signal timing database conversion, signing and striping modification, traffic control plan reviews, and the creation of new citywide standard drawings and notes.

The City's Public Works Department initiated their annual pavement maintenance program, which created an opportunity to modernize the striping and signing along more than 10 miles of various major urban corridors throughout the City. One of the early action efforts was a collaborative effort between the Michael Baker and City staff to update one of their quick-build bike facilities at the intersection of Ocean Boulevard and California Avenue at the highly recognizable and historic California Incline.

The new striping features an updated protected intersection, which connects several types of bicycle facilities, including bike lanes, a cycle track, and a multi-use path. The new design has prominent green conflict zone striping, bicycle staging areas, green chevroned bike crossings, and protective K71 delineators, which create a more substantial vertical barrier for separation of vehicles. Michael Baker worked with the City to review traffic signal phasing to make sure the design operates smoothly and effectively.

Other task orders to date include:

- Special Event Traffic and Safety Assessment:
  - Prepared technical memorandum evaluating potential traffic barricades and conducted a traffic and parking analysis documenting changes in traffic patterns due to special event street closures.
- Traffic Control Plan Review:
  - Michael Baker reviewed traffic control plans on behalf of the City and coordinated the response uploading and City database for submittals.
- Signing and Striping Standard Details Preparation and Updates
- Conversion of Traffic Signal and Timing Databases:
  - Trained City staff and prepared signal timing plan database updates as the City migrated to new traffic signal control system.
- Pavement Management Traffic Engineering Support Services:
  - Prepared signing and striping plans to integrate buffered bicycle lanes and new crosswalks along several corridors in the City.
  - Roundabout Modernization: Creating new approach alignments and geometrics for two older, existing roundabouts and bringing them to current signing and striping standards.

Hermosa Avenue Curb Ramps and Pavement | City of Hermosa Beach

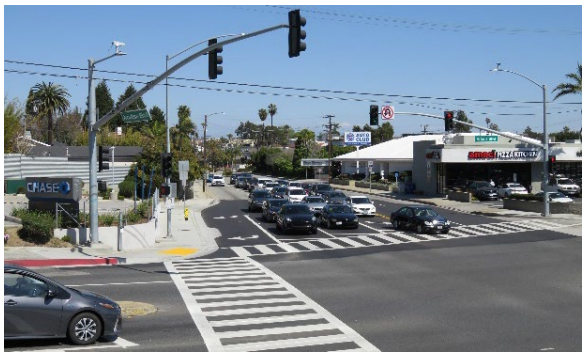
Agency: City of Hermosa Beach | PM: Lucho Rodriguez, PE, QSD, 310-318-0210, lrodriguez@hermosabch.org
Project Dates: 2018-2019 | Contract Value: $285,157
Key Personnel: Ryan Zellers, Marc Violett, John Dompor

Michael Baker prepared the PS&E for a high-profile, fast-track project for the City of Hermosa Beach. Due to the City's funding deadline, the design eam completed the design in short time frame, while providing a high-quality PS&E. The project involved not only practical, but aesthetic upgrades and improvements to re-brand this main beachfront thoroughfare and create a sense of arrival in the downtown area.

Design elements included the installation of decorative DuraTherm inlaid crosswalks at five intersections, including the highly visible Hermosa Avenue/Pier Avenue intersection; the installation of a 10-foot DecoMark City logo at the Hermosa Avenue/Pier Avenue intersection; pavement cold milling and AC overlay of approximately 4,555-linear-feet from 10th Street to Greenwich Village Road; upgrading of 46 curb ramps current ADA standards; four new bulb-out curb returns at Hermosa Avenue/14th Street; three signal modifications; replacement of existing signal loop detectors; installation of eight bus benches and a bus shelter; replacement of existing pavement delineation and curb markings; and removal of brick paver banding along "The Strand" bike path.

Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right-Turn Lane Installation City of Manhattan Beach

Agency: City of Manhattan Beach | PM: Helen Shi, 310-802-5354, hshi@manhattanbeach.gov
Project Dates: 2016-2022 | Contract Value: $252,785
Key Personnel: Kristen Bogue, Marc Violett



Michael Baker provided design and engineering services for the City of Manhattan Beach's Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right-Turn Improvement project, which included roadway widening, pedestrian improvements, and crosswalk striping. Michael Baker completed the environmental document, project report, and PS&E, right-of-way engineering, and design support during construction.

This project involved adding a right-turn pocket to the southbound Aviation Boulevard approach to Artesia Boulevard in a built-out urban environment. The project widened the west side of Aviation Boulevard north of the intersection at Artesia Boulevard to accommodate a 12.5-foot right-turn lane and an eight-foot pedestrian walkway. Michael Baker also constructed a new ADA pedestrian curb ramp on the northwest corner of the intersection, re-striped the north leg of Aviation Boulevard, and provided new crosswalk striping at the west and north legs of the intersection. New street right-of-way and a temporary construction easement was acquired from the bank property and a new retaining wall including a City monument sign was constructed at the back of the sidewalk at the new right turn pocket.

Michael Baker's improvements addressed queuing deficiencies, improved roadway operations, and implemented improvements consistent with the Manhattan Beach General Plan Transportation Element. Michael Baker completed an initial study/mitigated negative declaration (IS/MND) with various technical studies and prepared PS&E, which was approved by the city in 2019. Construction was successfully completed in 2020.

City of Carlsbad Civil, Traffic Engineering & Transportation Planning Services Master Agreements

Agency: City of Carlsbad, Public Works Department | PM: Nathan Schmidt, 442-339-2734, Nathan.Schmidt@carlsbadca.gov
Project Dates: 2003-2024 | Contract Value: $700K annually
Key Personnel: Ryan Zellers, Dawn Wilson, Jordan Gray, Geoff Retemeyer, Rachel Fabian, Jacob Swim, Samantha Lathrop

Michael Baker has served as a trusted advisor and as-needed consultant for the City of Carlsbad for over two decades. We have held Master Agreement On-Call Services for civil and traffic engineer since 2003. Services provided under these Master Agreements include:

- Civil engineering
- Traffic engineering
- Landscape architecture
- Survey and mapping
- Utility design
- Drainage design
- Water quality reports
- Lighting design
- Traffic signals and modifications
- Roadway design
- Improvement plans
- Specifications and estimates
- Traffic study preparation and reviews
- Public hearing attendance
- Visual simulations
- Roundabouts studies and design
- ADA improvements

Tamarack Avenue Traffic Calming. Michael Baker designed traffic calming improvements along Tamarack Avenue roughly between Adams Street and Skyline Road within the City of Carlsbad. The project involved the creation of five separate traffic calming elements along Tamarack Avenue between Adair Way and Sunnyhill Drive. The City has conducted outreach to the neighboring community about reducing speeds and increasing safety for bicycles and pedestrians in this area. As a result of these discussions, Michael Baker created a traffic calming concept plan that is the basis of design for this project.

East-West Corridors Bike Striping Project. The City declared a state of emergency in the late summer of 2022 due to the increased number of bicycle collisions and fatalities. Through this declaration, the city was able to create a bicycle improvements project that restriped approximately 16 miles of east-west corridors throughout Carlsbad. The restriping efforts included segments of "road yoga" which reduced the number of lanes in each direction to provide for wide buffered bike lanes. Portions of the corridors were within Caltrans right of way which triggered the Design Standard Deviation process that included detailed documentation and accompanying exhibits. The project had an accelerated deadline and went out to bid less than four months after the notice to proceed.

Terramar Area Traffic Improvement Project. The City selected the area referred to as Terramar for its first section along Carlsbad Boulevard Realignment project to begin preliminary engineering and environmental documentation. A preferred concept for Terramar was selected and includes multi-modal improvements, a roundabout at Cannon Road and a traffic signal at Cerezo Drive. Michael Baker prepared technical studies to support the preliminary design options of the Terramar section including a detailed crash analysis, operational study, travel time study and roundabout analysis. Michael Baker evaluated the operations of the transition lane reduction and conducted a pedestrian and bicycle level of service analysis of the multimodal improvements.

Michael Baker provided the supporting evidence to demonstrate a less than significant impact. A mobility assessment was also required to demonstrate compliance with the City's Growth Management Plan and to demonstrate cut through traffic would not occur in the surrounding neighborhoods. An operational analysis, travel time studies, crash analysis and cut through assessment were conducted for both the weekday and weekend conditions.

Annual Street Resurfacing. Michael Baker also provided striping plans for various areas through the City as part of their Annual Street Resurfacing. Michael Baker has worked on striping plans for portions of Paseo Del Norte from Cannon Road to Palomar Airport Road and from Camino De Las Ondas to Seaworthy Way.

Valley Boulevard and Main Street Complete Streets Feasibility Studies | City of El Monte

Agency: City of El Monte, Public Works Department | PM: Lee Torres, 626-580-2055, ltorres@elmonteca.gov
Project Dates: 2023-2024 | Contract Value: $235,439
Key Personnel: Ryan Zellers, Dawn Wilson, Jordan Gray, Rachel Fabian, Jacob Swim, Samantha Lathrop

Michael Baker was contracted by the City to conduct a comprehensive evaluation of the Main Street and Valley Boulevard corridors to identify roadway features that will improve access, connectivity, and safety. As part of the Valley Boulevard project, Michael Baker developed concepts for a mini-park and pedestrian paseos that will serve both as the gateway to the city's Main Street shopping district and as a pedestrian connection to downtown El Monte from Valley Boulevard. An engaging community outreach program was developed that includes a community advisory committee, pop up events, workshops, virtual meetings, and a robust project website.

The Main Street and Valley Boulevard corridors connect residents to local services such as retail, city hall, parks, and other community services. They also connect to two major freeways, making them the key throughway for residents and visitors. Project solutions are sensitive to the parking and traffic flow along the corridor while identifying ways to provide infrastructure that will encourage people to walk, ride transit, or bicycle to key city destinations.

The road was originally designed solely for moving vehicles. There are no bicycle facilities, and the pedestrian facilities need improvement. Valley Boulevard is highly accessible by transit, and there is a Metrolink station and numerous bus lines that run through this portion of the city. However, the bus stops have limited amenities and need significant improvement to address the rider experience. In addition, Metro is considering integrating bus rapid transit and dedicated bus lanes along the corridor, which need to be considered as part of the complete streets design.

The project team developed four options for Valley Boulevard and two options for Main Street. The options developed integrated enhanced bicycle facilities (either Class II buffered bicycle lanes or Class IV directional bicycle lanes), high-visibility crosswalks and new crosswalk controls, improved bus stops including new bus islands, and other safety features. Intersection improvements were being considered that address the long pedestrian crossing distances that are a result of the skewed intersections. In addition, access and circulation improvements will be recommended to address five legged intersections at some key locations.

Imperial Beach Boulevard & 9th Street Improvements Mobility Assessment | Imperial Beach

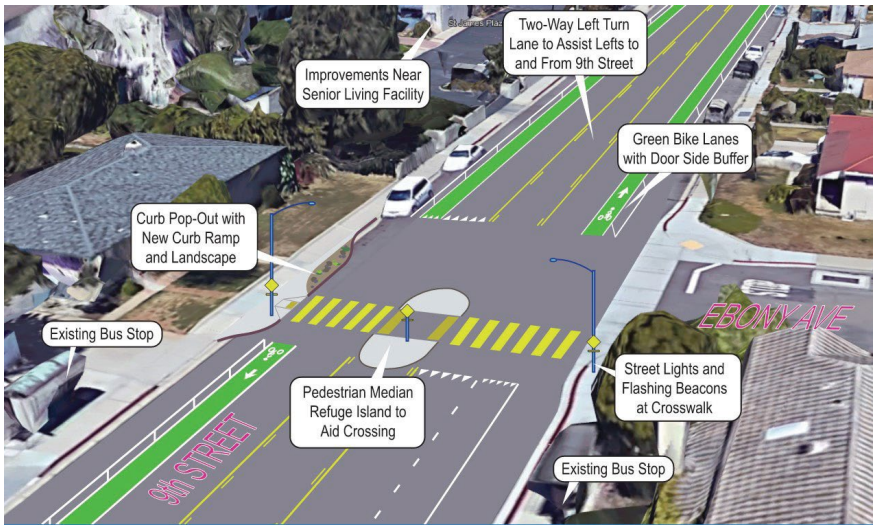
Agency: City of Imperial Beach, Public Works Department | PM: Juan Larios, 619-423-8311, jlarios@imperialbeachca.gov
Project Dates: 2017-2020 | Contract Value: $8,276,400
Key Personnel: Ryan Zellers, Dawn Wilson, Jordan Gray, Geoff Retemeyer, Rachel Fabian, Jacob Swim, Samantha Lathrop

Michael Baker performed complete streets design services to help transform 1.6 miles of Imperial Beach Boulevard and 1.0 mile of 9th Street into a public space accessible to pedestrians, bicyclists, public transit, and motor vehicles. Michael Baker conducted a mobility assessment that studied traffic and quality of all transportation facilities and parking assessments and provided community outreach to support the city. Michael Baker also completed utility coordination, topographic mapping, water quality design, environmental support, and construction support services. Additionally, Michael Baker drew up plans to convert a cross section of roadway by the Tijuana Estuary into a pedestrian and bicycle boardwalk, which would connect to the Eco Bikeway and provide a link to the Bay Shore Bikeway at the San Diego Bay.

The project aimed to create complete livable green streets that provide better quality connections between residences, schools, transit, community attractors, and businesses while incorporating needed utility improvements. The project enhances multimodal mobility and develops Imperial Beach Boulevard into a desirable corridor for walkers, bicyclists, and drivers.

Applying innovative and unique concepts to the project site, Michael Baker added landscaped stormwater infrastructure, stormwater quality features, and bioswale filters to allow for stormwater infiltration. Additionally, the project added city-wide fiber optics that connect all major public facilities, including the city hall, public works building, sheriff station, fire station, major pump stations, and all traffic signals in the city. The fiber optic network not only serves the city, but will also connect regionally for secure, high-speed communications around San Diego.

Michael Baker used mobility assessments of each mode of travel to determine how vehicle lanes could be adjusted to make room for new bike facilities, wider sidewalks, additional parking, and landscaped water quality areas. Most of the four-lane arterial was recast as a three-lane cross section with bikes lane running the length of the corridor. Michael Baker also added ramps and crosswalks that complied with Americans with Disabilities Act (ADA) standards where none had existed before. To promote traffic calming, the project reallocated vehicle lanes and installed Class II Bike Lanes, controlled crosswalks with flashing beacons, ADA compliant pedestrian ramps, additional amenities to bus stops, low impact development planters, wider sidewalks, improved aesthetic features along the Tijuana Estuary, and unified design theme to enhance the user experience.



- 2021 Engineering Excellence Merit Award, American Council of Engineering Companies of California (ACEC CA)
- Transportation Achievement Award, Complete Streets Category, Institute of Transportation Engineers (ITE)

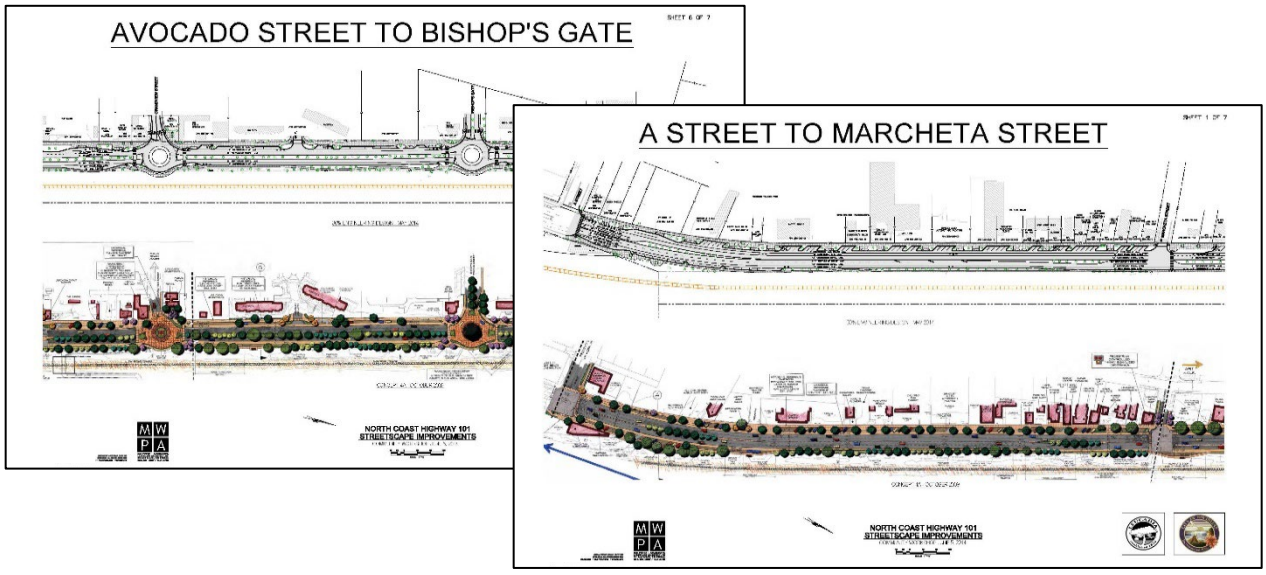
North Coast Highway 101 Streetscape and Roundabout | City of Encinitas, CA

Agency: City of Encinitas Engineering Services Department | PM: Jill Bankston, 760-633-2600, jbankston@encinitasca.gov
Project Dates: 2013-Ongoing | Contract Value: $4,358,842
Key Personnel: Ryan Zellers, Dawn Wilson, Jordan Gray, Geoff Retemeyer, Jacob Swim, Samantha Lathrop

Michael Baker is providing civil engineering, traffic, and environmental services for the North Coast Highway 101 Streetscape Improvements project. The project includes multi-modal functions involving road diet measures, such as lane restriping of "sharrows" in the north- and south-bound lanes; traffic calming roundabouts; a traffic signal; and street beautification measures for 2.5 miles of old Highway 101 in Leucadia. The goal is to increase walkability along the project corridor through expanded sidewalks, decreased vehicle lane widths, and added/enhanced pedestrian facilities and provide more efficient (reverse angle) on-street parking to eliminate sight-distance problems for side-street traffic and vehicular conflicts with bicyclists. The project also improved existing drainage by increasing flowline slopes, adding catch basins, and adding a new mainline along the corridor that will have to be installed in phases.

Michael Baker managed the preparation of an EIR for proposed pedestrian/bicycle/lane, parking, streetscape, landscape, and drainage improvements along a 2.5-mile segment of North Highway 101 in the City of Encinitas. Primary environmental issues involved significant unavoidable traffic impacts and comprehensive reevaluation of emergency services in the EIR including a phased mitigation program/performance standards. This project involves characterizing the existing urban tree inventory within the Project study area and evaluating the public safety, visual quality and community character enhancements associated with proposed replacement of older ornamental street trees (primarily Eucalyptus trees) with more drought-tolerant native tree species.

- Honor Award – 2023 Transportation ($6-$25 million) Category



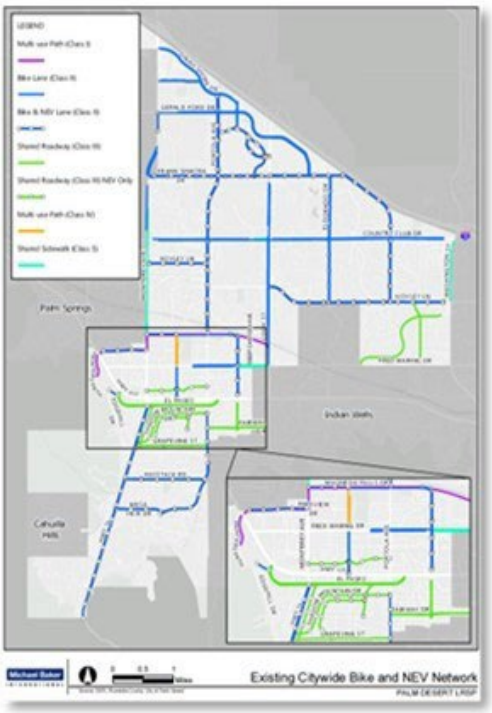
Palm Desert Walk & Roll | City of Palm Desert

Agency: City of Palm Desert, Public Works Department | PM: Randy Bowman, 760-346-0611, rbowman@cityofpalmdesert.org
Project Dates: 2021-2024 | Contract Value: $249,540
Key Personnel: Ryan Zellers, Dawn Wilson, Jordan Gray, Rachel Fabian, Samantha Lathrop

This project consisted of analyzing traffic data and inventorying the existing infrastructure to identify potential deficiencies in the active transportation networks around the City of Palm Desert. The team performed fieldwork on all major corridors citywide and noted the existing conditions of the pedestrian, bicycle, and NEV facilities.

The information was compiled into GIS layers and displayed in a family of exhibits that helped visualize physical gaps in the networks. Additionally, Michael Baker conducted a review of collision data and completed a Level of Traffic Stress (LTS) analysis for the City.

Heat map "hot spots" for all roadways were mapped to locate specific areas with gaps in pedestrian and bicycle safety that would benefit from specialized treatments. These safety gaps were typically located at high conflict zones near intersections and driveways. The LTS analysis reviewed common traffic barriers to cycling, such as vehicular volumes and speeds that greatly influence a bicyclist's perceived comfort level. Mapping this data in GIS provided a variety of gap types that allowed the team to see which corridors were safe and comfortable to ride and which would most benefit from enhancements to improve their quality.



These gap locations were then measured using a list of performative criteria to determine priorities and effectiveness of potential improvements. The team is now working with the City to create feasible concepts of pedestrian and bicycle improvements that implement planned recommendations to create a more complete network of bicycle and pedestrian improvements.

These improvements are being reimagined to provide cost-effective facilities that connected existing and planned active transportation routes and avoiding barriers such as right-of-way constraints and expensive structures, greatly increasing the likelihood of implementation. The City is now finding ways to gain immediate traction to make improvement and is working with the team to develop a list of early action projects and a phasing approach to address the active transportation gaps in a systematic manner.

On-Call Engineering and Related Services | City of Del Mar

Agency: City of Del Mar, Public Works Department | PM: Joe Bride, 858-704-3681, jbride@delmar.ca.us
Project Dates: 2009 -2024 | Contract Value: $500K annually
Key Personnel: Ryan Zellers, Dawn Wilson, Jordan Gray, Geoff Retemeyer, Rachel Fabian, Jacob Swim, Samantha Lathrop

Michael Baker serves as extension of staff for the Public Works and Traffic Engineering departments under this contract, which we have held since 2009. In this role, Michael Baker has been responsible for a wide array of engineering, planning, and community engagement tasks on special projects and have been actively involved in research and addressing concerns. Our work includes:

- General Engineering
- Traffic Engineering
- Mapping / GIS
- CIP Services
- Land Surveying
- Clean Water Program
- Water Systems
- Street / Drainage Systems
- Sewer Systems
- Development Review
- Flood Plain / Regulatory Agency Compliance
- Americans with Disabilities Act (ADA) Compliance
- Grant Application Services
- Construction Management
- Bridge Evaluation and Assistance

Specific tasks associated with these roles have included:

- All-way stop analysis at Coast Highway and 18th Street
- Review of ADA compliance and traffic signal design at Camino Del Mar and 9th Street
- Technical review of the Camino Del Mar road-diet project Assistance with the City Council meetings and technical support for staff
- Design review and planning review services for residential lot development
- Striping and parking analysis near railroad tracks and Coast Boulevard
- Camino Del Mar Trail and Emergency Slope Repair
- SB 743 Compliance and TIA Guidelines
- Roundabout Feasibility Assessment
- Annual Engineering and Speed Surveys
- Fire Evacuation Study
- Camino Del Mar/15th Street Signal Retiming

Experience with As-Needed/On-Call Contracts

The Michael Baker Carlsbad office has extensive experience providing As-Needed services for many agencies throughout Southern California. Our team is committed to providing quality service for a wide range of task orders. Below are a few of our current as-needed/on-call contracts.

- City of Santa Monica As-Needed Transportation & Engineering Services
- City of Hermosa Beach On-Call Civil Engineering
- City of Carlsbad As-Needed Transportation Planning, Civil Engineering, Planchecking & Traffic Engineering
- City of Del Mar As-Needed Civil and Traffic Engineering
- City of Coronado As-Needed Engineering and Map Checking Services
- City of Encinitas As-Needed Civil Engineering
- County of San Diego As-Needed General Engineering
- City of San Diego As-Needed Civil, Stormwater & Transportation Planning
- County of San Diego On-Call Long Range Advanced Planning
- City of San Marcos As-Needed Civil Engineering
- City of San Marcos Peer Review Services
- City of Vista As-Needed Plan Checking
- Poway Unified School District As-Needed Civil Engineering
- San Diego State University Appointed As-Needed Campus Engineer

PROJECT MANAGEMENT PLAN

Michael Baker's history of strong performance on on-call contracts is achieved through technical accuracy, responsiveness, and focus on client satisfaction. As a result, Michael Baker has developed a reputation as a proven performer. Cost control and schedule management goes together with quality assurance (QA) and quality control (QC). QA/QC is an essential aspect of any successful project regardless of size, scope, cost, duration, or complexity. QA/QC for this project will be the responsibility of all the Task Managers under the direction of Ryan Zellers, PE, TE, our Project Manager. He will be supported by our **QA/QC Manager, Marc Violett, PE,** whose knowledge of traffic and civil engineering design and strong background in PS&E will ensure that the highest quality deliverables. Properly developed, enforced, and maintained QA/QC procedures can minimize factors that will prevent a successful project for both consultant and client alike.

Our team follows a proven process for managing all projects, internally known as "the Michael Baker Way." The ultimate objective of this process is to improve project performance through Product Delivery Excellence. Through better organization, state-of-the-art tools and methods to monitor budgets and schedules, an emphasis on communication, and a structured approach to delivering quality, the Michael Baker Way provides considerable value to our clients, the company, and to project stakeholders.

The success of this on-call contract will depend on the skills and experience of the team members managing individual task orders; understanding key challenges; and providing value, quality work, and responsive service. Michael Baker truly understands that the key step toward project success is to take initiative and be responsive – not to be reactive. Michael Baker will be available and dedicated to the success of each task order assignment, with individuals listed on the Organization Chart who are highly reliable and knowledgeable.

Communication and Client Engagement

Effective communications are integral to the project success and in resolving issues. Michael Baker promotes effective communication with all parties involved to ensure there is a clear and well-defined strategy in place to move forward when an issue may arise. Collaboration between Ms. Wilson, Mr. Zellers, City staff, and all other stakeholders is essential to starting off on the right foot and establishing clear lines of communication.

Ms. Wilson is a committed and responsive Principal-in-Charge and is supported by an equally committed Contract Manager in Mr. Zellers. His devotion as a trusted advisor is evidenced by his successful management of over a dozen on-call contracts throughout Southern California. He cares deeply about maintaining positive working relationships with his clients and does so by maintaining frequent communication and interfacing with City staff as often as possible. He works to actively understand each of his clients' working styles, preferences, and hot button issues. Our team's goal is to take the guess work out of what the City is looking for in this on-call, streamline communication, and ultimately build a lasting partnership.

Quality Management

Michael Baker is committed to executing this on-call contract and prioritizing the City's expectations and requirements with respect to scope, schedule, budget and technical quality. As part of our PMP, a project specific Quality Management Plan will be prepared and implemented.

Michael Baker's quality assurance (QA) and quality control (QC) plan allows our team to:

- Satisfy specific criteria and requirements in all phases of the project (from pursuit to completion / commissioning).
- Recognize, learn and implement standards applicable to the specific type of project, and to provide constructive input towards the improvement of standard practices.
- Involve all project staff in the delivery of quality products and hold them accountable for their work product(s).
- Recognize productive employee contributions towards establishing a professional, interactive work environment that fosters teamwork, achievement, and quality awareness.
- Maintain and support Project-Specific Quality Management Plans (PSQMPs) for use by all project team members, including the client and subconsultants.
- Continually improve the effectiveness of the quality management system.

Technical Approach to a Task Order

Our approach to a typical project will begin with a quick response to the City's call for assistance and the set-up of an initial project meeting to understand the scope and schedule of the assignment. We recognize there may be a different set of response conditions depending on the type of service and task order requirements.

Request Initiation

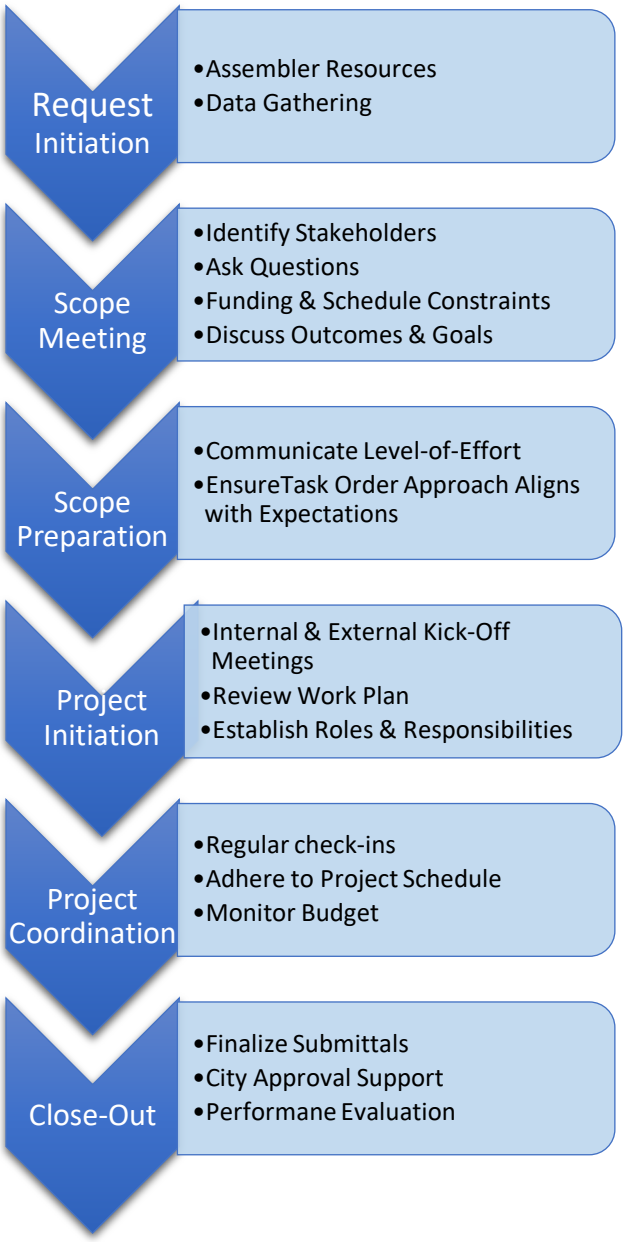
Our approach to a typical Task Order will begin with a quick response to the City's call for assistance and the set-up of an initial project meeting to understand the scope and schedule of the assignment. This will help our team formulate an approach that aligns with the level of effort, scope and scale of the project. We recognize there may be a different set of response conditions depending on the type of service and task order requirements and this will ensure the budgets also represent the level of effort required to complete task assignments.

Scoping Meeting

To initiate preparing the scope of work and fee for a Task Order, a scoping meeting with the City will be scheduled to discuss the City's vision for the project, desired outcomes and main objective of the assignment. Depending upon the Task Order, we will consider in our scope of work peer agency reviews, site visits or background document research. We understand the importance of evaluating the baseline conditions and best practices early and clearly based on the scope of work.

Scope and Fee Preparation

Once we have a firm understanding of the task, we will prepare a clear and comprehensive scope of work including key deliverables, project schedule and fee proposal. After we submit the scope and fee of the task order, we will review with the City to ensure that our approach aligns with the City's expectations and scale of work effort. If necessary, we will refine the scope and fee and resubmit for the City's consideration. We have learned through our experience that this thorough review prior to task order initiation improves the overall efficiency and quality of the deliverables for the task orders.



Project Initiation

It is our philosophy that, upon starting a particular project, all team members must fully understand the scope and the allotted budget to complete the task. Therefore, a project kick-off meeting is conducted before our team gets started. This meeting focuses on reviewing the work plan, establishment of clear roles and responsibilities and a detailed review of the project schedule and deliverables. Our Task Order Leads will be responsible for coordinating with the team on a regular basis following project initiation.

Project Coordination During Task Order

Ryan Zellers and our designated Task Order Leads will initiate a proactive management approach in collaboration with the City's Project Manager. This may include regular one-on-one meetings with the City as well as other Team Members to review progress and materials. Michael Baker will maintain a detailed project schedule with clearly defined milestones and deliverables. This schedule will be reviewed at key points throughout the project to ensure the task order is delivered on time.

Performing a thorough quality control review of each milestone submittal, incorporating Michael Baker's QA/QC procedures and checking analysis and findings for accuracy is an important and integral part of every project.

Our team will also monitor the budget every month. The City's invoice will show where we are at every month with tasks, enabling our team to quickly identify if tasks start to go over budget. With some projects, additional efforts may arise due to unforeseen circumstances or additional work being added to the project. Because of this, our approach is to identify the potentially out-of-scope work and discuss it with the City project manager as early as possible. This means that we will not direct MBI staff to being work on tasks before the additional work and the level of effort is discussed and agreed upon.

Task Order Close-Out

As individual task-orders come to a close, Michael Baker will ensure that all comments and revisions have been responded to. Upon final approvals, Michael Baker can be available for any necessary support to help with Board, Commission, and Council Approvals. Our experienced team has presented before councils and commissions across the state and can assist as-needed. In addition, we will also be available for a debrief of the project to understand lessons-learned with a goal of complete satisfaction at all levels.

Ability to Address Any Task Order

After a review of the various plans, policies, programs, and projects the City has forecasted under the CIP, 2022 ADA Self-Evaluation & Transition Plan, Pavement Management Plan, and the General Plan Update (PLAN Hermosa), the following summarizes how our experience aligns with the categories within the On-Call contract. Additionally, some of the projects are highlighted in the Project Section of this proposal.

Active Transportation

At Michael Baker, we view contracts such as the City's Transportation Planning and Traffic Engineering Services contract through a holistic, Active Transportation lens. We understand that contracts like this require a robust team with diversified experience in all aspects of infrastructure improvement that will ensure the City's needs are met. With this in mind, we will address the City's active transportation needs by staffing our team with civil engineers, plans, specifications, and estimates (PS&E) experts, traffic engineers, planners who understand the intersection of engineering concepts and public outreach, and creative graphic design professionals.

To meet the needs of the City's active transportation objectives, we have combined characteristics of all forms of transportation in multi-modal operational analyses, utilizing Pedestrian Environmental Quality Assessments, Bicycle Level of Traffic Stress, last-mile opportunities for transit, and addressing overall accessibility. We also understand the nexus between the multimodal opportunities, and the importance of having properly calmed, livable roads to serve the entire community.

Street Improvements (Roadway & Sidewalk Planning, Design, and PS&E)

Michael Baker has extensive experience in designing roadways from small alleyway reconstruction projects to full scale corridor design-build projects. Our typical roadway projects address multiple modes of transportation, ADA accessibility, safety, efficiency, and beautification. Our focus is on improving mobility for all modes of travel (vehicular, bicycle, pedestrian, or transit) and implementing complete streets and green streets concepts by applying context sensitive design principals.

Our transportation staff have extensive experience with roadway widening and reconstruction, road diets/lane reallocation, complete streets, bicycle lanes and pedestrian access, streetscape design, ADA access, utilities, landscape and irrigation, as well as low impact development (LID) stormwater management systems. We have extensive knowledge of both Standards for Public Works Construction, "Green Book," Construction Specification Institute (CSI), and Caltrans project development procedures. Our experience in both large-scale corridor projects and localized municipal (City) projects provides a unique advantage to understanding how to effectively complete projects with our clients' objectives front and center. We have experienced in-house PS&E experts who have developed final design documents for a variety of clients, including our **Quality Assurance/Quality Control Manager Marc Violett, PE,** who has developed comprehensive PS&E packages for municipal clients throughout Los Angeles County and for Caltrans District 7.

ADA Compliance

Michael Baker knows how important walkability and bike-ability is to the City. An aspect of that is maintaining and providing ADA compliance. When considering roadway improvements, elements such as pedestrian push buttons, curb ramp designs, and detectable warning domes must be considered. If these elements are determined to be substandard during a field investigation, recommendations for improvements will be made.

Pedestrian / Bicycle Improvements

Michael Baker specializes in local bikeway planning and design, with extensive experience in preparing Class I and Class IV facility designs throughout Southern California. In addition, our traffic engineering team has worked closely with public works departments to develop creative solutions to integrate buffered Class II bicycle lanes within the existing curb to curb width of roadways. Our focus is to provide cost effective solutions to improve bicycle connectivity and safety along public roadways.

Teams located in our Southern California offices have also successfully assisted agencies in preparing grant applications to complete active transportation plans, multimodal corridor plans and final design. Our experience includes developing ATP and Caltrans Sustainable Communities grant applications.

Traffic Engineering

Michael Baker has an outstanding reputation in the traffic engineering discipline. Our Traffic Engineering Team has extensive project experience working directly for municipal, county, state, and federal agencies, as well as providing traffic engineering consulting services to private clients on similar projects. Michael Baker's specific traffic engineering design services include:

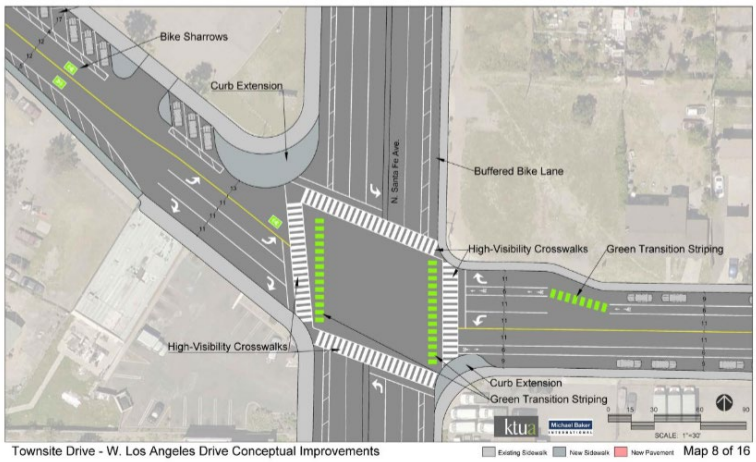
- New Traffic Signal Systems
- Traffic Signal Modification Systems
- Traffic Signal Communication Systems
- Intelligent Transportation Systems
- Traffic Management Centers
- Traffic Surveillance Systems
- Stage Construction/Traffic Handling
- Dynamic Message Signs
- Ramp Metering Systems
- Video Surveillance/Detection Systems
- Signal Timing and Coordination
- Lighting Systems
- Signing and Striping

Traffic Signals

Traffic signal design is one of Michael Baker's primary services, resulting in an average of 100 or more individual traffic signal intersection designs annually. Michael Baker has prepared traffic signal, traffic signal modification and traffic signal communication plans for many agencies throughout Southern California, including the Cities of Pasadena, Santa Monica, Beverly Hills, Torrance, Claremont, Long Beach, Los Angeles, Orange and Riverside Counties, and Caltrans Districts 7, 8, 11 and 12.

Signing, Striping, Construction Traffic Control & Detour Plans

Michael Baker has prepared signing and striping, stage construction, and traffic control plans for streets and freeways under various conditions to improve safety within construction zones and to provide safe passage for vehicles, pedestrians, and bicyclists who are using the roadway system. When it becomes necessary to close a roadway during construction, Michael Baker has extensive experience providing detour plans on even the most complex roadways to guide motorists, pedestrians, and bicyclists safely around the closed portion of the roadway. Michael Baker has the staff and experience necessary to prepare, process and review detour plans, traffic control plans, and final signing and striping plans.



Transportation Planning

Michael Baker has prepared a wide array of traffic studies across Southern California and Los Angeles County for other local agencies and private clients. Michael Baker utilizes the City's and LADOT's traffic study guidelines, Institute of Transportation Engineers (ITE) manuals, California Vehicle Code, Highway Capacity Manual (HCM) and other industry standards for the evaluation and analysis of intersections and roadway facilities. Michael Baker is familiar with various types of transportation and engineering studies including: Before & After Travel Demand

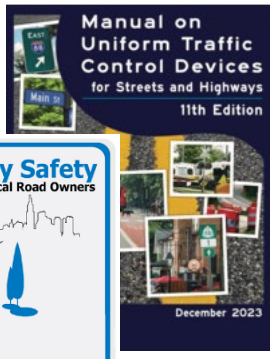
- Timing and Coordination
- Traffic Impact Analysis
- Intersection Level of Service Analysis
- Circulation Analysis
- Parking Analysis
- Engineering & Speed Survey
- Traffic Signal System Evaluation
- ITS Inventories & Recommendations
- Traffic Signal Communication Master Plan
- Traffic Signal Warrants
- Lane Storage Analysis

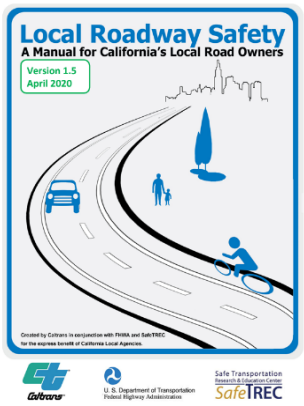
Traffic Analysis in Support of Active Transportation

Technical analysis for corridor studies and mobility assessments involves the evaluation of all modes of transportation. Where vehicles and transit can be measured by the quality of the performance (i.e., delay, travel time, queues), evaluation of pedestrians and bicycles facilities focus on the quality of traveling environment for these modes. Availability of sidewalks, benches, shade and other features are used to evaluate pedestrian "level of service" or "quality of service". Our team regularly conducts Pedestrian Quality Index (PEQI) analysis when preparing corridor studies to evaluate pedestrian conditions.

Similarly, when evaluating bicycle conditions, the speed of traffic, volume of traffic, pavement condition and street conditions are typical metrics used to identify bicycle "level of service" or "quality of service". Level of Traffic Stress (LTS) is typically used to conduct this analysis. Using GIS mapping and field data collection, our team can prepare LTS and PEQI analysis at a citywide or corridor scale. We are currently conducting this analysis in various corridor studies across Southern California. For data collection, we will work with a traffic count vendor, when pedestrian and bicycle volume data is needed.

Crash Data





Michael Baker provides safety assessment studies focusing on evaluating existing crash data, crash trends, relationship to surrounding jurisdictions as well as potential countermeasures to address safety trends. **Ryan Zellers, PE, TE** has worked on several System Safety Assessment Reports that evaluate and identify crash trends and key hot spots in communities to identify locations that would qualify for Highway Safety Improvement Project (HSIP) grant funding will work with our vendor when evaluating crash data and developing solutions for the City.

When conducting Corridor Safety Studies, we utilize Caltrans Local Roadway Safety Manual and numerous resources from the Federal Highway Administration Office of Safety in evaluating crash data and developing solutions through proven countermeasures for local agencies throughout California. When developing solutions, the team is conscience of local agency design standards, standards set forth in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Los Angeles Congestion Management Program (LACMP), and California Vehicle Code (CVC). Providing conceptual designs that can effectively be funded through HSIP or ATP grant funding are important to the overall long-term success of the project.

Our traffic engineering and transportation planning team consider leading edge industry standards for the evaluation and recommendation of improvements. We will bring to the City of Hermosa Beach innovative ideas for resolving crash related issues and identify immediate and near-term, low-cost solutions.

Parking Data

Michael Baker has in-house staff available to assist the City with parking occupancy, turn over and utilization studies. In a beach community, parking is a premium and efficient use of parking will maximize the parking capacity. The understand the importance of implementing parking strategies that have improve access to parking, particularly in the most desirable parking areas in the City. Our team is familiar with conducting field investigation of the existing parking conditions, evaluating changes in parking associated with change in conditions, and collecting the necessary utilization data. If necessary, we will team with our vendor to collect large quantities or multi-day data collections.

Vehicle Miles Traveled

The Michael Baker team is familiar with preparing Transportation Impact Analysis (TIA) reports in support of CEQA documentation as well as peer reviewing such documents on behalf of public agencies. Our technical experts are familiar with local VMT screening criteria and specific significant thresholds. If necessary, Michael Baker can coordinate with our local vendor to run the Southern California Association of Governments (SCAG) Travel Demand Forecast Model as needed to evaluate VMT impacts. If necessary, Michael Baker is capable of recommending feasible mitigation measures such as Transportation Demand Management (TDM) measures to mitigate VMT impacts.

Michael Baker participating in community workshops.

Graphic Design / Public Outreach

Michael Baker's team of graphic designers and public outreach professionals often partner to provide engineering teams with tailored exhibits, public outreach materials, brochures, and pamphlets that make complex technical concepts easier for the public to digest.

6. Required Forms

6.1 Certification of Qualifications

RFQ #: 24-002

The undersigned hereby submits its statement of qualifications and agrees to be bound by the terms and conditions of this Request for Qualifications ("RFQ").

1. Proposer declares and warrants that no elected or appointed official, officer or employee of the City has been or shall be compensated, directly or indirectly, in connection with this statement of qualifications or any work connected with this statement of qualifications. Should any agreement be approved in connection with this RFQ, Proposer declares and warrants that no elected or appointed official, officer or employee of the City, during the term of his/her service with the City shall have any direct interest in that agreement, or obtain any present, anticipated or future material benefit arising therefrom.

2. By submitting the response to this request, Proposer agrees, if selected to furnish services to the City in accordance with this RFQ.

3. Proposer has carefully reviewed its statement of qualifications and understands and agrees that the City is not responsible for any errors or omissions on the part of the Proposer and that the Proposer is responsible for them.

4. It is understood and agreed that the City reserves the right to accept or reject any or all statement of qualifications and to waive any informality or irregularity in any statement of qualifications received by the City.

5. The statement of qualifications response includes all of the commentary, figures and data required by the RFQ.

6. The statement of qualifications shall be valid for 90 days from the date of submittal.

7. Proposer acknowledges that the City may issue addendums related to this RFQ and that the proposer has reviewed the following addendums which have been issued:

   Addendum: No. 1 dated August 12, 2024

   Addendum: _____

   Addendum: _____

   Addendum: _____

8. Proposer further acknowledges the provisions of any addendums issued have been incorporated into their statement of qualifications.

Signature of Authorized Representative:

Dawn L Wilson

Printed Name and Title:

Dawn Wilson, PE, TE, Office Executive

6.2 Non-Collusion Affidavit

RFQ #: _____

The undersigned declares states and certifies that:

1. This statement of qualifications is not made in the interest of or on behalf of any undisclosed person, partnership, company, association, organization or corporation.

2. This statement of qualifications is genuine and not collusive or sham.

3. I have not directly or indirectly induced or solicited any other Proposer to put in a false or sham statement of qualifications and I have not directly or indirectly colluded, conspired, connived, or agreed with any other Proposer or anyone else to put in a sham statement of qualifications or to refrain from submitting to this RFQ.

4. I have not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the rate schedule price or to fix any overhead, profit or cost element of the rate schedule price or to secure any advantage against the City of Hermosa Beach or of anyone interested in the proposed contract.

5. All statements contained in the statement of qualifications and related documents are true.

6. I have not directly or indirectly submitted the rate schedule price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any person, corporation, partnership, company, association, organization, RFQ depository, or to any member or agent thereof, to effectuate a collusive or sham statement of qualifications.

7. I have not entered into any arrangement or agreement with any City of Hermosa Beach public officer in connection with this statement of qualifications .

8. I understand collusive bidding is a violation of State and Federal law and can result in fines, prison sentences, and civil damage awards.

Signature of Authorized Representative:

Dawn L Wilson

Printed Name and Title:

Dawn Wilson, PE, TE, Office Executive

6.3 Compliance with Insurance Requirements

RFQ #: _____

The selected consultant will be expected to comply with the City s insurance requirements contained within this Request for Qualifications ("RFQ").

The undersigned declares states and certifies that:

1. Proposer agrees, acknowledges and is fully aware of the insurance requirements as specified in the RFQ.

2. If selected, proposer agrees to accept all conditions and requirements as contained therein.

Signature of Authorized Representative:

Dawn L Wilson

Printed Name and Title:

Dawn Wilson, PE, TE, Office Executive

6.4 Acknowledgement of Professional Services Agreement

RFQ #: _____

The selected consultant will be expected to comply with and sign the City s Professional Services Agreement. Proposers shall identify and/or indicate any exceptions to the Sample Professional Services Agreement included as Attachment 1. The City Attorney or their designee retains the discretion to accept or reject proposed exceptions or modifications to the City s Professional Services Agreement.

1. Proposer agrees, acknowledges and is fully aware of the conditions specified in the City's Sample Professional Services Agreement.

2. Proposer agrees to accept all conditions and requirements as contained therein with exceptions noted as follows:

   _____
   _____
   _____
   _____
   _____
   _____
   _____

Signature of Authorized Representative:

_____

Printed Name and Title:

Dawn Wilson, PE, TE, Office Executive

Michael Baker INTERNATIONAL | We Make a Difference

August 30, 2024

Suja Lowenthal, City Manager City of

Hermosa Beach
1315 Valley Drive Hermosa Beach, CA
90254

RE: Mandatory COVID-19 Vaccination for City of Hermosa Beach Consultants

Dear Ms. Lowenthal:

Per this letter, Michael Baker International certifies that all of its officers, agents, employees, subcontractors, representatives and volunteers servicing the City of Hermosa Beach on-site within the City pursuant to the RFQ 24-002 ON-CALL TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING SERVICES dated August 13, 2024, are or will be fully vaccinated or covered by an approved medical or religious exemption prior to the implementation of the scope of work located within the above referenced agreement.

Respectfully,

Dawn Wilson, PE, TE, Office Executive

Michael Baker
INTERNATIONAL

MICHAEL BAKER INTERNATIONAL, INC.

5050 Avenida Encinas Suite 260,
Carlsbad, CA 92008