DATE:       June 6, 2023

TO:         Mayor and Council Members

FROM:       Public Works Department

SUBJECT:    Agreement with Michael Baker International, Inc. for the Downtown Intelligent Transportation Systems (ITS) Project (RFP-0192)

RECOMMENDATION:
It is recommended that the Mayor and Council Members take the following actions:

1. Adopt a resolution amending the Fiscal Year 2022-2023 Budget; and
2. Award a contract and approve an agreement with Michael Baker International, Inc. in a total amount not to exceed $1,045,150.70 (includes ten percent (10%) project contingency in an amount not to exceed $95,013.700) to design the Downtown Intelligent Transportation Systems (ITS) Project, per Request for Proposal No. RFP-0192. (Measure M)

BACKGROUND:
The City of Inglewood’s Intelligent Transportation Systems (ITS) Program started in 1999. Over the past twenty-four (24) years, the City has successfully implemented Phase I to Phase VI of the Program. The proposed Downtown Intelligent Transportation System Project (Downtown ITS Project) is the latest continuation of the ITS Program.

The Downtown ITS Project will connect the following corridors in the downtown area to the City’s Traffic Management Center (TMC): Regent Street, Market Street, Nutwood Street, Hillcrest Boulevard, and Queen Street. Currently, these locations have an aging infrastructure, outdated equipment, and use twisted-pair copper wiring communication that is not compatible with the existing TMC and ITS systems. The project will provide the necessary upgrades to connect these intersections to the TMC by installing the latest equipment and bringing them to current standards. The project will allow the City to monitor real-time traffic conditions, and quickly take proper action when congestion or other issues occur.

On May 24, 2022, the Mayor and Council Members approved Funding Agreement (FA) Number 9200000000M550706 with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the City of Inglewood (Grantee) for the Downtown ITS Project in the amount of $7,300,000 (Measure M Funds). On November 30, 2022, the LACMTA signed FA Number 9200000000M550706 with the City of Inglewood.
DISCUSSION:
The Downtown ITS Project is part of the Measure M Multi-Year Subregional Programs (MSP) South Bay Highway Operational Improvements Program. On August 27, 2020, the LACMTA Board allocated a total of $7,300,000 in Measure M Funds for the project. This funding is for project design, plans, specifications, engineering estimates, and subsequent construction.

The Downtown ITS Project limits are the following corridors:
1. Regent Street from Oak Street to Locust Street (6 intersections)
2. Market Street from Florence Avenue to La Brea Avenue (7 intersections)
3. Nutwood Street from Grevillea Avenue to Manchester Boulevard (4 intersections)
4. Hillcrest Boulevard from Inglewood Avenue to Manchester Boulevard (7 intersections)
5. Queen Street from La Brea Avenue to Locust Street (3 intersections)

The project includes the design, implementation, integration, and construction of conduit, fiber-optic communications, closed-circuit televisions (CCTV), 2070 controllers, traffic signal cabinets, traffic signal poles, pedestrian ramps, origin-destination devices, network switches, video and inductive-loop detection, changeable message signs (CMS), blank-out signs, and other software or hardware needed to integrate into the City’s Traffic Management Center.

On November 28, 2022, the Department of Public Works issued Request for Proposal No. 0192 for Engineering Services for Downtown ITS Project. A pre-proposal meeting was held on December 13, 2022, in the Public Works Department conference room. The proposal was advertised for a month through Herald Publications and posted on the City’s Planet Bid Portal. On January 18, 2023, proposal submittals were received in the Public Works Department Office. Seven (7) proposals were received, as shown below:

<table>
<thead>
<tr>
<th>Item</th>
<th>Consultant Name</th>
<th>Consultant Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Advantec Consulting Engineers</td>
<td>Los Angeles, CA 90071</td>
</tr>
<tr>
<td>2</td>
<td>AET &amp; Associates / Kimley Horn</td>
<td>Los Angeles, CA 90017</td>
</tr>
<tr>
<td>3</td>
<td>Iteris, Inc</td>
<td>Santa Ana, CA 92705</td>
</tr>
<tr>
<td>4</td>
<td>KOA Corporation</td>
<td>San Diego, CA 92123</td>
</tr>
<tr>
<td>5</td>
<td>Michael Baker International, Inc.</td>
<td>Santa Ana, CA 92707</td>
</tr>
<tr>
<td>6</td>
<td>Transcore ITS, LLC</td>
<td>South Salt Lake City, UT 84115</td>
</tr>
<tr>
<td>7</td>
<td>Wildan Engineering</td>
<td>Industry, CA 91746</td>
</tr>
</tbody>
</table>

All proposals were evaluated based on professional experience, qualifications, and services to be performed. The proposals were evaluated for the following rating criteria:

<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Maximum Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Understanding / Response to Scope of Services</td>
<td>50</td>
</tr>
<tr>
<td>Experience with past Relevant Projects</td>
<td>15</td>
</tr>
<tr>
<td>Experience of Project Team</td>
<td>15</td>
</tr>
<tr>
<td>Familiarity working on similar projects with City</td>
<td>20</td>
</tr>
</tbody>
</table>
After a thorough review based on the above criteria, Michael Baker International, Inc. (Consultant) was selected as the most qualified consultant to perform the desired services. Services will commence immediately upon contract award and continue through project design and construction completion. The design is estimated to require ten to twelve months for completion in the mid-Fiscal Year 2023-2024. Project construction is anticipated to begin early in Fiscal Year 2024-2025.

FINANCIAL/FUNDING ISSUES AND SOURCES:
Upon adoption of the proposed resolution, adequate budget appropriation will be in the Fiscal Year 2022-2023 Capital Improvement Program (CIP) Budget for approval of the proposed agreement, and for design work to commence. A new CIP project code is requested with the title Downtown ITS Project under Fund number 073 Measure M – Capital Projects (Attachment No. 1).

Upon approval of the proposed agreement and issuance of a Notice to Proceed, staff requests the issuance of the following purchase orders shown below to ensure that expenditures are tracked for the grant and project progress.

### Purchase Order for Project Design

<table>
<thead>
<tr>
<th>Account Code No.</th>
<th>Account Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>073.100.P68844860</td>
<td>Measure M – Capital Projects – Capital Projects – Downtown ITS Project – Contract Services</td>
<td>$522,575.00</td>
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</table>

### Purchase Order for Project Contingency

<table>
<thead>
<tr>
<th>Account Code No.</th>
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<th>Amount</th>
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</thead>
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<tr>
<td>073.100.P688.44860</td>
<td>Measure M – Capital Projects – Capital Projects – Downtown ITS Project – Contract Services</td>
<td>$52,257.00</td>
</tr>
</tbody>
</table>

The Fiscal Year 2023-2024 CIP budget will include an appropriation request, in the total amount of $470,318.70, for the completion of design and retention of the Consultant for support during project construction. Upon approval of the Fiscal Year 2023-2024 CIP budget, staff will request the issuance of the following purchase orders:

### Purchase Order for Project Design

<table>
<thead>
<tr>
<th>Account Code No.</th>
<th>Account Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>073.100.P688.44860</td>
<td>Measure M – Capital Projects – Capital Projects – Downtown ITS Project – Contract Services</td>
<td>$427,562.00</td>
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### Purchase Order for Project Contingency

<table>
<thead>
<tr>
<th>Account Code No.</th>
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<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>073.100.P688.44860</td>
<td>Measure M – Capital Projects – Capital Projects – Downtown ITS Project – Contract Services</td>
<td>$42,756.70</td>
</tr>
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</table>
Mayor and Council Members
Agreement with Michael Baker International, Inc.
Downtown Intelligent Transportation Systems (ITS) Project (RFP-0192)
June 2, 2023

DESCRIPTION OF ANY ATTACHMENTS:
Attachment No. 1 - Resolution
Attachment No. 2 - Agreement with Michael Baker International, Inc.

PREPARED BY:
Peter Puglese, P.E., Principal Traffic Engineer
Raquel Mendez, Associate Engineer
Robert M. Braden, Management Consultant

COUNCIL PRESENTER:
Louis A. Atwell, P.E., Public Works Director/Assistant City Manager
APPROVAL VERIFICATION SHEET

DEPARTMENT HEAD/
ASSISTANT CITY MANAGER APPROVAL:  
Louis A. Atwell, PW Director/Asst. City Mgr.

CITY MANAGER APPROVAL:  
Artie Fields, City Manager
RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF INGLEWOOD, CALIFORNIA, AMENDING
THE FISCAL YEAR 2022-23 BUDGET TO PROVIDE
FUNDING FOR THE DOWNTOWN ITS PROJECT.

WHEREAS, on September 27, 2022, the City Council adopted Resolution No. 22-156
which adopted the Fiscal Year 2022-2023 Annual Budget; and

WHEREAS, the City of Inglewood Intelligent Transportation Systems (ITS) Program was
started in 1999; and

WHEREAS, over the past twenty-four (24) years, the City has successfully implemented
Phase I to Phase VI of the program; and

WHEREAS, the proposed Downtown Intelligent Transportation System Project
(Downtown ITS Project) is the latest continuation of the ITS Program; and

WHEREAS, this budget amendment will provide the funding for the Downtown ITS
Project and will track the expenditure said funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of
Inglewood, California, does hereby:

Section 1. Amend the City’s 2022-2023 fiscal year budget as shown in Exhibit “A,”
which is attached to this resolution and incorporated herein as if set forth in full.

Section 2. Request that the City Clerk shall certify the adoption of this resolution,
and the same shall be in full force and effect immediately upon adoption.
Passed, approved and adopted this ___________ day of __________, 2023

CITY OF INGLEWOOD:

__________________________
James T. Butts, Jr.,
Mayor

ATTEST:

__________________________
Aisha L. Thompson,
City Clerk

N:\ALEWS\Budget Amendment\(Public Works) - Budget Resolution - Downtown ITS Project 5.23.doc
EXHIBIT A
Budget Amendment
EXHIBIT A
BUDGET AMENDMENT

Fund: 073
Agency: 100
Orgn: PXXX Downtown ITS Project

<table>
<thead>
<tr>
<th>Revenue Code</th>
<th>Revenue Source</th>
<th>Current Budget FY 22/23</th>
<th>Amended Budget</th>
<th>Increase / Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Measure M - Capital Projects</td>
<td>0.00</td>
<td>574,832.00</td>
<td>574,832.00</td>
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<tr>
<td></td>
<td>Total</td>
<td>0.00</td>
<td>574,832.00</td>
<td>574,832.00</td>
</tr>
</tbody>
</table>

Revenue Source:
Agreement 20-154, LACMTA Project No. MM5507.08, Downtown ITS Project, $7,300,000

Fund: 073
Agency: 100
Orgn: PXXX Downtown ITS Project

<table>
<thead>
<tr>
<th>Expenditure Code</th>
<th>Expenditure Description</th>
<th>Current Budget FY 22/23</th>
<th>Amended Budget</th>
<th>Increase / Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>44860</td>
<td>Contract Services-Public Works</td>
<td>0.00</td>
<td>574,832.00</td>
<td>574,832.00</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>0.00</td>
<td>574,832.00</td>
<td>574,832.00</td>
</tr>
</tbody>
</table>

Estimated FY2022-23 expenditures for design = $574,832
Estimated FY2023-24 expenditures for design completion = $470,318.70
ATTACHMENT NO. 2
Agreement with Michael Baker International
AGREEMENT NO.: 

THIS AGREEMENT is made and entered into this ______ day of ____________, 2023, by and between the City of INGLEWOOD (the “City”), a municipal corporation, One Manchester Boulevard, Inglewood, California 90301; and MICHAEL BAKER INTERNATIONAL, INC. (the “Consultant”) a Pennsylvania Corporation with a corporate number of C1003244, and local address of 5 Hutton Centre Drive, Suite 500, Santa Ana, California 92707 and a principal address of 500 Grant Street, Suite 5400, Pittsburg, Pennsylvania 15219 and a mailing address of 100 Airside Drive Moon Township, Pennsylvania 15108. The City and the Consultant are hereinafter sometimes referred to individually as a “Party” and/or collectively as the “Parties.”

RECCITALS

WHEREAS, the City’s Intelligent Transportation System (“ITS”) Program (the “Project”) was started in 1999; and

WHEREAS, over the past 24 years, the City has successfully implemented Phase I to Phase IV of the ITS program, with future Phase V and Phase VI planned; and

WHEREAS, the Downtown ITS is a continuation of the ITS Program. This Downtown ITS Project aims to connect the following corridors in the downtown area to the City’s Traffic Management Center (TMC): Regent Street, Market Street, Nutwood Street, Hillcrest Boulevard, and Queen Street; and

WHEREAS, with aging infrastructure, outdated equipment, and the use of twisted-pair copper wiring communication that is not compatible with the existing system, the project will provide the necessary upgrades to connect these intersections to the TMC by installing the latest equipment and bringing them to current standards; and

WHEREAS, the project includes the design, implementation, integration, and construction of conduit, fiber-optic communications, closed-circuit televisions (CCTV), 2070 controllers, traffic signal cabinets, traffic signal poles, pedestrian ramps, origin-destination devices, network switches, video and inductive-loop detection, changeable message signs (CMS), blank-out signs, and other software or hardware needed to integrate into the City’s Traffic Management Center; and
WHEREAS, this Project is part of the Measure M MSP South Bay Highway Operational Improvements Program; and

WHEREAS, on November 28, 2022, the Department of Public Works issued a Request for Proposal No. RFP-0192 for Engineering Services for Downtown ITS Project; and

WHEREAS, the proposals were returned and staff conducted a thorough review and selected the Consultant; and

WHEREAS, Consultant holds itself out as properly and appropriately licensed, willing, capable, and competent to provide the Services.

NOW, THEREFORE, in consideration of the promises contained herein, the Parties hereto mutually agree as follows:

TERMS, CONDITIONS AND PROVISIONS
The Recitals set forth above are incorporated herein as terms, conditions and provisions of this Agreement.

ARTICLE 1 – SCOPE OF SERVICES

Consultant agrees to:

1. Provide all services contemplated by this Agreement in accordance with Exhibit “A,” Addendum 1, dated January 9, 2023; Exhibit “B,” the City’s Request for Proposal No. RFP-0192, Downtown Intelligent Transportation System Project, Due Date January 18, 2023; and Exhibit “C,” the Consultant’s Proposal dated January 18, 2023; and Exhibit “D,” the Consultant’s Fee Proposal dated January 18, 2023. All services shall be done in a workmanlike and professional manner in accordance with the requirements of this Agreement. If for any reason this Agreement does not expressly set forth what the expected obligation, duty, deliverable, term or condition is, then and only then, shall the standard industry practices of the locale in which the Project is being built be referred to so as to supply the missing obligation, deliverable, duty, term and/or obligation. In the event of a conflict or ambiguity, the order of precedence shall be:
a. Change orders, contract amendments (whichever is later);

b. Exhibit “A;”

c. This Agreement;

d. Exhibit “B;”

e. Exhibit “C;” over

f. Exhibit “D;”

2. The City reviewing and commenting on design plans at 30%, 60%, 90%, 100% and final submittal;

3. Provide all labor, office space, transportation, materials, tools, machinery, equipment, and other items and services necessary to properly perform the services contemplated by this Agreement;

4. Make payments to each of its consultants, subconsultants, contractors, and/or subcontractors for work or services that is satisfactorily performed no later than thirty (30) calendar days after Consultant receives payment from the City for such work/services;

5. Its representation and warrants that it has the qualifications, experience, facilities and financial capability, necessary to properly perform the Services required under this Agreement;

6. Keep itself informed of and comply with all applicable federal, state and local laws, statutes, codes, ordinances, regulations and rules in effect during the term of this Agreement;

7. Comply with and be bound by all applicable federal, state, county and local laws, rules and regulations;

8. Supervise and/or control its methods, means, safety, techniques, sequences or procedures of performing the Consultant’s work. The City shall not do any of the aforementioned, nor shall the City dictate the days or hours that the Consultant works;

9. Be exclusively responsible for any and all business taxes, employment taxes,
income taxes and any other applicable federal, state or local taxes, including
social security taxes, state disability insurance compensation, unemployment
compensation, and payroll deductions, if any, in connection with the services
contemplated hereunder;

10. Except for the occasional use of the City conference space, not expect the City
to furnish desks, filing cabinets, computers, or other materials for the
Consultant to carry out the services contemplated by this Agreement. The
location, quantity, and time of furnishing of any facilities shall be in the sole
discretion of City. In no event shall City be obligated to furnish any facility that
may involve incurring any direct expense, including but not limited to
computer, cellular telephone, long-distance telephone, or other
communication charges, vehicles, and reproduction facilities;

11. Obtain, at its own expense, all necessary licenses, and permits, including but
not limited to those required by the City of Inglewood, to perform the services
contemplated by this Agreement;

12. The City relying on it for the skills of Consultant. The Consultant also agrees
to perform all services contemplated by this Agreement in accordance with
the professional standard of care observed by competent members of
Consultant's profession performing similar services under similar circumstance
("Standard of Care").

**ARTICLE 2 – DUTIES OF CITY**

1. The City hereby promises to provide access to all data, records and documents
reasonably within its possession or control as are necessary for the Consultant
to perform the Services contemplated by this Agreement.

2. The City may withhold or nullify the whole or any part of any payment due the
consultant to such extent as may reasonably be necessary to protect the City
from loss as a result of:
a. Defective materials not remedied in accordance with provisions of specifications;

b. Claims or liens filed or reasonable evidence indicating probable filing of claims or liens;

3. Whenever the City shall, in accordance herewith, withhold any monies otherwise due the consultant, written notice of the amount withheld and the reasons therefore shall be given the consultant, and, when the consultant shall remove the grounds for such withholding, the City will pay to the consultant the amount so withheld.

4. The City agrees to make decisions in its regular course of business once Consultant has provided all required documentation to City necessary for the City to make an informed decision.

5. The City shall designate in writing to the Consultant who the City's primary point of contact is with the City. However, the person designated as the City's primary point of contact is not authorized to modify, change, or alter this Agreement, or to authorize work or Services beyond that which is set forth in this Agreement, or make promises of payment of any kind. Only the City Council for the City is authorized to modify, change, or alter this Agreement, or to authorize work or Services beyond that which is set forth in this Agreement, or make promises of payment of any kind, and then only after a majority vote of the City Council.

**ARTICLE 3 – TERM**

Time is of the essence with respect to all time limits set forth in this Agreement. The Consultant has One (1) year from the City’s Notice to Proceed (“NTP”) to complete the Services contemplated by this Agreement. At the City’s option, this Agreement may be extended for One (1) additional year.

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ARTICLE 4 – COMPENSATION

1. Consultant shall be paid, pursuant to Exhibit “D,” up to Nine Hundred and Fifty Thousand, One hundred and Thirty-Seven Dollars ($950,137), for work faithfully performed.

2. Consultant shall invoice the City every thirty (30) calendar days for services contemplated hereunder and which have been completed within that thirty (30) day period.

3. Consultant shall invoice City within ten (10) working days after the termination of this Agreement. City shall pay Consultant in the ordinary course of City business, and agrees that it will use its best efforts to avoid all unnecessary delays in processing Consultant’s invoices.

4. All invoices shall contain:
   a. date of invoice;
   b. sequential invoice number;
   c. City Agreement number;
   d. project code number and title;
   e. description of services billed under this invoice;
   f. position title and hours worked;
   g. total amount for invoiced services;
   h. total amount billed to date;
   i. total amount remaining on the Agreement, and total Agreement amount.

5. Consultant shall be responsible for the cost of supplying all documentation necessary to verify the monthly billings to the satisfaction of the City and shall certify, on each invoice, that it is entitled to receive the amount invoiced.

6. Neither Consultant, nor any of Consultant’s officers, employees, or agents, shall obtain rights to retirement, health care, or any other benefits which may otherwise accrue to City’s employees. Consultant expressly waives any claim
Consultant may have to any such rights. Consultant agrees to purchase its own
worker's compensation insurance for California.

7. Consultant agrees that, should work be performed outside the Scope of Services
without the prior written approval of the City, such work shall be deemed a
gratuitous effort on the part of Consultant, and Consultant shall have no claim
against the City for reimbursement.

ARTICLE 5 – TERMINATION

This Agreement shall be subject to termination by the City upon its own discretion, or
when conditions encountered during the work contemplated hereunder make it impossible
or impracticable to proceed, or when City is prevented from proceeding with the Agreement
by law or by official action of a public authority, or if the City fails to authorize the necessary
funds in any fiscal year budget covering the term of the Agreement.

In the event of such termination, the City shall pay the Consultant an amount which
equitably reflects the proportion of work completed by the Consultant, provided that in no
event shall the compensation paid pursuant to this paragraph exceed the amount which
would have been payable pursuant to Article 4 of this Agreement.

ARTICLE 6 – CITY SUPERINTENDENT

All work of the services contemplated by this Agreement will be supervised on behalf of
the City by Peter Puplese, (the “Superintendent”). The Superintendent shall have the
authority to approve a contingency of up to ten percent (10%) of Article 4 of this Agreement
and to give such general directions and exercise such control as may be necessary to ensure
that Services contemplated by this Agreement are in strict compliance with the Contract
Documents.
ARTICLE 7 – NOTICES

Any notice given pursuant to this Agreement shall be deemed received and effective on the date personally delivered or, if mailed, five (5) days after deposit of the same in the custody of the United States Postal Service, when properly addressed, posted and deposited in the United States mail addressed to the respective parties as follows:

CITY:
Aisha L. Thompson,
City Clerk
City of Inglewood
One Manchester Boulevard
Inglewood, California 90301-1750

CONSULTANT:
Tanya Bilezikjian,
Vice President
Michael Baker International, Inc.,
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707

AGENT FOR SERVICE OF PROCESS
CT Corporation System
330 N. Brand Boulevard
Glendale, California 91203

AGENT FOR SERVICE OF PROCESS
CT Corporation System
818 West 7th Street, Suite 930
Los Angeles, California 90017

ARTICLE 8 – INSURANCE

The Consultant shall procure and maintain for the duration of the Contract, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Work hereunder by the Consultant, his agents, representatives, employees, or subcontractors. The cost of such insurance shall be borne by the Consultant. Failure to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of Contract.
MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability** (CGL): Insurance Services Office Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $2,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

2. **Automobile Liability**: Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than $2,000,000 per accident for bodily injury and property damage.

3. **Workers’ Compensation** insurance as required by the State of California, with Statutory Limits, and Employer’s Liability Insurance with limit of no less than $1,000,000 per accident for bodily injury or disease.

4. **Professional Liability** (Errors and Omissions) Insurance appropriates to the Consultant’s profession, with limit no less than $2,000,000 per occurrence or claim, $4,000,000 aggregate.

If the Consultant maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by the contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

**Other Insurance Provisions**

The insurance policies are to contain, or be endorsed to contain, the following provisions:

**Additional Insured Status**

The City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or
equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 forms if later revisions used).

**Primary Coverage**

For any claims related to this contract, the Consultant's insurance coverage shall be primary insurance primary coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

**Notice of Cancellation**

Each insurance policy required above shall state that coverage shall not be canceled, except with notice to the City.

**Waiver of Subrogation**

Consultant hereby grants to the City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

**Self-Insured Retentions**

Self-insured retentions must be declared to and approved by the Office of the City Attorney. The Office of the City Attorney may require the Consultant to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or the City.

**Acceptability of Insurers**

Insurance is to be placed with insurers authorized to conduct business in the state
Claims Made Policies

If any of the required policies provide coverage on a claims-made basis:

1. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.

2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Consultant must purchase “extended reporting” coverage for a minimum of five (5) years after completion of contract work.

Verification of Coverage

Consultant shall furnish the Office of the City Attorney with original Certificates of Insurance including all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to the City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant’s obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Subcontractors

Consultant shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that the City is an additional insured on insurance required from subcontractors.

Special Risks or Circumstances

The City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.
ARTICLE 9 – INDEMNIFICATION

Pursuant to the full language of California Civil Code §2782, the Consultant agrees to indemnify, including the cost to defend, the City and its officers, officials, employees, and volunteers from and against any and all claims, demands, costs, or liability that arise out of, or pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant and its employees or agents in the performance of services under this Agreement, but this indemnity does not apply to liability for damages arising from the sole negligence, active negligence, or willful acts of the City; and does not apply to any passive negligence of the City unless caused at least in part by the Consultant. The City agrees that in no event shall the cost to defend charged to the Consultant exceed that professional’s proportionate percentage of fault. This duty to indemnify shall not be waived or modified by contractual agreement or acts of the Parties.

ARTICLE 10 – RELATIONSHIP OF PARTIES

No Employer-Employee relationship or Principal-Agent relationship between the City and the Consultant is intended or created by this Agreement. The Consultant is not authorized and shall not at any time or in any manner represent that it is an agent, servant or employee of the City, it being expressly understood that the Consultant is and at all times shall remain a wholly independent Consultant.

ARTICLE 11 – NON-ASSIGNABILITY

The expertise and experience of the Consultant are material considerations for this Agreement. The City has an interest in the qualifications of and capability of the Consultant which will fulfill the duties and obligations imposed under this Agreement. In recognition of that interest, the Consultant shall not assign or transfer this Agreement or any portion of this Agreement or the performance of any of the Consultant’s duties or obligations under this Agreement without the prior written consent of the City. Any attempted unauthorized assignment shall be ineffective, null and void, and shall constitute a material breach of this Agreement entitling the City to any and all remedies at law or in equity, including summary termination of this Agreement. The Consultant shall not assign any interest in this Agreement
and shall not transfer any interest in the same whether by assignment or novation, without prior written approval of the City.

ARTICLE 12 – BOOKS AND RECORDS

Consultant shall maintain any and all documents and records demonstrating or relating to Consultant’s performance of services pursuant to this Agreement. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks or other documents or records evidencing or relating to work, services, expenditures and disbursements charged to City pursuant to this Agreement. Any and all such documents or records shall be maintained in accordance with generally accepted accounting principles and shall be sufficiently complete and detailed so as to permit an accurate evaluation of the services provided by Consultant pursuant to this Agreement. Any and all such documents or records shall be maintained to the extent required by laws relating to audits of public and their expenditures.

ARTICLE 13 – AUDIT

Consultant shall maintain any and all records or documents pursuant to this Agreement, and the same shall be made available for inspection, audit and copying, at any time during regular business hours, upon written request by City or its designated Copies of such documents or records shall be provided directly to the City for inspection, audit and copying when it is practical to do so; otherwise, unless an alternative is mutually agreed upon, such documents and records shall be made available at City's address indicated for receipt of notices in this Agreement. The cost of copying shall be paid for by the City.

ARTICLE 14 – OWNERSHIP OF DOCUMENTS

“Documents” as used in this paragraph means original studies, surveys, reports, data, substantive notes, and other evidence used in preparation of the Report, whether existing as electronic files or in hard copy. “Documents” does not refer to informal communications such as emails and staff notes, whether those communications are internal to the Consultant’s staff or between the Consultant and any subconsultants. All documents prepared, developed, or discovered by the Consultant in the course of providing any services pursuant to this Agreement shall remain the sole property of the City and may not be used, reused, or
otherwise disposed of without the permission of the City. Upon completion, expiration, or termination of this Agreement, the Consultant shall give the City all such documents within ten (10) days of delivery of the termination notice, completion or expiration of this Agreement, at no cost to the City. In the event the City requires or desired other information in the control of the Consultant that is not a document as described above (such as informal communications, staff notes, and other correspondence), the Consultant shall provide any requested information to the City within thirty (30) days. The City acknowledges that its alteration of documents without the consent of the Consultant or the use of the documents for any purpose other than the Project contemplated by this Agreement, is at the City's own risk and without liability to the Consultant.

**ARTICLE 15 – EQUAL EMPLOYMENT**

Consultant agrees that during the performance of this Agreement, it will not discriminate against any employee or applicant for employment because of race, color, religious creed, national origin, ancestry, sex, sexual orientation, age, physical handicap, medical condition or marital status.

**ARTICLE 16 – KEY PERSONNEL**

Consultant may not replace key staff, set forth in Consultant's proposal, unless their employment is terminated or their replacement is agreed to in advance by the City in writing. The City must approve replacement staff before the replacement staff is assigned to perform services under this Agreement. City reserves the right to request that Consultant replace a staff person assigned to perform services under this Agreement in the event the City, in its sole discretion, determines such a replacement is necessary. Replacement staff in every case is subject to City approval before their assignment to perform services under this Agreement.

Consultant's key staff for the Project shall be:

<table>
<thead>
<tr>
<th>NAME</th>
<th>TITLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ryan Calad</td>
<td>Project Manager</td>
</tr>
</tbody>
</table>

///

///
ARTICLE 17 – CONFLICTS OF INTEREST

Consultant covenants that it presently has no interest and shall not acquire any
interest, direct or indirect, which may be affected by the services to be performed by
Consultant under this Agreement, or which would conflict in any manner with the
performance of its services hereunder. Consultant further covenants that, in performance of
this Agreement, no person having any such interest shall be employed by it. Furthermore,
Consultant shall avoid representation of any matter for another person or entity which would
come before the City during such time as it is engaged by the City pursuant to this Agreement.
Consultant agrees not to accept any employment or representation during the term of this
Agreement which is likely to make Consultant financially interested, as provided by California
Government Code Section 1090 in any decision made by City on any matter in connection with
which Consultant has been retained pursuant to this Agreement. Nothing in this Article shall
preclude Consultant from accepting other engagements with the City.

ARTICLE 18 – RESTRICTIONS ON LOBBYING

By signing this Agreement, Consultant certifies, to the best of its knowledge and belief,
that no federal appropriated funds have been paid or will be paid, by or on behalf of
Consultant, to any person for influencing or attempting to influence an officer or employee of
any federal City, a Member of Congress, an officer or an employee of Congress, or an
employee of a Member of Congress in connection with this Agreement;

If any funds, other that federal appropriated funds, have been paid or will be paid to
any person for influencing or attempting to influence an officer or an employee of any federal
City, a Member of Congress, an officer or an employee of Congress or an employee of a
Member of Congress in connection with this Agreement, Consultant shall complete and submit
all required lobbying disclosure forms and reports;

This certification is a material representation of fact upon which reliance was placed
when this Agreement was executed.

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ARTICLE 19 – CHANGES, AMENDMENTS AND MODIFICATIONS

Consultant shall not be compensated for any Additional services rendered in connection with its performance of this Agreement, unless such Additional Services are authorized: (i) in advance of performance of such Additional Services; (ii) in writing by City; and (iii) approved by the City Counsel.

ARTICLE 20 – SEVERABILITY

In the event that any condition or covenant herein is held to be invalid or void by any court of competent jurisdiction, the same shall be deemed severable from the remainder of the Agreement and shall in no way affect any other covenant or condition herein contained as long as the invalid provision does not render the Agreement meaningless with regard to a material term in which event the entire Agreement shall be void. If such condition, covenant, or other provision shall be deemed invalid due to its scope or breadth, such provision shall be deemed valid to the extent the scope or breadth is permitted by law.

ARTICLE 21 – WAIVER

Waiver by any Party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by the City of any work or services by Consultant shall not constitute a waiver of any of the provisions of this Agreement.

ARTICLE 22 – ENTIRE AGREEMENT

This Agreement, including all Exhibits hereto, is the complete, final and exclusive expression of the Parties with respect to the matters addressed herein and supersedes all agreements or understandings, whether oral or written, entered into between the Consultant and the City before the execution of this Agreement. No statements, representations or other agreements, whether oral or written, made by any Party which are not embodied herein shall be valid and binding unless in writing and duly executed by the Parties or their duly authorized representatives.
ARTICLE 23 – GOVERNING LAW: VENUE

This Agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the Parties, venue in state trial courts shall lie exclusively in the County of Los Angeles, Superior Court, Southwest District, located at 825 Maple Avenue, Torrance, California 90503-5058. In the event of litigation in the United States District Court, venue shall lie exclusively in the Central District of California, in Los Angeles.

ARTICLE 24 – EXHIBITS

All of the Exhibits of this Agreement referenced above are incorporated herein by reference as if set forth at length hereat as terms, conditions and provisions of this Agreement. All shall be read together as a whole and complimentary to provide the City with the highest quality and quantity of services to be provided hereunder.

ARTICLE 25 – MISCELLANEOUS

The Parties waive any benefits from the principles of contra proferentum and interpreting ambiguities against drafters. No Party shall be deemed to be the drafter of this Agreement, or of any particular provision or provisions, and no part of this Agreement shall be construed against any Party on the basis that the particular Party is the drafter of any part of this Agreement.

This Agreement may be executed in counterparts, and when each Party hereto has signed and delivered at least one such counterpart, each counterpart shall be deemed an original and, when taken together with the other signed counterparts, shall constitute one Agreement, which shall be binding upon and effective as to all Parties hereto.

Article titles, paragraph titles or captions contained herein are inserted as a matter of convenience and for reference, and in no way define, limit, extend, or describe the scope of this Agreement or any provision hereof.

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IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date and year first above written.

CITY OF INGLEWOOD

James T. Butts, Jr.,
Mayor

MICHAEL BAKER INTERNATIONAL, INC.

Tanya Bilezikjian,
Vice President

Chris Statham,
Chief Financial Officer

ATTEST:

Aisha L. Thompson,
City Clerk

APPROVED AS TO FORM:

Kenneth R. Campos,
City Attorney
ADDENDUM NO. 01

Date: Monday, January 9, 2023
Project Bid No.: RFP-0192
Project Name: Downtown Intelligent Transportation Systems (ITS) Project
Subject: Update to RFP Document and Questions & Answers
Attention: Prospective Bidders

ITEM NO. 1 UPDATE ON THE PROPOSAL DOCUMENT

A. Introduction, Section 7 Qualification/Questionnaire
   Page 16 of 38 of the RFP Document, Proposed Fees will be replaced with the following.

5. Proposed Fees
   a. Provide your proposed fees for the proposed work in a separate sealed envelope. Break down the proposed fees. **In addition, provide a project total with both projects.** This shall include a task list with an estimate of the number of hours and assigned staff in order to complete each task.
   b. Outline billing and payment expectations, including timing and method of payment.
   c. Describe any remaining proposed fees not previously detailed in the above or optional proposed fees.

   **Note:** Proposed Fee for professional services must be placed in a separate sealed envelope.

B. General Provision, Section 4 Insurance Requirements
   Pages 19 to 21 of 38 of the RFP Document will be replaced. Please refer to Attachment A.

C. General Provision, Section 5 Indemnification
   Page 21 of 38 of the RFP Document, Section 5 will be replaced. Please refer below for updates.

   **Section 5 Indemnification**
   The Contractor or Consultant shall indemnify and hold harmless the City and its officers, employees, and volunteers from and against all claims, damages, losses, and expenses, including attorney fees arising out of the performance of the work described herein, caused in whole or part by any negligent act or omission of the Contractor or Consultant, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the active, sole negligence, or willful misconduct of the City. If any action or proceeding is brought against Indemnities by reason of any act of the matters against which the Contractor or Consultant has agreed to indemnify Indemnities as provided above, the Contractor or Consultant, upon notice from the City, shall defend Indemnities at the Contractor’s expense by counsel acceptable to the City, such acceptance not to be unreasonably withheld. Indemnities need not have first paid for any of the matters to which Indemnities are entitled to indemnification in order to be indemnified. The insurance required to be maintained by the Contractor or Consultant under this Article shall ensure the Contractor or Consultant obligations under this Section, but the limits of such insurance shall not limit the liability of the Contractor or Consultant hereunder. The provisions of this Article shall survive the expiration or earlier termination of this Agreement.

Pursuant to the full language of California Civil Code §2782, the Consultant agrees to indemnify, including the cost to defend, the City and its officers, officials, employees, and volunteers from and against any and all claims, demands, costs, or liability that arise out of, or pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant and its employees or agents in the performance of services under this contract,
but this indemnity does not apply to liability for damages arising from the sole negligence, active negligence, or willful acts of the City; and does not apply to any passive negligence of the City unless caused at least in part by the Consultant. The City agrees that in no event shall the cost to defend charged to the Consultant exceed the Consultant's proportionate percentage of fault. This duty to indemnify shall not be waived or modified by contractual agreement or acts of the parties.

ITEM NO. 2 QUESTIONS AND ANSWERS

QUESTION
What is the estimated cost of this project?

ANSWER
This bid proposal is for design services. The cost of the design will be determined by the selected designer.

There is only one project. The section will be modified. Please refer to Item No. 1, Section A of this document.

Are we expected to replace existing loops with new loops or reuse loops, and if so where?

All new loops along the project boundary are required

RFP Section 6 - Proposal Submittal: Submit Original plus 4 copies. Does Inglewood require this quantity for both the technical, and the Cost submittal?

This pertains for the proposal only. One copy of the proposed fee will be required. Proposal and proposed fee shall be in two (2) separate sealed envelopes (one envelope for the proposal and one for the proposed fee) with the name and address of the respondent in the upper left-hand corner and marked RFP-0192.

RFP Section 6 - Proposal Submittal: Does Inglewood have a preference of the binding method of i.e., 3-ring binders, or GBC bound?

No preference

Is the City also looking to upgrade ramps at unsignalized intersections within the project limits?

No, only ramps at intersections where poles are being replaced.

RFP Pg 19 - Section 4 Insurance Requirements/Minimum Scope of Limit of Insurance. Please remove requirement for Builder's Risk insurance or, at minimum, mark "not applicable". This is a design opportunity with a task to complete construction support activities (by answering RFIs from the City and/or Contractors). Builder's Risk insurance is intended for labor and materials installed during the course of construction which is not included in this scope of work.

See Attachment A: The language for Section 4 (Insurance Requirements) has been replaced in its entirety.
QUESTION
RFP Pg 19 – Section 4 Insurance Requirements/Minimum Scope of Limit of Insurance. Please correct the itemization to include Items 1, 2 and 3 listed under “Security Bonds as described below” above as Items 4, 5 and 6 respectively under “Minimum Scope and Limit of Insurance”.

RFP Pg 19 - Section 4 Insurance Requirements/Surety Bonds as described below. What was supposed to be here?

RFP Pg 21 – Section 4 Insurance Requirements/Surety Bonds. We respectfully request you to mark this section as “not applicable”. Suresy Bonds are typically for design/build or construction type contracts. This is a design opportunity with a task to complete construction support activities (by answering RFIs from the City and/or Contractors). We would not actually be completing any building or construction.

RFP Pg 21, Section 5 Indemnification. Would the City of Inglewood consider inserting CA Civil Code 2782.2 into this section, or at minimum, “To the fullest extent by law” in front of this paragraph?

Please confirm only the Prime proposer is to complete the requested forms.

RFP pg. 6 and 10, Includes forms titled “Instructions to Proposers” and “No Proposal Form”. Please confirm Proposer is not required to include these two forms with submittal.

The RFP mentions construction. Will the City be contracting a separate Contractor for the Construction Phase?

Is Construction Support needed for this project?

Will the City remove the Surety Bonds requirement as listed on page 21 of the RFP? This is not a construction project and these types of Surety Bonds are not typically required for engineering services.

ANSWER
See Attachment A: The language for Section 4 (Insurance Requirements) has been replaced in its entirety.

See Attachment A: The language for Section 4 (Insurance Requirements) has been replaced in its entirety.

See Attachment A: The language for Section 4 (Insurance Requirements) has been replaced in its entirety.

Please refer to Item No. 1, Section C of this document.

Yes, only the prime needs to complete the forms.

All forms must be submitted with the proposal. If you decide not to submit a proposal, it is required “No Proposal Form”

The City will list this project for bidding once the design is complete.

Construction support for this project will be required to assist the City during submittal reviews, responding to the request for information, and any other construction support needed during construction.

See Attachment A: The language for Section 4 (Insurance Requirements) has been replaced in its entirety.
The following section to the General Provision has been modified as of 01/04/2023

**Section 4 Insurance Requirements**

The Consultant shall procure and maintain for the duration of the Contract, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Work hereunder by the Consultant, his agents, representatives, employees, or subcontractors. The cost of such insurance shall be borne by the Consultant. Failure to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of Contract.

**MINIMUM SCOPE AND LIMIT OF INSURANCE**

Coverage shall be at least as broad as:

1. **Commercial General Liability** (CGL): Insurance Services Office Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $2,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

2. **Automobile Liability**: Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than $2,000,000 per accident for bodily injury and property damage.

3. **Workers’ Compensation** insurance as required by the State of California, with Statutory Limits, and Employer’s Liability Insurance with limit of no less than $1,000,000 per accident for bodily injury or disease. *(Not required if consultant provides written verification it has no employees)*

4. **Professional Liability** (Errors and Omissions) Insurance appropriates to the Consultant’s profession, with limit no less than $2,000,000 per occurrence or claim, $4,000,000 aggregate.

If the Consultant maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by the contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

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Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status

The City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Consultant’s insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 forms if later revisions used).

Primary Coverage

For any claims related to this contract, the Consultant’s insurance coverage shall be primary insurance primary coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Consultant’s insurance and shall not contribute with it.

Notice of Cancellation

Each insurance policy required above shall state that coverage shall not be canceled, except with notice to the City.

Waiver of Subrogation

Consultant hereby grants to the City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the Office of the City Attorney. The Office of the City Attorney may require the Consultant to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or the City.
Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City.

Claims Made Policies

If any of the required policies provide coverage on a claims-made basis:

1. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.

2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Consultant must purchase “extended reporting” coverage for a minimum of five (5) years after completion of contract work.

Verification of Coverage

Consultant shall furnish the Office of the City Attorney with original Certificates of Insurance including all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to the City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant’s obligation to provide them. The Office of the City Attorney reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Subcontractors

Consultant shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that the City is an additional insured on insurance required from subcontractors.

Special Risk or Circumstances

The City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.
EXHIBIT B
City's Request for Proposal No. RFP-0192
CITY OF INGLEWOOD

REQUEST FOR PROPOSAL (RFP) NO. RFP-0192

Downtown Intelligent Transportation Systems (ITS) Project

Bid Proposal Due on Monday, January 18, 2023
Not later than 5:30 p.m. at Public Works Department

November 28, 2022

CITY OF INGLEWOOD PUBLIC WORKS DEPARTMENT
One West Manchester Blvd. 3rd Floor, Inglewood, CA 90301
City of Inglewood, Los Angeles County, California

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INVIITATION TO SUBMIT PROPOSALS
(Specifications and Conditions Governing Award)

The City of Inglewood invites and will receive proposals duly filed as provided herein for the RFP-0192, Downtown Intelligent Transportation Systems (ITS) Project. The proposal shall be submitted and completed in all particulars and must be enclosed in a sealed envelope addressed to the City of Inglewood, Public Works Department, 3rd Floor, One West Manchester Boulevard, Inglewood, CA 90301 with the designation of the project “Downtown Intelligent Transportation Systems (ITS) Project” appearing thereon.

An informational meeting for interested respondents will be held on Tuesday, December 13, 2022 at 10:00 AM (PST). The meeting will be held at City Hall Public Works Department at One West Manchester Boulevard, 3rd Floor; Inglewood, CA 90301. This meeting is to inform the respondents about the requirements and opportunities of the project.

Please visit https://pbsystem.planetbids.com/portal/45619/portal-home to learn about bid opportunities available to consultants, service providers, contractors, vendors, or suppliers. All questions must be submitted through the City Planet Bids Portal. Proposal for RFP-0192 must be submitted and received on or before, but no later than Wednesday, January 18, 2023 at 5:30 PM PST. Please contact Raquel Mendez at rmendez@cityofinglewood.org if you require further information.

The following conditions and terms apply:
1. The City Council reserves the right to waive any irregularities in any proposal, and to take proposals under advisement for a period not to exceed ninety (90) days from and after the date proposals were received.
2. The Consultant must execute a contract within ten (10) days after the City mails the contract to the consultant.
3. If the contract is not executed within ten (10) days after the mailing period, the City reserves the unilateral right to award the proposal to another consulting firm.
4. If any provisions of the contract are violated, the City, after suitable notice, may cancel the contract and make arrangements to have the services performed by others.
5. All cost sustained by the City for breach of contract will be paid by the proposer.
6. All proposals must be for specific amounts. Any attempt to qualify prices with an 'escalation clause' or any other method of making a price variable, is unacceptable. Proposal shall be valid for ninety (90) calendar days from the date of the receipt of proposal.
7. The City reserves the right to reject any or all proposals.
8. The detailed scope of services and conditions for the proposal submission are attached.
9. Please provide the fee proposal in a separate sealed envelope.

Louis A. Atwell  
Assistant City Manager/ PW Director  
City of Inglewood, California

Dated at Inglewood, California

RFP-0192 REV NO. 00-2022-11-28 Downtown Intelligent Transportation Systems (ITS) Project 5 of 38
INSTRUCTIONS TO PROPOSERS
Before submitting your proposal, have you properly completed the following?

### Proposal
1. Have you responded to the scope of services? [ ]
2. Is the proposal properly signed and dated? [ ]
3. Have you submitted all requirements per this Proposal? [ ]

### Contract Compliance
1. Have you completed the non-collusion declaration? [ ]
2. Is the non-collusion declaration properly signed by a Company Officer? [ ]
3. Have you examined the requirements & submittals to be furnished for the project? [ ]
4. Do you understand the requirements & submittals to be furnished for the project? [ ]

### Business Certificate
1. Are you aware of Section 3 of this Request for Proposal entitled? [ ]
2. Inglewood Business Tax Certificate? [ ]

### Insurance
1. Commercial General Liability [ ]
2. Automobile Liability [ ]
3. Professional Liability or Errors and Omissions [ ]
4. Workers’ Compensation and Employer’s Liability [ ]
City of Inglewood, Los Angeles County, California

DECLARATION FOR THE PROPOSER
I declare that I am an authorized agent or officer of the entity submitting this proposal and, in such capacity, I am empowered to submit this proposal on behalf of (entity):

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

I also verify that all information submitted and contained herein is true and correct to the best of my knowledge and belief.

By                      Signature:                          

Printed Name:             

Position/Title:           

Date of Execution:        

City of Inglewood, Los Angeles County, California

EXTENSION OF CONTRACT TO OTHER PUBLIC AGENCIES
The prices, terms, and conditions of this proposal may be extended to other governmental agencies at the mutual agreement of both the City and the vendor. All requirements of the specifications, purchase orders, invoices, and payments with other agencies would be directly with the successful Proposer. The City of Inglewood does not warrant any additional use of the contract by such agencies. The Proposer’s response as requested below will in no way affect the City of Inglewood’s consideration of this quote.

Please indicate if this quote will be extended to other public agencies, and the length of time it will remain in effect from the opening date of this quote.

Yes: ____________  No: ____________  Length of Time: ___________________________ (Days / Months)
NON-COLLUSION DECLARATION
The undersigned hereby declares and says:
That he or she has not, either directly or indirectly, entered into any agreement, participated in any collusion,
or otherwise taken any action in restraint of free competitive proposal offered in connection with the contract
described below.

(Full description of proposal):

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge.

Executed at ____________________________, California, on _____________ (date).

____________________________________
Signature of Officer or Authorized Agent
City of Inglewood, Los Angeles County, California

NO PROPOSAL FORM
To all Proposers: If you do not intend to submit a proposal for this project, please indicate below and return this form to the City of Inglewood Public Works.

☐ The firm cannot supply the services as specified, please change the classification of our firm to the following.

☐ The firm below cannot submit a proposal at this time because of the following

☐ The firm below is not interested in being on the City of Inglewood's vendor list, please remove our name

RFP Number: ____________________________________________

Name of Firm: ___________________________________________

Address: _______________________________________________

Phone: _________________________________________________

Name of Individual: ______________________________________

Signature: ______________________________________________

Date: ___________________________________________________
INTRODUCTION
The City of Inglewood (City) invites interested and qualified Consulting firms (Consultant) to submit a design proposal for RFP-0192, Downtown Intelligent Transportation Systems (ITS) Project.

Section 1 General Request for Proposal Submittal Information
The City of Inglewood's designated staff will evaluate proposals received. During the review process, the City of Inglewood reserves the right, where it may serve the city's best interest, to request additional information or clarification from those that submit proposals, or allow corrections of errors or omissions. Any and all changes in the Request for Proposal (RFP) will be made by written addendum, which shall be issued by the City of Inglewood to all prospective respondents.

Please visit https://pbsystem.planetbids.com/portal/45619/portal-home to learn about bid opportunities. All questions must be submitted through the City Planet Bids Portal. If you require further information, please contact Raquel Mendez at rmendez@cityofinglewood.org.

Upon receipt, each Proposal becomes the sole property of the City and will not be returned to the Respondent. Each Respondent is solely responsible for the costs it incurs to prepare and submit its Proposal. The City reserves, in its sole discretion, the right to reject any and all Proposals, including the right to cancel or postpone the RFP or the Services at any time, or to decline to award the Agreement to any of the Respondents. The City reserves the right to waive any immaterial irregularities in a Proposal or submission of a Proposal. The City reserves the right to reject any Proposal that is determined to contain false or misleading information, or material omissions.

Respondents must disclose to the City any actual, apparent, direct or indirect, or potential conflicts of interest that may exist with respect to Respondent, any employees of Respondent, or any other person relative to the Services to be provided pursuant to this RFP. This RFP process will be conducted in compliance with all laws regarding political contributions, conflicts of interest, or unlawful activities. City employees are prohibited from participating in the selection process for this RFP if they have any financial or business relationship with any Respondent.

The City is subject to the provisions of the California Public Records Act (Govt. Code § 6250 et seq.) (the "Act"), and each Proposal submitted to the City is subject to disclosure as a public record, unless the Proposal or any portion thereof is exempt under the Act. If a Respondent believes that any portion of its Proposal is exempt from disclosure under the Act, it must clearly identify the portion(s) it believes to be exempt and identify the basis for the exemption. Each Respondent bears the burden of proving any claimed exemption under the Act, and by submitting a Proposal, a Respondent agrees to indemnify, defend, and hold harmless the City against any third party claim seeking disclosure of the Proposal or any portions thereof.

To be considered, Proposers must submit four (4) copies of their Proposal in a sealed envelope with the name of the company submitting the proposal and the title of RFP-0192, Downtown Intelligent Transportation Systems (ITS) Project by January 18, 2023 at 5:30 pm to:

City of Inglewood Public Works Department
One West Manchester Boulevard, 3rd Floor, Inglewood, CA 90312
Attention: Raquel Mendez

The City of Inglewood will communicate with only one person per proposal.

It is the responsibility of the Proposer to ensure that the City has the correct name and address of the contact person, phone number, and e-mail address. In this Request for Proposals, the Proposer is sometimes referred to as the "Contractor", "Respondent" and "Consultant".
All changes to instructions to this RFP will be done through written addendum and communicated to the Proposers through the City Planet Bids Portal. It is the responsibility of the Proposer to periodically monitor the City Planet Bids Portal for updates. Late proposals will not be accepted.

Failure to respond in this matter may render the proposal ineligible for further consideration.

For a complete list of the City’s RFP terms and conditions, legal statements, and insurance requirements, please refer to General Provisions Section.

Section 2 Schedule
The City reserves the right to make changes to the below schedule, but plans to adhere to the implementation of this bid process as follows:

<table>
<thead>
<tr>
<th>Issue RFP</th>
<th>11/28/22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-proposal Meeting</td>
<td>12/13/22 10:00 AM PST</td>
</tr>
<tr>
<td>Deadline for Receiving Questions</td>
<td>12/30/22 5:30 PM PST</td>
</tr>
<tr>
<td>Response to Questions</td>
<td>01/09/23 5:30 PM PST</td>
</tr>
<tr>
<td>Proposals Due</td>
<td>01/18/23 5:30 PM PST</td>
</tr>
<tr>
<td>Proposal Evaluation Completed</td>
<td>01/27/23</td>
</tr>
<tr>
<td>Interviews (if determined to be necessary)</td>
<td>TBD</td>
</tr>
</tbody>
</table>

The Proposer shall offer remaining project timelines based upon their knowledge of the project requirements. The City of Inglewood anticipates that the design will be completed one year after the agreement is signed.

Section 3 Questions Concerning Proposals
All questions must be submitted through the City’s Planet Bids Portal. The City of Inglewood will communicate with only one person per proposal. It is the responsibility of the Proposer to ensure that the City has the correct name and address of the contact person, phone number, and e-mail address.

All changes to instructions to this RFP will be done through the City’s Planet Bids Portal. Please contact Raquel Mendez at rmendez@cityofinglewood.org if you require further information.

Section 4 Background
The Inglewood downtown corridors and intersections were one of the first intelligent transportation systems (ITS) projects the City had in the early 2000’s. At that time, conduit with copper twisted pair communication, 170 controllers, and cabinets were installed. The intersections were connected to the City’s QuicNet system so the City can manage the intersections remotely. Over time, the conduit has degraded and the technology became outdated, resulting in the intersections being offline from the City’s current ITS network. The Inglewood Downtown ITS Project will upgrade the corridors and intersections to be compatible to the City’s current ITS system. Improving these corridors will help complete the City’s traffic and ITS network. Also, this will allow the City to respond to problems quicker, to monitor real time traffic conditions, and to take proper action when congestion or problems occur.

Section 5 Scope of Work and Deliverables
The purpose of this project is to connect the following corridors in the downtown area to the City’s Traffic Management Center: Regent Street, Market Street, Nutwood Street, Hillcrest Boulevard, and Queen Street. This will include the design, implementation, integration, and construction of, but not limited to, conduit, fiber-optic communications, closed-circuit televisions (CCTV), 2070 controllers, traffic signal cabinets, traffic signal poles, pedestrian ramps, origin-destination devices, network switches, video and inductive-loop detection, changeable message signs (CMS), blank-out signs, and other software or hardware needed to integrate into the City’s Traffic Management Center.
Tasks to be performed include, but are not limited to, the following:

1. Account for field visits of the project area to identify design issues. Record existing site conditions in written report and photographs.

2. Identify and meet the City's ITS goals and objectives for the project.

3. Conduct bi-weekly meeting with the City for project status.

4. Identify and coordinate with all utilities in the project area to facilitate the final design of the Project.

5. Prepare design plans at 30%, 60%, 90%, 100% and Final.
   a. Each submittal will go through the City for review and comments.
   b. Final submittal shall be submitted to the City in Mylar's for signatures.
   c. Design plans shall include but not limited to traffic signal plans, fiber-optic communication plans, structural plans and detail sheets.

6. Integrate the design into the City's existing infrastructure and ITS Network.

7. Prepare and submit an Engineer's construction cost estimate at 60% and 90% submittal for all recommended improvements identified in the design.

8. Prepare a construction bid document with bid items, specifications, and technical provisions. Consultant shall also be available for construction support to answer any Request for Information (RFI) or other questions that arise during construction.

9. Provide the City with all final CAD, Word, and other related documents.

10. Identify if any CEQA or environmental clearances are required, and prepare any CEQA or environmental documents (if necessary).

11. Provide survey for all improvements to pedestrian ramps.

12. Need to coordinate and attend meeting with other Consultants for project that are with the project limit, such as the Inglewood Transit Connector (ITC) Project.

13. To perform, but not limited to, pothole services within the proposed project limits to verify that there are no conflicts with the design locations of the poles.
Project Map and Boundary Limits
Section 6 Submission of Proposals
Written responses to the RFP must be prepared as specified above as to form, content, and sequence. Respondents should follow the checklist to ensure that all requirements are met. No changes to responses may be made after the submittal deadline. One original and four copies of Proposal for RFP-0192. ATTN: Raquel Mendez received on or before, but no later than January 18, 2023, 5:30 PM PST. Any responses received after this time will not be considered by City. Proposal and proposed fee shall be in two (2) separate sealed envelopes (one envelope for the proposal and one for the proposed fee) with the name and address of the respondent in the upper left-hand corner and marked RFP-0192. The response shall be signed by an officer, or officers, authorized to execute legal documents on behalf of the respondent and submitted to:

City of Inglewood Public Works Department
One West Manchester Blvd., 3rd Floor
Inglewood, CA 90312

The envelope shall be plainly marked in the upper left-hand corner with the name and address of the Proposer and bear the words RFP-0192. The City reserves the right to waive irregularities in any proposal, to reject any or all proposals, to reject one part of a proposal and accept the other, except to the extent that proposals are qualified by specific limitations, and to make awards to the Proposer whose proposal is most beneficial to the needs of the City. Each firm is responsible for the timely delivery of any response. Additionally, the City of Inglewood will not be responsible for the delivery of any proposal to the wrong address or City Department. Each firm assumes all risks and/or consequences of an incorrect delivery or an untimely delivery of a proposal.

Section 7 Qualification/Questionnaire
It is imperative that the key personnel providing the consulting services have the background, experience, and qualifications necessary to complete the project. The City reserves the right to approve all key personnel individually for work on this contract.

All key staff shall be named in the contract. After the contract is signed, the Proposer may not replace key staff unless its employment is terminated or agreed upon by the City. The City of Inglewood must approve any/all replacement staff before a substitute person is assigned to the Project. The City reserves the right to request that the Proposer replace a staff person assigned to the contract, should the City consider such a replacement to be for the good of the project.

If your firm is qualified and would like to be considered, please submit a formal proposal addressing the following items.

1. Company and General Information
   a. Company Name
   b. Letter of Transmittal sign by and individual authorized to bind the respondent, stating that the respondent has read and will comply with all terms and conditions of the RFP
   c. General information about the primary contact who would be able to answer questions about the proposal. Include name, title, telephone number, and email address of the individual.

2. Qualifications and Experience of the Firm
   a. Which office(s) of your organization will have primary responsibility for managing this project?
   b. What is your firm’s experience conducting the services requested?
   c. Describe comparable projects, scope of services, and status of projects.
   d. Comment on other areas that may make your firm different from your competitors.
   e. Provide the requested forms

3. Qualifications and Experience of Proposed Project Team
   a. Describe the qualifications of staff proposed for the assignment, position(s) in the firm, and types and amount of equivalent experience.
b. Be sure to include any municipal agencies they have worked with in the past three years and their level of involvement. A description of how overall supervision will be provided should be included.

4. Questions/ Response to Scope of Services
   a. Describe the methods by which your firm will fulfill the services requested in the Scope of Work and subsequent sections.
   b. Provide a statement of the service(s) that differentiate your firm from other respondents.
   c. Although the specifications in the requirements section represent the City's anticipated needs, there may be instances in which it is in the City's best interest to permit exceptions to specifications and accept alternatives.
   d. It is extremely important that Firms make very clear where an exception is taken to the specifications and how alternatives will be provided. Therefore, exceptions, conditions, or qualifications to the provisions of the City's specifications must be clearly identified as such, together with the reasons, and inserted in this section of the proposal. If the Firm does not make it clear that an exception is taken, the City of Inglewood will assume the proposal is responding to and will meet the specification as written.

5. Proposed Fees
   a. Provide your proposed fees for the proposed work in a separate sealed envelope. Break down the proposed fees. In addition, provide a project total with both projects. This shall include a task list with an estimate of the number of hours and assigned staff in order to complete each task.
   b. Outline billing and payment expectations, including timing and method of payment.
   c. Describe any remaining proposed fees not previously detailed in the above or optional proposed fees.

   Note: Proposed Fee for professional services must be placed in a separate sealed envelope.

6. References
   a. List the name, address and telephone number of references from at least three (3) recent similar projects. Include a brief description of the work provided for each reference. California municipal or county projects are preferred. You may offer more than three recent similar projects if desired. The references should include the start date of the project and the date of completion for each project.

7. Implementation Schedule
   a. Include a detailed implementation schedule with an estimated project start date of March 2023 and note key project milestones and timelines for deliverables. Identify assumptions used in developing the schedule.

8. Certificate(s) of Insurance
   a. The City will require the successful Proposer(s) to provide Certificates of Insurance evidencing required coverage types and minimum limits.
   b. See General Provisions (attached) for more information on City's insurance policy.

   a. The City of Inglewood business tax certificate is not required to respond to this RFP. However, any successful Proposer will be required to acquire a City of Inglewood Business Tax Certificate during the contracting process.
   b. The certificate will have to be renewed each year during the contract. See the General Provisions Section for more information on the City's Business Tax Certificate policy.
Section 8 Evaluation and Selection Process

All Proposals will be evaluated on the basis of professional experience, qualifications, and services to be performed. The City reserves the right to judge, appraise, and reject all proposals, or to otherwise cancel the RFP process. The City has the option to revise rating criteria at its discretion.

The City of Inglewood has the option to invite short-listed Consultants for presentation and interview.

The proposals will be evaluated for the following rating criteria:

<table>
<thead>
<tr>
<th>Category</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Understanding / Response to Scope of Services</td>
<td>50 pts</td>
</tr>
<tr>
<td>Experience with past Relevant Projects</td>
<td>15 pts</td>
</tr>
<tr>
<td>Experience of Project Team</td>
<td>15 pts</td>
</tr>
<tr>
<td>Familiarity working on Similar Projects with the City</td>
<td>20 pts</td>
</tr>
<tr>
<td>Total</td>
<td>100 pts</td>
</tr>
</tbody>
</table>

The City’s Staff will review each proposal for completeness and content.

Each proposal will be evaluated based upon the relevant qualifications and experience of the Consultant. Staff may conduct interviews if necessary. References will also be verified. The proposal review will focus on, but not limited to, the following criteria:

1. **Organization**
   a. Does the firm offer the breadth and quality of services required for the types of services listed in the Scope of Work?

2. **Staff**
   a. Do the qualifications of key personnel to be assigned to the anticipated projects coincide with tasks listed in the Scope of Work?
   b. Do assigned personnel have requisite education, experience, and professional qualifications?

3. **Experience**
   a. Has the firm demonstrated the ability to successfully provide services for projects of a similar complexity and nature as described herein?

4. **Professional Standing**
   a. Are the firm’s references from past clients and associates favorable?
   b. Are deliverables submitted on time and within budget?

5. **Proposal**
   a. Organization, presentation, and content of proposal.
   b. Conformance to the specified proposal format.

6. **Responsiveness**
   a. Ability to perform services in the City of Inglewood at a fair and reasonable cost.
   b. Ability to respond to request for service in a timely manner.
   c. Proposals will be ranked on the basis of qualifications.

The City of Inglewood may conduct interviews with some or all of the firms who submit proposals, or it may complete its evaluation based on the proposals alone. If interviews are conducted, firms selected for interview will be contacted at that time to arrange the date and time for their interview.
Section 9 Waiver and Rights of the City

There is no guarantee that the City will decide to move forward with any Proposer based on the RFP submittals. The City reserves the right to reject any or all submittals and proposals.

The Consultant waives all rights to seek compensation and/or legal remedies regarding any aspects of the RFP and the City’s selection process, upon the submittal of a response to the RFP.

The City reserves the right, at its discretion, to pursue any or all of the following actions related to this RFP.

1. Issue addenda to the RFP.
2. Addendum or addenda will be e-mailed and/or faxed to the prospective Consultant(s).
3. Request additional information and/or clarification of the proposal.
4. Negotiate an agreement solely on the basis of the original proposal.
5. Negotiate an agreement on the basis of additional information supplied.
6. Issue subsequent RFP(s) based on refinement of concepts proposed in response to this RFP.
7. Cancel the RFP in its entirely, in the City’s sole discretion for any reason.
GENERAL PROVISIONS
The City of Inglewood, California hereby extends an invitation to submit a proposal in accordance with this Request for Proposal (RFP), to provide labor and/or materials for the designated service. Furthermore, the City of Inglewood makes no representation that any agreement will be awarded to any firm responding to this request. There are no expressed or implied obligations for the City to reimburse responding firms for any expense incurred in preparing a proposal in response to this request. All information submitted to the City of Inglewood shall become property of the City and will be returned to the Proposer at the City’s option.

Section 1 Prices
The proposal shall state the total cost for the service as specified.

Section 2 Payment Terms
Standard payment shall be made by City check.

Section 3 Inglewood Business Tax Certificate
The Contractor or Consultant agrees to at all times during the performance of the agreement, obtain and maintain an Inglewood City Business Tax Certificate. The purchase of said Certificate must be made prior to the purchase of product or rendering services, and a copy of said Certificate must be forwarded to the Inglewood Public Works Department.

Section 4 Insurance Requirements
The Contractor shall procure and maintain for the duration of the Contract, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Work hereunder by the Contractor, his agents, representatives, employees, or subcontractors.

The cost of such insurance shall be borne by the Contractor. Failure to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of Contract.

Minimum Scope and Limit of Insurance
Coverage shall be at least as broad as:
1. Commercial General Liability (CGL): Insurance Services Office (ISO) Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $2,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. Automobile Liability: Insurance Services Office Form CA 0001 covering Code 1 (any auto), with limits no less than $2,000,000 per accident for bodily injury and property damage.
3. Workers’ Compensation insurance as required by the State of California, with Statutory Limits, and Employers’ Liability insurance with a limit of no less than $1,000,000 per accident for bodily injury or disease.
4. Builder’s Risk (Course of Construction) insurance utilizing an “All Risk” (Special Perils) coverage form, with limits equal to the completed value of the project and no coinsurance penalty provisions.

Surety Bonds as described below.
1. Professional Liability (if Design/Build), with limits no less than $2,000,000 per occurrence or claim, and $4,000,000 policy aggregate.
2. Contractors’ Pollution Legal Liability and/or Asbestos Legal Liability and/or Errors and Omissions (if project involves environmental hazards) with limits no less than $2,000,000 per occurrence or claim, and $4,000,000 policy aggregate.

See Addendum No. 1 for Section 4 and 5.
3. If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

**Self-Insured Retentions**

Self-insured retentions must be declared to and approved by the City. The City may require the Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or the City.

**Other Insurance Provisions**

The insurance policies are to contain, or be endorsed to contain, the following provisions: The City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by or on behalf of the Contractor. General liability coverage can be provided in the form of an endorsement to the Contractor’s insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38, and CG 20 37 forms if later revisions used). For any claims related to this project, the Contractor’s insurance coverage shall be primary insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor’s insurance and shall not contribute with it. Each insurance policy required by this clause shall provide that coverage shall not be canceled, except with notice to the City.

**Builder’s Risk (Course of Construction) Insurance**

The Contractor may submit evidence of Builder’s Risk insurance in the form of Course of Construction coverage. Such coverage shall name the City as a loss payee as their interest may appear. If the project does not involve new or major reconstruction, at the option of the City, an Installation Floater may be acceptable. For such projects, a Property Installation Floater shall be obtained that provides for the improvement, remodel, modification, alteration, conversion or adjustment to existing buildings, structures, processes, machinery and equipment. The Property Installation Floater shall provide property damage coverage for any building, structure, machinery or equipment damaged, impaired, broken, or destroyed during the performance of the Work, including during transit, installation, and testing at the City’s site.

**Claims Made Policies**

If any coverage required is written on a claims-made coverage form: The retroactive date must be shown, and this date must be before the execution date of the contract or the beginning of contract work. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of contract work.

If coverage is cancelled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the contract effective, or start of work date, the Contractor must purchase extended reporting period coverage for a minimum of five (5) years after completion of contract work. A copy of the claims reporting requirements must be submitted to the City for review. If the services involve lead-based paint or asbestos identification/remediation, the Contractors Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractors Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

**Acceptability of Insurers**

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to the City.
Waiver of Subrogation
Contractor hereby agrees to waive rights of subrogation which any insurer of Contractor may acquire from Contractor by virtue of the payment of any loss. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Contractor, its employees, agents and subcontractors.

Verification of Coverage
The Contractor shall furnish the City with original Certificates of Insurance including all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

Subcontractors
The Contractor shall require and verify that all subcontractors maintain insurance meeting all requirements stated herein, and the Contractor shall ensure that the City is an additional insured on insurance required from subcontractors. For CGL coverage, subcontractors shall provide coverage with a form at least as broad as CG 20 38 04 13.

Surety Bonds
Contractor shall provide the following Surety Bonds:
1. Bid Bond
2. Performance Bond
3. Payment Bond
4. Maintenance Bond

The Payment Bond and the Performance Bond shall be in a sum equal to the contract price. If the Performance Bond provides for a one-year warranty a separate Maintenance Bond is not necessary. If the warranty period as provided in the contract is for longer than one year a Maintenance Bond equal to 10% of the contract price is required. Bonds shall be duly executed by a responsible corporate surety, authorized to issue such bonds in the State of California and secured through an authorized agent with an office in California.

Special Risks or Circumstances
The City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other circumstances.

Section 5 Indemnification
The Contractor or Consultant shall indemnify and hold harmless the City and its officers, employees, and volunteers from and against all claims, damages, losses, and expenses, including attorney fees arising out of the performance of the work described herein, caused in whole or in part by any negligent act or omission of the Contractor or Consultant, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the active, sole negligence, or willful misconduct of the City. If any action or proceeding is brought against Indemnities by reason of any act of the matters against which the Contractor or Consultant has agreed to indemnify Indemnities as provided above, the Contractor or Consultant, upon notice from the City, shall defend Indemnities at the Contractor's expense by counsel acceptable to the City, such acceptance not to be unreasonably withheld. Indemnities need not have first paid for any of the matters to which Indemnities are entitled to indemnification in order to be indemnified. The insurance required to be maintained by the Contractor or Consultant under this Article shall ensure the Contractor or Consultant obligations under this Section, but the limits of such insurance shall not limit the liability of the Contractor or Consultant hereunder. The provisions of this Article shall survive the expiration or earlier termination of this Agreement.
Section 6 Nondiscrimination
Labor Code § 1735: Discrimination in employment because of race, color, etc.
No discrimination shall be made in the employment of persons upon public works because of the race, religious creed, color, national origin or ancestry, physical disability, medical condition, marital status, or sex of such persons except as provided in Section 12940 of the Government Code, and every Contractor for public works violating this Section is subject to all the penalties imposed for a violation of this Chapter.

Section 7 Award of Contract
Evaluations will be based on the criteria listed in the “RFP EVALUATION AND SELECTION PROCESS” section of this document. The City may select a limited number of the Consultants for in-person interviews before awarding a contract to the successful Proposer.

Section 8 Execution of Agreement
A proposer to whom award is made shall execute a written contract with the City and furnish good and approved bonds, if required in the Special Provisions all in accordance with the Provisions hereof and within the time stated in the Proposal. If a proposer to whom an award is made fails or refuses to enter into the Contract as herein provided or to conform to any of the stipulated requirements in connection therewith, the bid bond, check or cash guaranty shall become the property of the City as provided in Section 7 hereof, the award will be annulled and, in the discretion of the City, an award may be made to the Proposer whose proposal is next most acceptable to the City. Such proposer shall fulfill every stipulation embraced herein as if he/she were the party to whom the first award was made. A corporation to which an award is made will be required, before the Contract is finally executed, to furnish evidence of its corporate existence, of its rights to do business in California and of the authority of the officer signing the Contract and bonds for the corporation to so sign.

Section 9 Termination of Agreement
The City may terminate the Agreement at its own discretion or when conditions encountered during the work make it impossible or impracticable to proceed, or when the Agency is prevented from proceeding with the Contract by law, or by official action of a public authority.

Section 10 Right of City to Withhold Payment
The City of Inglewood may withhold or nullify the whole or any part of any payment due the Contractor or Consultant to such extent as may reasonably be necessary to protect City from loss as a result of:
1. Defective materials not remedied in accordance with provisions of specifications;
2. Claims or liens filed or reasonable evidence indicating probable filing of claims or liens;
3. Whenever the City shall, in accordance herewith, withhold any monies otherwise due the vendor, written notice of the amount withheld and the reasons therefore shall be given the vendor, and, when the vendor shall remove the grounds for such withholding, the City will pay to the vendor, within 35 calendar days, the amount so withheld.

Section 11 Cost of Proposal
The Proposer must present a concise list of the scope of services and the work products that your firm proposes to provide. Given your proposed scope of services and work products, discuss your proposed fee arrangement based on the hourly rate compensation. Expenses such as travel, postage, reproduction and related costs necessarily incurred by Proposer are to be reflected. Such expenses will not be eligible for reimbursement unless approved by the City in advance. Any costs incurred by the Consultant which is not specifically provided for herein shall be the sole expense of the Consultant. Any omissions or ambiguities will be construed most favorable to City.

Section 12 Duration of Agreement
This agreement is for one (1) year with the City’s option to renew for one (1) additional year.
Section 13 Choice of Law/Venue
This agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles, Superior Court Southwest District, located at 825 Maple Avenue, Torrance California 90503-5058. In the event of litigation in the United States District Court, venue shall lie exclusively in the Central District of California, in Los Angeles, California.

Section 14 Anti-Lobbying
The Consultant must comply with the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352) and file the certification provided at 44 CFR Part 18, Appendix A, and any disclosures, with the applicable federal agency. The Consultant certifies that it will not and has not used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. The Consultant will also disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award.

Section 15 Clean Air and Water
The Consultant agrees to comply with the following requirements insofar as they apply to the performance of this Agreement:
1. Clean Air Act, 42 U.S.C., 7401, et seq.;
2. Federal Water Pollution Control Act, as amended, 33 U.S.C., 1251, et seq., as amended, 1318 relating to inspection, monitoring, entry, reports, and information, as well as other requirements specified in said Section 114 and Section 308, and all regulations and guidelines issued there under;
3. Environmental Protection Agency (EPA) regulations pursuant to 40 C.F.R. Part 50, as amended.
SAMPLE AGREEMENT

AGREEMENT NO.: ______

THIS AGREEMENT is made and entered into this ______ day of __________, 20__, by and between the CITY OF INGLEWOOD (the “City”), a municipal corporation, One Manchester Boulevard, Inglewood, California 90301; and CONSULTANT’S NAME, (the “Consultant”) a California Corporation with its corporate headquarters located at ADDRESS.

RECATALS

WHEREAS, ...
WHEREAS, ...
WHEREAS, ...
WHEREAS, ...
WHEREAS, ...

NOW, THEREFORE, the City and the Consultant (hereinafter collectively referred to as the “Parties”) hereto mutually agree as follows:

ARTICLE 1 – SCOPE OF SERVICES

The Consultant shall:

1. Provide services, as identified in Exhibit “A,” incorporated herein by this reference as if set forth in full, in a professional manner customarily exercised by reputable members of Consultant’s profession practicing in the Metropolitan Southern California Area. In the event of ambiguity, conflict, or inconsistent language, the order of precedence shall be:
   a. Change orders and Amended Agreements (whichever occurs last);
   b. This Agreement;
   c. Exhibit “A;”
   d. Exhibit “B.”

2. Provide all labor, transportation, materials, tools, machinery, equipment, and other items and services necessary to properly perform the services contemplated by this Agreement.

1
3. Ensure that all personnel engaged by the Consultant to perform the services contemplated by this Agreement shall be properly licensed.

4. Agree to comply with and be bound by all applicable federal, state, county and local laws, rules and regulations.

5. Obtain, at its own expense, all necessary licenses and permits, including but not limited to those required by the City of Inglewood, to perform the services contemplated by this Agreement.

6. Secure the payment of workers’ compensation to its employees as provided in California Labor Code Sections 1860 and 3700 and agree, that pursuant to California Labor Code Section 1810, that eight (8) hours’ labor constitutes a legal day’s work.

7. If applicable, abide by California Public Contract Code Section 7104 and California Labor Code Section 6705 whenever such Codes are relevant.

8. If applicable, agree to comply with the applicable provisions of California Labor Code Section 1777.5 relating to employment by the Contractor and all subcontractors under it, of journeymen, or apprentices, or workmen in any apprentice craft or trade. The Contractor agrees, if applicable, to comply with the applicable provisions of California Labor Code Section 1770 through and including Section 1776 relating to compliance monitoring and enforcement, payment of prevailing wages to all workmen employed in the performance of the services contemplated by this Agreement by the Contractor and all subcontractors under it and to keep and maintain accurate certified payment records.

ARTICLE 2 – CITY’S DUTIES

The City hereby promises to provide all access, data, records, and documents reasonably within its possession or control as are necessary for the Consultant to perform the services contemplated by this Agreement.

ARTICLE 3 – TERM

This Agreement expires TIME AND DATE, unless extended by the Parties.

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ARTICLE 4 – COMPENSATION

1. The Consultant shall be paid: 1) pursuant to Exhibit “B,” Consultant’s proposal DATED and incorporated herein by this reference as if set forth in full; and 2) in the regular course of the City’s Business, a not-to-exceed amount of AMOUNT dollars ($______) for work faithfully performed.

2. The Consultant shall invoice the City every thirty (30) calendar days for services contemplated hereunder and which have been completed within that thirty (30) day period.

3. Fees in Article 4 of this Agreement represent full compensation for the Consultant’s services rendered and include all compensation for any expenses incurred by the Consultant for providing services including but not limited to travel, lodging, food, clerical, photo copying, telephone, and any other related expenses.

4. The Consultant shall invoice the City within ten (10) working days after the termination of this Agreement. The City shall pay the Consultant in the ordinary course of the City business, and agrees that it will use its best efforts to avoid all unnecessary delays in processing the Consultant’s invoices.

5. All invoices shall contain:
   a. date of invoice;
   b. sequential invoice number;
   c. City Agreement number;
   d. project code number and title;
   e. description of services billed under this invoice;
   f. position title and hours worked;
   g. total amount for invoiced services;
   h. total amount billed to date;
   i. total amount remaining on the Agreement, and total Agreement amount.

6. The Consultant shall be responsible for the cost of supplying all documentation
necessary to verify the monthly billings to the satisfaction of the City and shall certify, on each invoice, that it is entitled to receive the amount invoiced.

7. The Consultant agrees that cost shall not be the overriding factor when assigning its personnel to a task. However, the Consultant shall nevertheless provide the services contemplated by this Agreement in a cost effective manner when and where reasonable.

8. The Consultant agrees that, should work be performed outside the Scope of Services without the prior written approval of the City, such work shall be deemed a gratuitous effort on the part of the Consultant, and the Consultant shall have no claim against the City for reimbursement.

ARTICLE 5 - PERSONNEL

The parties hereto agree that, unless otherwise specifically designated or agreed to by the City, __________ shall be responsible for and supervise all matters assigned to and handled by the Consultant. City shall have the right to designate or reject the assignment of other employees or the Consultants associated with the Consultant. The Consultant represents and warrants that every individual charged with the performance of the services under this Agreement has sufficient skill and experience and is duly licensed or certified to the extent such licensing or certification is required by law. The City expressly relies on the Consultant’s representations regarding its skills, knowledge, and certifications. The Consultant agrees to perform all work in accordance with generally accepted business practices and performance standards of the industry, including federal, state, and local operation and safety regulations.

ARTICLE 6 - CITY SUPERINTENDENT

All work of the services contemplated by this Agreement will be supervised on behalf of the City by __________ (the “Superintendent”).

ARTICLE 5 – TERMINATION

This Agreement shall be subject to termination by the City upon its own discretion, or when conditions encountered during the work contemplated hereunder make it impossible or impracticable to proceed, or when the City is prevented from proceeding with the Agreement.
by law or by official action of a public authority, or if the City fails to authorize the necessary
funds in any fiscal year budget covering the term of the Agreement.

In the event of such termination, the City shall pay the Consultant an amount which
equitably reflects the proportion of work completed by the Consultant, provided that in no
event shall the compensation paid pursuant to this paragraph exceed the amount which would
have been payable pursuant to Article 4 of this Agreement.

ARTICLE 6 – NOTICES

Any notice given pursuant to this Agreement shall be deemed received and effective on
the date personally delivered or, if mailed, five (5) days after deposit of the same in the
custody of the United States Postal Service, when properly addressed, posted and deposited in
the United States mail addressed to the respective Parties as follows:

CITY:  
Aisha L. Thompson,
City Clerk
City of Inglewood
One Manchester Boulevard
Inglewood, California 90301-1750

CONSULTANT:  
NAME  
TITLE  
STREET AND SUITE  
CITY, STATE AND ZIP

WITH COPY TO:  
Finance Director
One Manchester Boulevard
Inglewood, California 90301

AGENT FOR SERVICE OF PROCESS ONLY:  
NAME  
STREET AND SUITE  
CITY, STATE AND ZIP

WITH COPY TO:  
CITY PERSON  
TITLE  
STREET AND SUITE  
CITY, STATE AND ZIP

The Consultant may from time to time designate another address, addressee or Agent
for Service of Process and shall, in such instances, notify the City in writing within ten (10)
calendar days of such designation.

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ARTICLE 7 – INSURANCE REQUIREMENTS

The Consultant shall procure and maintain for the duration of the contract insurance
against claims for injuries to persons or damages to property which may arise from or in
connection with the performance of the work hereunder by the Consultant, his agents,
representatives, employees or subcontractors. The cost of such insurance shall be borne by
the Consultant. Failure to maintain or renew coverage or to provide evidence of renewal may
be treated by the City as a material breach of contract.

Minimum Scope of Coverage

1. Commercial General Liability (CGL): Insurance Services Office Form CG 00 01
covering CGL on an “occurrence” basis, including products and completed operations, property
damage, bodily injury and personal and advertising injury with limits no less than $2,000,000
per occurrence. If a general aggregate limit applies, either the general aggregate limit shall
apply separately to this project/location (ISO CG 25 03 05 09 or 25 04 05 09) or the general
aggregate limit shall be twice the required occurrence limit.

2. Automobile Liability: ISO Form Number CA 00 01 covering any auto (Code 1), or if
the Consultant has no owned autos, covering hired, (Code 8) and non-owned autos (Code 9),
with limit no less than $2,000,000 per accident for bodily injury and property damage.

3. Workers’ Compensation: as required by the State of California, with Statutory Limits,
and Employer’s Liability Insurance with limit of no less than $1,000,000 per accident for bodily
injury or disease.

4. Professional Liability: Insurance appropriate to the Consultant’s profession, with
limit no less than $2,000,000 per occurrence or claim, $4,000,000 aggregate.

If the Consultant maintains broader coverage and/or higher limits than the minimums
shown above, the City requires and shall be entitled to the broader coverage and/or higher
limits maintained by the Consultant.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:
Additional Insured Status

The City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Consultant’s insurance (at least as broad as ISO Form CG 20 10 11.85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 forms if later revisions used).

Primary Coverage

For any claims related to this contract, the Consultant’s insurance coverage shall be primary insurance coverage at least as broad as ISO CG 20.01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the city, its officers, officials, employees, or volunteers shall be excess of the Consultant’s insurance and shall not contribute with it.

Notice of Cancellation

Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

Waiver of Subrogation

The Consultant hereby grants to the City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. The Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the City. The City may require the Consultant to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured
retention may be satisfied by either the named insured or the City.

Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best’s rating of no less than A:VII, unless otherwise acceptable to the City.

Claims Made Policies

If any of the required policies provide claims-made coverage:

1. The Retroactive Date must be shown, and must be before the date of the contract or the beginning of contract work.

2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Consultant must purchase “extended reporting” coverage for a minimum of five (5) years after completion of work.

Verification of Coverage

The Consultant shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant’s obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

ARTICLE 8 – INDEMNIFICATION

The Consultant shall indemnify and hold harmless the City and its officers, employees and volunteers from and against all claims, damages, losses and expenses including attorney fees arising out of the performance of the work described herein, to the extent caused in whole or in part by any negligent act or omission, recklessness or willful misconduct of the Consultant, any subcontractor, anyone directly or indirectly employed by any of them or
anyone for whose acts any of them may be liable, except where caused by the active
negligence, sole negligence, or willful misconduct of the City.

If any action or proceeding is brought against Indemnitees by reason of any of the
matters against which the Consultant has agreed to indemnify Indemnitees as provided above,
the Consultant, upon notice from the City, shall defend Indemnitees at the Consultant’s
expense by counsel acceptable to the City, such acceptance not to be unreasonably withheld.
Indemnitees need not have first paid for any of the matters to which Indemnitees are entitled
to indemnification in order to be so indemnified. The insurance required to be maintained by
the Consultant under this Article shall ensure the Consultant’s obligations under this section,
but the limits of such insurance shall not limit the liability of the Consultant hereunder. The
provisions of this Article shall survive the expiration or earlier termination of this Agreement
and shall exist for four (4) years beyond the termination or completion of the Consultant’s
work.

ARTICLE 9 - AUDIT

The Consultant shall maintain any and all records or documents pursuant to this
Agreement, and the same shall be made available for inspection, audit and copying, at any
time during regular business hours, upon written request by the City or its designated
representatives. Copies of such documents or records shall be provided directly to the City for
inspection, audit and copying when it is practical to do so; otherwise, unless an alternative is
mutually agreed upon, such documents and records shall be made available at the City’s
address indicated in receipt of notices in this Agreement.

ARTICLE 10 - BOOKS AND RECORDS

The Consultant shall maintain any and all documents and records demonstrating or
relating to the Consultant’s performance of services pursuant to this Agreement. The
Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled
checks or other documents or records evidencing or relating to work, services, expenditures
and disbursements charged to the City pursuant to this Agreement. Any and all such
documents or records shall be maintained in accordance with generally accepted accounting
principles and shall be sufficiently complete and detailed so as to permit an accurate
evaluation of the services provided by the Consultant pursuant to this Agreement. Any and all
such documents or records shall be maintained to the extent required by laws relating to audits of public agencies and their expenditures.

ARTICLE 11 – OWNERSHIP OF DOCUMENTS

"Documents" as used in this Article means original studies, surveys, reports, data, substantive notes, and other evidence used in preparation of various reports, whether existing as electronic files or in hard copy. "Documents" does not refer to informal communications such as emails and staff notes, whether those communications are internal to the Consultant’s staff or between the Consultant and any subconsultant(s). All documents prepared, developed, or discovered by the Consultant in the course of providing any services pursuant to this Agreement shall remain the sole property of the City and may not be used, reused, or otherwise disposed of without the permission of the City. Upon completion, expiration, or termination of this Agreement, the Consultant shall give the City all such documents within ten (10) days of delivery of termination notice, completion or expiration of this Agreement, at no cost to the City. In the event the City requires or desires other information in the control of the Consultant that is not a document as described above (such as informal communications, staff notes, and other correspondence), the Consultant shall provide any requested information to the City within thirty (30) days. The City acknowledges that its alteration of documents without the consent of the Consultant, or use of the documents for any purpose other than the project, is at the City’s own risk and without liability to the Consultant.

ARTICLE 12 – INDEPENDENT CONTRACTOR

The Consultant enters into this Agreement as an independent contractor and not as an employee of the City. The Consultant shall have no power or authority by this Agreement to bind the City in any respect. Nothing in this Agreement shall be construed to be inconsistent with this relationship or status. All employees, agents, contractors or subcontractors hired or retained by the Consultant are employees, agents, contractors or subcontractors of the Consultant and not of the City. The City shall not be obligated in any way to pay any wage
claims or other claims made against the Consultant by any such employees, agents, contractors, or subcontractors, or any other person resulting from performance of this Agreement. The City shall not have the right to direct and control the manner and means in which the Consultant carries out the work contemplated by this Agreement. The City shall not train nor provide instruction to the Consultant for the carrying out of the services contemplated by this Agreement.

ARTICLE 13 – NON-ASSIGNABILITY

The expertise and experience of the Consultant are material considerations for this Agreement. The City has an interest in qualifications of and capability of the Consultant which will fulfill the duties and obligations imposed under this Agreement. In recognition of that interest, the Consultant shall not assign or transfer this Agreement or any portion of this Agreement or the performance of any of the Consultant’s duties or obligations under this Agreement without the prior written consent of the City. Any attempted unauthorized assignment shall be ineffective, null and void, and shall constitute a material breach of this Agreement entitling the City to any and all remedies at law or in equity, including summary termination of this Agreement. The Consultant shall not assign any interest in this Agreement and shall not transfer any interest in the same whether by assignment or novation, without prior written approval of the City.

ARTICLE 14 – EQUAL EMPLOYMENT

The Consultant agrees that during the performance of this Agreement, it will not discriminate against any employee or applicant for employment because of race, color, religious creed, national origin, ancestry, sex, sexual orientation, age, physical handicap, medical condition or marital status.

ARTICLE 15 – CHANGES, AMENDMENTS AND MODIFICATIONS

No change, amendment or modification to this Agreement shall be effective unless in writing and signed by the Parties hereto.

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ARTICLE 16 – SEVERABILITY

In the event that any condition or covenant herein is held to be invalid or void by any court of competent jurisdiction, the same shall be deemed severable from the remainder of the Agreement and shall in no way affect any other covenant or condition herein contained as long as the invalid provision does not render the Agreement meaningless with regard to a material term in which event the entire Agreement shall be void. If such condition, covenant, or other provision shall be deemed invalid due to its scope or breadth, such provision shall be deemed valid to the extent the scope or breadth is permitted by law.

ARTICLE 17 – ANTI-LOBBYING

The Consultant must comply with the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352) and file the certification provided at 44 CFR Part 18, Appendix A, and any disclosures, with the applicable federal agency. The Consultant certifies that it will not and has not used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any contract, grant, or any other award covered by 31 U.S.C. § 1352. The Consultant will also disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award.

ARTICLE 18 – CLEAN AIR AND WATER

The Consultant agrees to comply with the following requirements insofar as they apply to the performance of this Agreement:

A. Clean Air Act, 42 U.S.C., 7401, et seq.;

B. Federal Water Pollution Control Act, as amended, 33 U.S.C., 1251, et seq., as amended, 1318 relating to inspection, monitoring, entry, reports, and information, as well as other requirements specified in said Section 114 and Section 308, and all regulations and guidelines issued there under;

C. Environmental Protection Agency (EPA) regulations pursuant to 40 C.F.R. Part 50, as amended.
ARTICLE 19 – WAIVER

Waiver by any party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by the City of any work or services by the Consultant shall not constitute a waiver of any of the provisions of this Agreement.

ARTICLE 20 – ENTIRE AGREEMENT

This Agreement is the entire, complete, final and exclusive expression of the Parties with respect to the matters addressed therein and supersedes all other Agreements or understandings, whether oral or written, entered into between the Consultant and the City prior to the execution of this Agreement. No statements, representations or other Agreements, whether oral or written, made by any party which are not embodied herein shall be valid and binding unless in writing and duly executed by the Parties or their authorized representatives.

ARTICLE 21 – GOVERNING LAW; VENUE

This Agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the Parties, venue in state trial courts shall lie exclusively in the County of Los Angeles, Superior Court, Southwest District, located at 825 Maple Avenue, Torrance, California 90503-5058. In the event of litigation in the United States District Court, venue shall lie exclusively in the Central District of California, in Los Angeles.

ARTICLE 21 – MISCELLANEOUS

The Parties waive any benefits from the principle of contra proferentem and interpreting ambiguities against drafters. No party shall be deemed to be the drafter of this Agreement, or of any particular provision or provisions, and no part of this Agreement shall be construed against any party on the basis that the particular party is the drafter of any part of this Agreement.
This Agreement may be executed in counterparts, and when each party hereto has
signed and delivered at least one such counterpart, each counterpart shall be deemed an
original and, when taken together with the other signed counterparts, shall constitute one
Agreement, which shall be binding upon and effective as to all Parties hereto.

Article titles, paragraph titles or captions contained herein are inserted as a matter of
convenience and for reference, and in no way define, limit, extend, or describe the scope of
this Agreement or any provision hereof.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date
and year first above written.

CITY OF INGLEWOOD

COMPANY NAME

______________________________
James T. Butts, Jr.,
Mayor

______________________________
NAME,
TITLE

ATTEST:

APPROVED AS TO FORM:

______________________________
Aisha L. Thompson,
City Clerk

______________________________
Kenneth R. Campos,
City Attorney
PROPOSAL FOR

DOWNTOWN INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROJECT

SUBMITTED TO
CITY OF INGLEWOOD

NO. RFP-0192 | JANUARY 18, 2023

SUBMITTED BY
Michael Baker INTERNATIONAL
We Make a Difference
1. COMPANY AND GENERAL INFORMATION
QUESTIONNAIRE AND RESPONSE TO SCOPE OF WORK:

1. COMPANY AND GENERAL INFORMATION

City of Inglewood
Public Works Department
One Manchester Boulevard, 3rd Floor
Inglewood, CA 90312
Attn: Raquel Mendez

RE: RFP-0192 Downtown Intelligent Transportation Systems (ITS) Project

Dear Ms. Mendez,

The City of Inglewood (City) is seeking a consultant to assist the City in implementing the Inglewood Downtown Intelligent Transportation System (ITS) Project. Since 1999, the City of Inglewood has implemented multiple ITS program improvements to address increasing demand of traffic management and recurring congestion for City’s key transportation corridors. The Downtown area was one of the first areas for an ITS project over 23 years ago. Since then, the Downtown project area corridor intersections have not kept with the latest modern ITS standards, and suffer from aging infrastructure, outdated equipment, and twisted-pair copper wiring communication that is not compatible with the existing system. The project will provide the necessary upgrades to connect these intersections to the City’s Traffic Management Center (TMC) by installing the latest equipment and bringing them to current standards.

The City has successfully implemented Phase I to Phase VI of the Intelligent Transportation Systems (ITS) Master Plan Program, which the Michael Baker International, Inc. (Michael Baker) local Santa Ana office completed the work for ITS Phase VI. The Downtown ITS is a continuation of the ITS Program, which the project will design and provide plans, specifications and estimates (PS&E) design, implementation, integration, and construction new fiber-optic communications, traffic signal system improvements, pedestrian ramps, ITS elements and other software or hardware needed to integrate into the City’s TMC.

Michael Baker has assembled a team of experts in traffic design and management with considerable experience in ITS design and implementation to assist the City with this Downtown ITS project. This Michael Baker Team (Team) brings a successful track record of delivering projects that improve corridor efficiency through technology installment and implementation. Highlights of our Team include:

MICHAEL BAKER AND OUR TEAM OFFER THE CITY THE FOLLOWING:

- **PROVEN CONSULTANT LEADERSHIP:** Michael Baker knows that the key to a successful project is specialized leadership, sharing the vision with the client, and delivery. Michael Baker has proposed an experienced project manager who will embrace the project and take the needed ownership. Our Project Manager, Ryan Calad, PE, TE, with proven experience managing the ITS Phase VI Master Plan PS&E, along with other noted projects in Inglewood. Mr. Calad and the Team has good working relationships with City staff, understands the City’s needs and expectations, and has a track record that highlights his dedication and commitment to delivering high quality service.

- **ITS EXPERIENCE AND INTEGRATION SUPPORT:** Michael Baker has state-of-the-art knowledge in traffic signal design. The firm has been responsible for designing signals for over 5,000 intersections in California, including many Traffic Signal Synchronization Program (TSSP) corridors, city-wide ITS projects and Traffic Management Center (TMC) Designs. Our team is not just designers and engineers, we have skilled staff knowledge with hands on integration of ITS work which we plan to provide turnkey services on the project to assist the City with controller deployments, loading databases, troubleshooting network connections and the device testing.

- **A LOCAL TEAM WITH A PROVEN TRACK RECORD:** This proposed work will be completed collaboratively between our Traffic/ITS, Roadway, and Surveying groups from our Santa Ana office. We have collaboratively worked on similar projects together with downtown area demographics and land uses like for the City of Long Beach, City of Pasadena, City of Santa Monica, and others in Los Angeles County. We know the impact and disturbances to businesses and other
stakeholders is a key consideration of the design and construction work for all disciplines. Notably, this coordination has key benefits for the project and the City from design, CAD standards and file coordination, QA/QC procedures, and project efficiency.

**IN-HOUSE FULL-SERVICE FIRM:** Michael Baker has virtually every discipline available - from traffic and transportation planning and engineering to civil and structural engineering to Topographical surveying and GIT, we have the City of Inglewood covered for almost every contingency. If needed, we can rapidly shift-gears on short notice to keep the project moving forward. Our team brings this depth, flexibility, and proven ability to respond, complete, and modify the course of action to accommodate the City or project's changing needs.

Michael Baker has read and will comply with the terms and conditions included in the Request for Proposal (RFP). Our Project Principal, Michael Bruz, PE, is authorized to bind the firm to the terms of the RFP. Michael Baker acknowledges Addendum 1.

We sincerely appreciate the opportunity to submit the attached proposal for your review and welcome meeting with the City to further discuss how our team can meet your goals for this project. If you have any questions or require additional information, please do not hesitate to contact Ryan Calad at 949-472-3453 or Ryan.Calad@mbakerintl.com.

MICHAEL BAKER INTERNATIONAL, INC.

Ryan Calad, PE, TE  
Project Manager

Michael J. Bruz, PE  
Vice President/Project Principal
2. QUALIFICATIONS AND EXPERIENCE OF THE FIRM
2. QUALIFICATIONS AND EXPERIENCE OF THE FIRM

INTRODUCTION
Founded in 1940 and celebrating nearly 80 years of supporting our communities, Michael Baker is a leader in engineering, consulting, planning, and technical and professional services with a local focus and global expertise. Our California offices comprise over 350 technical and support personnel in our Santa Ana, Long Beach, Los Angeles, and Ontario offices. Michael Baker’s services include transportation planning and engineering; traffic system design and analysis; civil engineering; and construction management. The company provides its comprehensive range of services and solutions in support of U.S. federal, state, and municipal governments, foreign allied governments, and a wide range of commercial clients. Michael Baker has more than 3,500 employees in more than 100 locations across the United States.

QUALIFIED TEAM YOU KNOW
The Michael Baker team is uniquely qualified to perform a variety of services with multi-jurisdictional coordination, signal coordination timing analysis, ITS design, integration, and support for the project. The Michael Baker team has been specially organized to effectively integrate hardware, software, and the user interface into a fully-functional system that delivers the most cost-effective turnkey solution.

2A. OFFICE(S) WITH PRIMARY RESPONSIBILITY
The Santa Ana office will be primarily responsible for this project.

2B. FIRM’S EXPERIENCE CONDUCTING SERVICES REQUESTED
Traffic signal design for various agencies and private developers is one of Michael Baker’s primary services, resulting in an average of 100 or more individual traffic signal intersection designs annually. In the last 25 years, we have designed more than 3,000 signals for local municipalities and regional transportation planning agencies throughout California. Our local team is experienced delivering design services for traffic signal systems and the fiber optic infrastructure needed for the ITS communication demands for many traffic signal synchronization projects (TSSP) corridors, City-wide ITS projects, and designs. This work is spearheaded by our local Santa Ana office team, which is the largest office in California and is Michael Baker International’s west coast corporate home office. We have performed this work for various agencies including Los Angeles County, Orange County, San Bernardino County, Riverside County, Caltrans Districts 7, 8, 11, and 12, and various local cities throughout Southern California.

Michael Baker’s Experience with Similar Projects & Designs
Work with the City: The Team has extensive signal and fiber optic work with the City of Inglewood specifically. The most recent of these was work for ITS Design Phase VI (2020-2022) and the LAWA RUE U33 - La Cienega Fiber Line Relocation Project (2021-2022) that completed the same specific design work and services requested of this project RFP. From these and other projects, our Michael Baker team knows the management and communication styles of the City, their goals, expectations, and vision for this project. We have ready to start work with Citywide Utility CAD files, most recent specifications, standards, and design preferences to help greatly expedite the quality of each design submittal.
Roadway Curb Ramp Work: Michael Baker brings a wealth of expertise preparing ADA compliant curb ramps through the in-house, experienced civil roadway engineers and surveyors. Staff has designed hundreds of ADA curb ramps throughout LA and Orange Counties, including most recently a 68-curb ramp design as part of the Studebaker Road Complete Streets/ITS, a 20-curb ramp project for the County of Los Angeles along Brea Canyon Road, a 40-curb ramp project for Caltrans along Pacific Coast Highway, and 26 curb ramp design as part of the Walnut Street corridor project. The staff's familiarity with ADA requirements and the incidental improvements required to provide those ramps is unmatched.

Michael Baker Cross Discipline Synergy: As a benefit, this work has all been completed collaboratively between our Traffic/ITS, Roadway, and Surveying groups from our Santa Ana office. This coordination has key benefits from a design, CAD standards and file coordination, QA/QC procedures, and lastly project efficiency. We have also worked on similar projects with downtown area demographics and land uses like for the City of Long Beach, City of Pasadena, City of Santa Monica, and others in Los Angeles County. We know the impact and disturbances to businesses and other stakeholders is a key consideration of the design and construction work for all disciplines.

Needs Assessment, Systems Engineering, & Constructability Review

Our team has an extensive catalog of Signal System, ITS, and Fiber Optic Master Plans as well as recent Systems Engineering reports. As the core piece to providing an accurate needs assessment evaluation, these tasks included inventorying the network, signal and communication system, TMC, ITS and local signal equipment. Our team from the Santa Ana office has performed hundreds of similar inventories for both signal and fiber communications as noted in our company and staff qualifications. This prior experience and the depth of available team resources will be beneficial for the project to confirm accuracy of proposed improvements, cost, and constructability.

Paired with our knowledge of the City, this core existing conditions review work will serve as the backbone for the 30% design needed to effectively navigate the project through the recent, and current, construction projects being undertaken in the City. This includes construction for ITS Gap Closure, ITS Phase V, ITS Phase VI, City Hall TMC construction and others. Michael Baker will document existing signal system for the City intersections and corridors to assess determining design recommendations for
improvements and navigating the proposed communication segment back to City TMC. We will provide custom forms and photo logs to inventory existing traffic signal control equipment and other ITS facilities along project corridors.

**New Controller Conversion Timing & Deployment**

Michael Baker has extensive work experience with converting from legacy type 170 controllers to the latest ATC controllers. Mr. Calad has experience providing this work for over 200 controllers that spans from some of the earliest ATC Controller deployments. This work isn’t just a paper timing sheet conversion. We create “database files” our in-house 2070 controller, various Vendor 1-C controller modules, in order to assist with controller and central system programming and deployments. This is part of the complete service approach which Michael Baker to connect, program, and test converted timing sheets to new ones. This greatly expedites deployment of the new controllers, so staff or vendors don’t have to manually input from timing sheets.

**Transparity System Integration Experience**

Due to age of the existing intersections controllers and communication, we know that these Downtown project signals are not currently within the City Transparity central system and will need to be integrated. Michael Baker team members are experts with the McCain Transparity TMS (Transparity), having used this with many clients, including the Cities of Long Beach, Pasadena, and Ridgecrest in addition to Mr. Calad’s work installing new Transparity systems for the Cities of Azusa and Coachella. For the

Transparity TMS system, we have the tools for turn key system additions to add in the new project signal locations to the system. Additionally, we will design for improvements to ensure the new system can be fully utilized with all of its features for signal performance measurement (SPM’s), including high resolution data. Our current work with the City of Long Beach, City of Indio, City of Seal Beach, and City of Santa Monica also includes modifying and updating controllers and system detection for SPM improvements within their respective Transparity and Q-Free Kinetic Signals system.

**Signal Timing and Operational Knowledge of the City**

Mr. Calad and Our team have direct experience with the Transparity Central system serving as the ITS/TMC task leader on recent projects for the Cities of Coachella and Azusa, which installed the McCain TMS. For these projects, Mr. Calad managed the PS&E for the TMC and ITS elements, including bringing the signals online, providing fine tuning of optimized timings, and conducting Transparity System training for City staff. Additionally, Our team has helped in the deployment of the Transparity System as part of the China Lake Boulevard TSSP for the City of Ridgecrest, where Mr. Calad provided implementation of new optimized timing for the project as well as assisting the City with updating their Transparity System.
## 2C. COMPARABLE PROJECTS

The following section includes representative projects to demonstrate Michael Baker's competence to perform work similar in scope and size to that required on this contract. These projects are ongoing or have been recently completed.

<table>
<thead>
<tr>
<th>Recent Relevant Projects</th>
<th>Number of Signals</th>
<th>PS&amp;E Signal &amp; ITS</th>
<th>Fiber Communication &amp; Networking</th>
<th>ADA Ramp Improvements</th>
<th>Signal &amp; ITS Inventory Assessment</th>
<th>Utility Coordination</th>
<th>Systems Integration Support</th>
<th>McCain Omni eXATC Controller Program</th>
<th>New Controllers &amp; Signal Timing Conversions</th>
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</thead>
<tbody>
<tr>
<td>ITS Master Plan Phase VI PS&amp;E Design</td>
<td>Inglewood, CA</td>
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<tr>
<td>Seal Beach Boulevard Traffic Signal Synchronization (OCTA)</td>
<td>Seal Beach, CA</td>
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<tr>
<td>Studebaker Roads Complete Streets/ITS PS&amp;E</td>
<td>Long Beach, CA</td>
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<tr>
<td>Walnut Street Corridor Signal Improvement Project</td>
<td>Pasadena, CA</td>
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<td>LAWA RUE Design Build Project- La Cienega Fiber Trunk Relocation (U33)</td>
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<tr>
<td>Culver Dr/Bonita Cyn/Ford Rd TSSP (OCTA)</td>
<td>Irvine/Newport Beach, CA</td>
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<td>Compton Blvd Et.Al. (PS&amp;E Task Order - LACDPW)</td>
<td>Los Angeles County, CA</td>
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<td>Willowbrook AHSC Safety Project (PS&amp;E Task Order - LACDPW)</td>
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<td>Washington Boulevard TSSP (LACDPW)</td>
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<td>Pacific Coast Highway ADA Ramp &amp; Signal Improvements</td>
<td>Caltrans</td>
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<td>China Lake Boulevard TSSP</td>
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<td>Santa Monica Signal Sync</td>
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<tr>
<td>Indio HSIP Cycle 9 Signal Improvements</td>
<td>Indio, CA</td>
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ITS Master Plan Phase VI PS&E Design | Inglewood, California
City of Inglewood | Project Status: 2020-2022
Michael Baker Team: Ryan Calad, Marc Viollet, Kheang Tang, Kevin Kelley, Kenny Nguyen, Marianne Lapitan, Javier Ruedas, Renardo Bezati

Michael Baker provided engineering and design services for the final intelligent transportation system (ITS) Phase VI Master Plan program improvements in the city of Inglewood. This project was needed to address increasing traffic congestion and facilitate special events by completing the final piece of fiber optic and communication network gaps, ITS improvement elements, the replacement of 170 type controllers with Type 2070ATC controllers, and enhancements to the Inglewood City Hall TMC.

Our team performed field work, utility coordination, PS&E design, and assisted with bidding and construction support. Notable fiber improvements included new 288 Single Mode fiber optic cables, Etheran network switches, and hub terminations/connections. In addition, traffic signal modification plans provided new signal poles, curb ramps, CCTV, Gridsmart VDS, STREETSMARTV2 Bluetooth origin/destination software, Daktronics changeable/dynamic message signs, and other ITS improvements.

As cost savings, the team also procured, programmed, and deployed 12 new 2070X Omni eX controllers at the project intersections along Manchester Boulevard and Pincay Drive. This work has included integration into the city's Transparg Central System, assisting with a peer-to-peer pilot project on Pincay Drive. The final part of the project provided the city with TranSync D/M signal timing analysis software, which Michael Baker built and programmed a citywide TranSync network to monitor operations for 11 corridors, with over 100 traffic signals, and nine (9) time of day and special event operations timing plans.

La Cienega Boulevard Fiber Relocation Project (LAWA RUE U33) | Los Angeles, California
Los Angeles World Airport | Project Status: 2018-2021
Michael Baker Team: Ryan Calad, Marc Viollet, Kheang Tang, Kevin Kelley, Kenny Nguyen, Marianne Lapitan, Javier Ruedas, Renardo Bezati

Michael Baker is serving on the design-build team for the Los Angeles World Airports (LAWA) Roadway Utilities and Enabling (RUE) projects as the consultant engineer. Michael Baker provided engineering services for the design of the relocation and enhancement of the city of Inglewood’s fiber optic interconnect system along La Cienega Boulevard between Arbor Vitae and Century Boulevard. work activities, field reviews, predesign utility and polehole coordination, design plans for new fiber duct system, design plans for new improvements, system fiber network design, along with additional coordination of design approval with Southern California Edison for new electrical service for the new 344 ITS fiber hub cabinets.

Seal Beach Boulevard Traffic Signal Synchronization (TSSP) | Seal Beach, California
City of Seal Beach | Project Status: 2021-Ongoing
Michael Baker Team: Ryan Calad, Marc Viollet, Kheang Tang, Kevin Kelley, Kenny Nguyen, Marianne Lapitan, Javier Ruedas, Aldrin Dorado, Angel Torres, Aaron Kim

Michael Baker provided engineering and design services for the Seal Beach Boulevard Traffic Signal Synchronization Program (TSSP). As part of the scope of work, the Michael Baker team provided signal timing, plans, specifications, and estimates (PS&E) design and system integration for an Advanced Traffic Management System (ATMS) and 16 traffic signal upgrades.

Michael Baker provided turnkey direct procurement 16 Intelight MaxTime ATC controllers and contracting work for installing the new Intelight Q-Free Kinetic Signals ATMS. This direct procurement and programming approach resulted in enough cost savings that allowed for Michael Baker to procure and set up 18 new Etheran network switches. In addition, the team provided PS&E design work for the rest of the programmed improvements, including Gridsmart VDS and advanced loop detection for SPM’s, BBS cabinets, and repair/redundant...
communication modifications to the fiber optic network.

The team coordinated traffic signals along the corridor during the morning, midday, evening, and weekend peak traffic periods using Synchro and TranSync timing optimization software. Our work also provided a before and after study per Orange County Transportation Authority (OCTA) measures of effectiveness. With new PS&E loop detection and Gridsmart detection system improvements, the team set up signal performance measures (SPM) within the Kinetic Signals ATMS at five key signals to help monitor, track, and improve signal operations across the entire corridor and used for the O&M phase.

**Walnut Street Corridor Signal Improvement Project | Pasadena, California**

*City of Pasadena | Project Status: 2022-ongoing*

**Michael Baker Team:** Ryan Calad, Marc Violett, Kheang Tang, Kevin Kelley, Kenny Nguyen, Marianne Lapitan, Javier Ruedas, Aldrin Dorado, Angel Torres, Aaron Kim, Renardo Bezati, Ray Wang, Marlena Perez, Eliza De La Pena, Steve Slocum, Jesse Fields

Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors and an additional intersection. The project includes the corridors of Walnut Street from Fair Oaks Avenue to San Gabriel Boulevard (21 intersections, 3.2 miles), Foothill Boulevard from Craig Avenue to San Gabriel Boulevard (4 intersections, 0.7 miles) and the intersection of Colorado Boulevard at Altadena Drive. The improvements will enhance the project corridor with a multitude of Intelligent Transportation System (ITS) devices with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing Americans with Disabilities Act (ADA) compliant curb ramps at select intersections to improve mobility throughout the corridor. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes performing topographic survey. The work also include polehling, signing and striping revisions, and traffic control plans.

**Studebaker Road Complete Streets Project/ITS | Long Beach, California**

*City of Long Beach | Project Status: 2021-ongoing*

**Michael Baker Team:** Ryan Calad, Marc Violett, Kheang Tang, Kevin Kelley, Kenny Nguyen, Marianne Lapitan, Javier Ruedas, Aldrin Dorado, Angel Torres, Aaron Kim, Renardo Bezati, Ray Wang, Marlena Perez, Eliza De La Pena, Steve Slocum, Jesse Fields

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 Americans with Disabilities Act (ADA) compliance. The 17.5 Million dollar LA Metro Funded project converts Studebaker Road between 2nd Street and Los Coyotes Diagonal to a complete street that will be safe and accessible for all users. The five-mile-long corridor resides on the eastern most City limits and did not have existing communication from the City TMC to the 16 corridor traffic signals.

For the project’s specific ITS and operations portion, the team provided a corridor-wide inventory review and assessment for the Systems Engineering 30% design submittal that served as the basis for the corridors’ improved network and communication design. The final PS&E package developed 63 of 220 plan sheet set specific to the ITS, traffic signal, and fiber communication improvements. This design work included new signal poles, 2070LX controllers, 333L cabinets, Gridsmart VDS, system detector design, flashing yellow arrow operations, APS, EVP, CCTV’s, 34K feet of new 288 SMFO in 16K feet of new 3” conduit, fiber vaults, pull boxes, and accompanying network switches and fiber terminations.

The signal operations work for this project is underway to provide coordinated timing during the morning, midday, evening, and weekend peak traffic periods using Synchro and TranSync timing software. After construction, the Michael Baker team will program, deploy the new McPain 2070LX Omni eX controllers in the field, and integrate into the City Transpower ATMS at the City hall TMC. Once complete, we will provide a Before/After Study report for final Metro Approval.

**Caltrans Pacific Coast Highway ADA Ramp and Signal Improvements | Orange County, California**

*Caltrans | Project Status: 2018-2021*

**Michael Baker Team:** Ryan Calad, Marc Violett, Marianne Lapitan, Aldrin Dorado, Angel Torres, Aaron Kim, Renardo Bezati

Michael Baker was responsible for preparing the Project Report and PS&E for 19 traffic signal modifications, 27 miles of pavement rehabilitation, and more than 100 ADA curb ramp upgrades along PCH from Crystal Cove to Seal Beach. The
Project Report was prepared internally by Michael Baker as a part of our on-call contract with Caltrans. The PS&E is being developed via a separate Caltrans contract for which Michael Baker is a subconsultant. The improvements were identified during the Project Report phase and approved for PS&E development. Constant communication with Caltrans has been vital to deliver the large multi-disciplined project. Collaboration between the curb ramp and the traffic signal designers was important to ensure that ADA was met for the ramp, as well as the pedestrian push button. The Caltrans element has required an exhaustive checks and balances that has been managed by all staff. Michael Baker and team have stayed on schedule throughout the project.

**Culver Boulevard TSSP | Cities of Irvine and Newport Beach, California**

*City of Irvine/Newport Beach | Project Status: 2019-2021*

**Michael Baker Team:** Ryan Calad, Marc Violett, Kheang Tang, Kevin Kelley, Kenny Nguyen, Marionne Lapitan, Javier Ruedas, Aldrin Dorado, Angel Torres, Aaron Kim, Renardo Bezati

Michael Baker serves as the prime consultant for the OCTA Project P funded Culver Drive/Bonita Canyon Drive/Ford Road Traffic Signal Synchronization Project (TSSP) for 11.3 miles of roadway and 39 project signal intersections within the Cities of Irvine and Newport Beach, as well as Caltrans District 12. The project included preparing complete PS&E for the construction of ITS elements, including controller upgrades, closed-circuit televisions (CCTVs), and new fiber optic connections that included ATMS/ATSPMs to the Intelight MaxView system. New project timing per the OCTA project guidelines is complete and we are awaiting to perform the after-study in January 2023.

**On-Call Traffic Design Services | Los Angeles County, California**

Michael Baker has been responsible for providing traffic engineering expertise to the County of Los Angeles for its current on-call traffic design services contract. In addition to the previous four years of on-call service from 2015-2019, Michael Baker was on the prior County On-Call Traffic Design Services contract from 2011-2015. Through these contracts, ITS design and expertise have been the focal point of task orders.

**Washington Boulevard Traffic Signal Synchronization | Los Angeles County, California**

*County of Los Angeles | Project Status: 2019-2022*

**Michael Baker Team:** Ryan Calad, Marc Violett, Angel Torres, Marionne Lapitan, Kevin Kelley, Renardo Bezati, Aldrin Dorado, Javier Ruedas

Michael Baker provided traffic engineering services for the modification of existing traffic signal systems along Washington Boulevard. Design services included plans for the modification of 29 traffic signals and sketches for signalized intersections intersecting Washington Boulevard from Atlantic Avenue to Whittier Boulevard within the City of Los Angeles. The project also included signal system inventories, assessment and recommendations report, roadway construction plans, collection of traffic volume counts, construction assistance, and preparation of as-built plans. The project involved coordination with the County of Los Angeles, and the Cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier.

**Compton Boulevard Improvements | Compton, California**

*County of Los Angeles | Project Status: 2021-Ongoing*

**Michael Baker Team:** Ryan Calad, Marc Violett, Angel Torres, Marionne Lapitan, Kevin Kelley, Renardo Bezati, Aldrin Dorado, Javier Ruedas

Michael Baker provided design and engineering services to assist with traffic engineering for complete streets improvements along four arterial roadways. Michael Baker was responsible for the PS&E for that included the 66 sheet plan set for signing and striping, signal modification, and traffic control plans. The project includes the resurfacing of approximately 2.6 miles of roadway and the installation of traffic safety enhancements in the unincorporated community of East Rancho Dominguez and the city of Compton. For the project, Michael Baker is performing field reviews, signing and striping for each corridor to include enhanced pedestrian safety features with high visibility crosswalks, bulb out mid block crossings with overhead mast arm mounted Rectangular Rapid Flashing Beacons (RRFBB), painted bulb out curb extensions, and providing construction traffic control plans and, SCE Point of Service coordination, and construction support.

As an added value, Michael Baker will provide controller timing sheets and database files for the four intersections receiving new 2070 controllers with D4 program. This will assist the overall design and constructability of the change in operations with traffic signal phasing, leading pedestrian intervals, advance and bike detection, and lane geometry. It will also provide redline timing sheet edits for locations with updates to bike detection only.

**PROJECT RELEVANCE**

- Intersection Improvements
- RRFBB Pedestrian Crossings
- Signal Modifications
- Field Reviews
- Controller Timing Conversions
- Construction Support
- Utility Coordination
Willowbrook 2 (AHSC) Complete Streets Projects | Los Angeles County, California

**County of Los Angeles | Project Status: 2021-2022**

**Michael Baker Team:** Ryan Calad, Marc Violett, Angel Torres, Marianne Lapitan, Kevin Kelley, Renardo Bezati, Aldrin Dorado, Kenny Nguyen, Javier Ruedas

Michael Baker provided design and engineering services for Los Angeles County Department of Public Works to assist with traffic engineering complete streets improvements along six (6) arterial roadways spanning through the Willowbrook Community in unincorporated Los Angeles County, the City of Los Angeles, and the City of Compton. Los Angeles County was awarded an Affordable Housing and Sustainable Communities (AHSC) grant for the project that included installation of new bike lanes, bulbouts, ADA curb ramps, new sidewalks and sidewalk repairs, parkway trees, wayfinding signs, streetlights, school zone signing and striping enhancements for three school locations, improve traffic signalization and crosswalks and bus stop improvements. Michael Baker provided for this project a 48-sheet engineering plan set for Traffic Signal, Signing and Striping, Street Lighting, and Traffic Control along with Specifications and Estimates (PS&E).

HSIP Cycle 9 Traffic Signal Modifications | Indio, California

**County of Los Angeles | Project Status: 2021-Ongoing**

**Michael Baker Team:** Ryan Calad, Kevin Kelley, Antonio Salas, Kenny Nguyen, Marianne Lapitan, Javier Ruedas

The City of Indio is making improvements to transportation infrastructure to meet the City’s mobility needs and to address severe traffic congestion. The City identified 15 intersections that require modifications to improve safety and operational efficiency. Michael Baker was selected for the PS&E design, environmental clearance support, and signal timing work as part of their 15 intersection HSIP Cycle 9 Traffic Signal Improvement project. The countermeasure design improvements included dilemma zone detection and signal timing, which provided the signals with new Iteris Vantage Vector Hybrid VIVDS and new 2070 ATC Omni eX controllers. The existing traffic signals will be upgraded with new controller equipment as well as new dilemma zone detection systems and upgrades to signal timing. The design team coordinated with the City, Caltrans’ utility coordination staff, and utility owners to avoid any conflicts. Additionally, the design team analyzed and designed the pedestrian facilities at each of the intersections to comply with Caltrans’ Local Assistance Procedures Manual (LAPM) guidelines and City Standards. With the E 76 complete, the project will advertise for construction bid in August 2022.

China Lake Boulevard Traffic Signal Synchronization | Ridgecrest, California

**City of Ridgecrest | Project Status: 2016-2019**

**Michael Baker Team:** Ryan Calad, Marc Violett, and Antonio Salas

The China Lake Boulevard TSSP involved the design to synchronize six traffic signals along the China Lake Boulevard corridor. A site visit was required to inventory the traffic signal equipment and gather topography necessary for the design. A Preliminary Environmental Study was prepared and approved, as well as a traffic study memo requested by Caltrans to justify the proposed improvements.

Additionally, a traffic signal timing analysis was prepared to be implemented at each signal to improve traffic flow. Plans, specifications, and estimates for the improvements were prepared. The plans included fiber optic cable, fiber optic splice vaults, conduit, and other intelligent transportation system (ITS) items that were provided for each signal along the corridor. The plans also required utility research and coordination. Furthermore, the project had federal funding and is required to receive FHWA approval. Through coordination with the Caltrans District 9 Local Assistance office, the request for authorization documents were submitted for approval, including the CEQA and NEPA environmental documents.

Signal Sync Improvements | Santa Monica, California

**City of Santa Monica | Project Status: 2019-2021**

**Michael Baker Team:** Ryan Calad, Marc Violett, Kevin Kelley, Kenny Nguyen, Marianne Lapitan, Aldrin Dorado, Angel Torres,
Aaron Kim, Renardo Bebati
The Michael Baker team provided the engineering design for the signal sync project to enhance existing Traffic Management System with the installation of video detection systems for nine City intersections. This improvement’s goal is to facilitate detection of bicycles at intersections resulting in enhanced multi-modal signal timing. The detection of bicycles at intersections would optimize signal timing by allocating only enough crossing time needed for cross-streets, creating shorter call times for the transit corridors rather than defaulting to a set time. Within the project grant, added improvements included some new traffic signal poles to replace existing marbleite poles, upgraded curb ramps for ADA compliance, and new signage and striping to minimize turn movement conflicts between mixed flow and bicycle lanes.

2D. MICHAEL BAKER DIFFERENTIATORS

Attentive Contract Management
Michael Baker knows that the key to a successful project is specialized leadership, sharing the vision with the client, and delivery. Michael Baker has proposed an experienced project manager who will embrace the project and take the needed ownership. The project will be led by Mr. Ryan Calad, who has an extensive work history with the City and staff performing ITS and TSSP projects over the years. Our Team is comprised of seasoned Senior staff, experienced Project Engineers, and a depth of Assistant Engineers to provide the needed project attention for production and work force. Michael Baker is committed to delivering outstanding service, work products, and we look forward to the opportunity to work for the City bringing the following benefits:

- An energetic Project Manager with proven experience managing contracts with prior experience with City staff, their expectations, needs, and a proven track record that highlights his dedication to the client.
- A team with the depth, flexibility, and proven ability to respond, complete, and modify the course of action to accommodate the City or project’s changing needs.
- True Consultant leadership and expertise to guide and navigate the City through any project design or challenges.

Full Service In-House Firm
Michael Baker has virtually every discipline available - from traffic and transportation planning and engineering to civil and structural engineering to Topographical surveying and GIT, we have the City of Inglewood covered for almost every contingency. If needed, we can rapidly shift-gears on short notice to keep the project moving forward. A recent example of this includes Traffic Signal construction work in the City of Santa Monica, which a utility conflict required special structural design of a spread footing foundation for a Type 17 traffic signal pole. As part of our City Traffic On-Call contract, Mr. Calad was able to quickly coordinate with our structures team to get a Task Order to get this design to the City to avoid construction delays or excessive change orders.

Hands-on Experience and ITS Integration Support
Our team is not just designers and engineers, we have skilled staff knowledge with hands on integration of ITS work which we plan to provide turnkey services on the project to assist the City with controller deployments, loading databases, troubleshooting network connections and the device testing. In addition to controllers, central system, and SPM work, the Michael Baker team recently completed the direct procurement and programming of 14 new EtherWAN intersections and HUB/TMC network switches as part of the Seal Beach Boulevard TSSP. This work included proposed network design VLAN design and programming switches in-house (burn in testing), and deployment locally by Michael Baker Staff at the cabinets and in the City Hall TMC for network integration, testing, and troubleshooting.
DECLARATION FOR THE PROPOSER
I declare that I am an authorized agent or officer of the entity submitting this proposal and, in such capacity, I am empowered to submit this proposal on behalf of (entity):

Michael Baker International, Inc.

I also verify that all information submitted and contained herein is true and correct to the best of my knowledge and belief.

By Signature: [Signature]

Printed Name: Michael Bruz, PE

Position/Title: Vice President, Project Principal

Date of Execution: January 18th, 2023
EXTENSION OF CONTRACT TO OTHER PUBLIC AGENCIES

The prices, terms, and conditions of this proposal may be extended to other governmental agencies at the mutual agreement of both the City and the vendor. All requirements of the specifications, purchase orders, invoices, and payments with other agencies would be directly with the successful Proposer. The City of Inglewood does not warrant any additional use of the contract by such agencies. The Proposer’s response as requested below will in no way affect the City of Inglewood’s consideration of this quote.

Please indicate if this quote will be extended to other public agencies, and the length of time it will remain in effect from the opening date of this quote.

Yes: [ ] No: [ ] Length of Time: 12 Months (Days/Months)

X
NON-COLLUSION DECLARATION
The undersigned hereby declares and says:
That he or she has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive proposal offered in connection with the contract described below.

(Full description of proposal):
Proposal for Downtown ITS Design Project RFP No. 0192

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge.

Executed at 5 Hutton Centre Drive, Suite 500, Santa Ana CA 92707, California, on January 18, 2023 (date).

[Signature]
Signature of Officer or Authorized Agent
3. QUALIFICATIONS AND EXPERIENCE OF PROPOSED PROJECT TEAM
3. QUALIFICATIONS AND EXPERIENCE OF PROPOSED PROJECT TEAM

Mr. Ryan Calad will lead our Team and utilize our full-service, in-house, support team to deliver a cost-effective design and PS&E of the Downtown ITS project to improve the City's Traffic System.

3A. QUALIFICATIONS OF PROPOSED STAFF

Our team was strategically assembled in order to carefully address the needs of the City's implementation of Downtown ITS and beyond. To ensure project success, it is critical to provide the City with a strong team that has experience with ITS design and implementation, accurate field inspection, and traffic signal operations. This team brings a successful track record of delivering projects that improve corridor efficiency through technology installation and implementation.

Our team includes a strong Project Manager, Ryan Calad, PE,TE, who has developed long-standing relationships with key City staff. This structure minimizes the project management efforts required by the City. Delivering high-quality projects is of paramount importance to the team, and as such, we have provided for expert quality control reviews to maximize the quality of every deliverable.

Key Project Team Members - Principally Responsible for Working with the City

**Ryan Calad, PE, TE**
**PROJECT MANAGER**
Mr. Calad will be the assigned project manager in charge of all management, project tasks, and the primary contact for the City. He has served as Project Manager/Task Leader on various traffic signal design, synchronization, and ITS projects. Within the capacity of project manager, he has developed the professional skills of budget tracking and invoicing, subconsultant management, and client relations.

Mr. Calad will be supported by the experienced engineering staff from our Santa Ana office who have had similar roles on recent ITS and design projects.

**Michael Bruz, PE**
**PROJECT PRINCIPAL**
Mr. Bruz will serve as Project Principal for this project. He has 39 years of experience and has successfully managed several significant, innovative and high-profile transportation projects totaling more than $500 million in construction cost throughout California and Arizona. As Vice President of Michael Baker's Infrastructure Practice, Mr. Bruz is responsible for the Los Angeles and Orange County Transportation disciplines, including oversight of staff and firmwide resources to ensure quality project deliverables. Mr. Bruz will ensure that Michael Baker meets the City's project goals for budget and schedule, as well as Michael Baker's rigid quality control (QC) standards.

**Marc Violett, PE**
**QA/QC, TASK MANAGER**
Mr. Violett, PE has 19 years of directly relevant experience and specializes in all aspects of traffic engineering from signal design and ITS, to complex construction staging. He will serve in a lead role on the communications and fiber design utilizing his technical expertise in ITS and construction support services. Mr. Violett leads Michael Baker's Santa Ana Traffic team and has strong working relationships with staff and clients. He has earned a reputation with clients for his proactive technical leadership in project delivery. In addition to serving as QA/QC, Mr. Violett will also serve in a key supervising role for review and design of the fiber optic and communication works.

The organizational chart on the following demonstrates our team's breadth of experts in ITS:
PROJECT PRINCIPAL
Michael Bruz, PE

QA/QC
Marc Violett, PE

PROJECT MANAGER
Ryan Calad, PE, TE

FIBER OPTIC DESIGN/TRAFFIC SIGNAL DESIGN
Kheang Tang, PE
Kevin Kelley, PE
Kenneth Nguyen, EIT
Aaron Kim, EIT
Angel Torres, EIT
Marline Lapitan, EIT

Utility Coordination
Renardo Bezati, PE
Aldrin Dorado, EIT
Javier Ruedas

STREET IMPROVEMENT/ADA RAMPS DESIGN
Ray Wang, PE
Marlena Perez, EIT
Elisa De La Pena, EIT

Survey
Steve Slocum, PLS
Jesse Fields
Ryan Calad, PE, TE

Mr. Calad has served as a project manager/task leader on various traffic signal PS&E, synchronization, and ITS projects. His expertise is with intersection and signal system design and operation. He has developed optimized timing plans for nearly 1,000 signals and deployed 100s of the newest ATC controllers and has a deep knowledge of SPM and peer-to-peer operations.

Relevant Experience

ITS Phase VI Master Plan PS&E, Inglewood, CA.
City of Inglewood. PROJECT MANAGER. Served as the project manager and lead for system integration support including procuring, programming, and deploying at the project intersections new 2070LX Omni eX controllers that included network configuration and integration into the city’s Transparray Central System, provided assistance with peer-to-peer pilot operation, system detection zoning, and other advanced programming features. Michael Baker is providing engineering and design services for the final intelligent transportation system (ITS) Phase VI Master Plan program improvements in the city of Inglewood. This project aims to address increasing traffic congestion and facilitate special events by implementing Phase VI designs, to fill the final piece of fiber optic and communication network gaps, ITS improvement elements, the replacement of 170 type controllers with Type 2070ATC controllers, and enhancements to the Inglewood City Hall TMC in coordinating activities between the city and regional ITS.

La Cienega Fiber Relocation Design Build Project (LAWA RUE U33), Inglewood, CA. Los Angeles World Airports. PROJECT MANAGER. Responsible for the design of the relocation and enhancement of the City of Inglewood Fiber Optic Interconnect system along La Cienega Boulevard between Arbor Vitae and Century Boulevard. Mr. Calad was the consultant project manager overseeing work activities, field reviews, predesign utility and pothole coordination, design plans for new fiber duct system, system fiber network design, along with additional coordination of design approval with Southern California Edison for new electrical service for the new 344 ITS fiber hub cabinets.

Seal Beach Boulevard Traffic Signal Synchronization (TSSP), Seal Beach, CA. City of Seal Beach. PROJECT MANAGER. In charge of the TSSP project providing signaling, PS&E design, and system integration services for upgrades to the City. Project tasks included data collection, field inventory, design for new Gridsmart VDS, CCTV’s, new fiber, citywide network switches, and TMC upgrade to Intelight Q-Free Kinetic Signals ATMS.

Studebaker Road Complete Streets/ITS Project, Long Beach, CA. City of Long Beach. TASK MANAGER. Served as the Task Manager for the System Engineering Assessment Plan, ITS/Trucking Engineering PS&E, and the traffic signal synchronization (TSSP) portions of this $17 Million LA Metro funded complete street project. The traffic signal, fiber communication, ITS, and signing/striping work comprised of 63 sheets out of 220 plan sheets for the project PS&E. The TSSP work for this project will complete new coordinated timing, Before/After studies, and controller conversions for the sixteen City project signals after construction is complete.

Culver Drive Traffic Signal Synchronization (TSSP), Irvine, CA. City of Irvine. PROJECT MANAGER. Served as the project manager in charge of the TSSP along Culver Drive/Bonita Canyon Drive/Ford Road for 11.3 miles of roadway and 39 project signal intersections within the Cities of Irvine, Newport Beach, as well as Caltrans. Oversaw filed reviews, analysis, and preparation of the complete PS&E for the construction of ITS elements including controller upgrades, CCTVs for both Cities, and new fiber optic connections within the City of Newport Beach.

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. TASK MANAGER. Lead the Traffic Signal design work. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras,
emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also include potholing, signing and striping revisions, and traffic control plans.

Washington Boulevard Traffic Signal Synchronization Program (TSSP), Los Angeles, CA. Los Angeles County DPW. PROJECT MANAGER. Served as the project manager responsible for the traffic engineering and design services for the modification of 29 existing traffic signal systems along Washington Boulevard from Atlantic Avenue to Whittier Boulevard. The project also included signal system inventories, assessment and recommendations report, roadway construction plans, collection of traffic volume counts, construction assistance, and preparation of as-built plans. The project involved coordination with the County of Los Angeles, and the Cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier.

Traffic Signal System Inventory & Assessment Master Plan, Santa Monica, CA. City of Santa Monica. PROJECT MANAGER. Served as the Project Manager for the Traffic Signal System Master Plan and assessment project. The work comprised of a comprehensive field asset inventory of signal cabinets, poles, and pull boxes using GIS (Ersi) and photo documentation for the 180 City-owned signalized intersections. This Task Order was issued as part of the Transportation Planning and Engineering Design Services contract between Michael Baker International and the City. HSIP Cycle 9 Traffic Signal Improvements, Indio, California. City of Indio. Technical Lead. Served as technical lead. Michael Baker was selected for the PS&E design and signal timing work by the City of Indio as part of their fifteen intersection HSIP Cycle 9 Traffic Signal Improvement project. The countermeasure design improvements included dilemma zone detection and signal timing, which the project provided the signals with new Iteris Vantage Vector Hybrid VIVIDS and new 2070 ATC Omni E controllers.

Compton Boulevard Traffic Engineering Project, Compton, California. Los Angeles County, Department of Public Works. PROJECT MANAGER. Served as the project manager. Michael Baker is providing design and engineering services to assist with traffic engineering for complete streets improvements along four arterial roadways in Los Angeles County. The project includes the resurfacing of approximately 2.6 miles of roadway and the installation of traffic safety enhancements in the unincorporated community of East Rancho Dominguez and the city of Compton. For the project, Michael Baker is performing field reviews, developing traffic signal modifications and new ATC controller timing sheets and database, signing and striping for each corridor to include enhanced pedestrian-safety features with high-visibility crosswalks, pedestrian flashing beacons, and painted bulb-out curb extensions, and providing construction traffic control plans and construction support.

China Lake Boulevard Traffic Signal Synchronization Project (TSSP), Ridgecrest, California. City of Ridgecrest. TRAFFIC TASK MANAGER/ENGINEER. Provided signal synchronization and configuration assistance of the City’s new Transparity central management system. The net performance improvement for the project resulted in an average reduction in vehicle travel time by 35%, an increase in travel speed by 50%, and a decrease in stops by 75% during the AM and PM peak hours. Michael Baker under an on-call traffic engineering services contract for the City of Ridgecrest, is responsible for the Traffic Signal Synchronization Program (TSSP) project, which involves seven traffic signals along China Lake Boulevard. The project objective is to improve arterial traffic flow, reduce travel times and stops, and increase average speed, along the China Lake Boulevard Corridor through the synchronization of the traffic signals. Benefits to be gained by improving traffic flow included reduced fuel consumption and improved air quality. The project also includes the preparation of fiber optic plans, specifications and engineer’s estimates to provide signal communications between the traffic signals, and to provide communications in real time to a new traffic management system at City Hall. Michael Baker is also providing environmental and construction support services.

Signal Sync. City of Santa Monica. PROJECT MANAGER. Responsible for overseeing the engineering design for the signal sync project to enhance existing Traffic Management System with the installation of video detection systems for nine City intersections to facilitate detection of bicycles at intersections resulting in enhanced multi-modal signal timing. The detection of bicycles at intersections would optimize signal timing by allocating only enough crossing time needed for cross-streets, creating shorter call times for the transit corridors rather than defaulting to a set time. Within the project grant, additional improvements included some new traffic signal poles to replace existing marble poles, upgraded curb ramps for ADA compliance, controller timing adjustments, and new bike signage and a new bike lane to minimize turn movement conflicts between mixed flow and bicycle lanes.

Willowbrook 2 (AHSC) Complete Streets Project, Task Order PW15151-022, Los Angeles, California. Los Angeles County, Department of Public Works. PROJECT MANAGER. Served as the project manager. Michael Baker provided design and engineering services for the Los Angeles County Department of Public Works to assist with traffic engineering complete streets improvements along six arterial roadways spanning the Willowbrook Community in unincorporated Los Angeles County, the city of Los Angeles, and the city of Compton. Los Angeles County was awarded an Affordable Housing and Sustainable Communities (AHSC) Grant for the project that included the installation of new bike lanes, bulbouts, Americans with Disabilities Act curb ramps, new sidewalks and sidewalk repairs, parkway trees, wayfinding signage, streetlights, school zone signing and striping enhancements for three school locations, improved traffic signalization and crosswalks, and bus stop improvements. Michael Baker provided traffic signal, signing and striping, street lighting, and traffic control along with plans, specifications and estimates.
QA/QC

Marc Violett, PE

Mr. Violett has experience in traffic and transportation engineering producing deliverables. With 19 years of experience and extensive knowledge of multiple municipalities' design standards, Caltrans requirements, and the California MUTCD, Mr. Violett has served in a QA/QC role many times and takes pride in ensuring quality deliverables are provided to our clients.

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. PROJECT MANAGER. Serving as the project manager responsible for delivering PS&E package, reviewing field investigations, collecting as-builts, managing meetings, coordinating with other disciplines, updating schedule, and monitoring budget. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team's scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also include potholing, signing and striping revisions, and traffic control plans.

Washington Boulevard TSSP. Los Angeles County, Department of Public Works. QA/QC MANAGER. Provided technical expertise for traffic signal, utility, and base plans developed for each milestone submittal. Michael Baker provided traffic engineering services for the modification of existing traffic signal systems. Design services included plans for the modification of 29 traffic signals and sketches for signalized intersections. The project also included signal system inventories, an assessment and recommendations report, roadway construction plans, collection of traffic volume counts, construction assistance, and preparation of as-built plans. The project involved coordination with the County of Los Angeles, and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier.

South Bay Fiber Optic Communication Diagram/Documentation. Los Angeles County Department of Public Works. PROJECT MANAGER. Served as Project Manager coordinating with field staff to gather accurate information of the existing systems, managed meetings with the client, and stayed under budget. Michael Baker conducted a field review and documented the existing infrastructure of Los Angeles County's fiber optic communication system. The scope included six signalized intersections and five hubs along Hawthorne Boulevard, Artesia Boulevard, and Prairie Avenue in the cities of Inglewood, Hawthorne, Lawndale, Redondo Beach, Gardena, and Torrance. An inventory of existing communication equipment, fiber optic cables, switches, patch panels, and hardware was created in table format.

Los Nietos SRTS Ped PS&E, Los Angeles, County. Los Angeles County, Department of Public Works. PROJECT MANAGER. Served as the Project Manager for design PS&E for 12 locations for pedestrian improvements. The work provided the signing and striping, traffic signal, and traffic control design to complement the civil curb ramps and bulb-outs that were being developed by County staff. Signing and striping plans included updating school area signage to current standard, relocating signs to the appropriate locations, and upgrading signs that no longer meet retroreflective requirements. Traffic signal plans included upgrades to the pedestrian push button systems to APS. Additionally, Michael Baker provided a new pedestrian signal plan in the form of a HAWK system. With a location crossing seven lanes of traffic the conclusion
and recommendation was for a pedestrian actuated signal with pedestrian indications to be implemented for safety reasons. The HAWK was designed per the California MUTCD requirements which included two triangle shaped vehicle signal heads for each approach, an APS, and countdown pedestrian signal indications. The vehicle signal heads were mounted a single large signal mast arm spanning most of the roadway to avoid installation of two separate traffic signal poles due to utility conflicts.

**Studebaker Road at SR 22 Ramp Realignment PA/ED and PS&E, Long Beach, California. City of Long Beach. TRAFFIC DESIGN LEAD.** Serving as the traffic design task lead providing PS&E for three traffic signals, fiber optic, lighting, pavement delineation, and signage. Coordinating closely with the roadway group on the ADA curb ramp designs to locate traffic signal poles and accessible pedestrian system buttons in the ADA compliant locations. Michael Baker, through an on-call contract with the City of Long Beach, is providing services to deliver the PA/ED and PS&E phases for the SR 22 westbound ramp realignment at Studebaker Road. Disciplines include surface water, structures, roadway, landscape, geotechnical, and traffic. The project includes providing the PA/ED documentation for approval from Caltrans and the resulting PS&E bid package. The realignment is being implemented to adjust the current design which connects the westbound SR 22 to a local access road of College Park Drive. The disconnection of the westbound SR 22 ramp to College Park Drive will limit the interaction of vehicles exiting the freeway with local vehicles along College Park Drive that solely serves a local nodes. The updated design realigns the intersection of College Park Drive and Studebaker Road to the north of the existing intersection and provides direct connection of the westbound off/on ramp to Studebaker Road.

**Traffic Signal Upgrade, Newport Beach, Huntington Beach, and Seal Beach, CA. Caltrans, SR 1. PROJECT MANAGER.** Responsible for overseeing traffic engineering design including 20 traffic signal modifications, 6 street light relocations, and two temporary traffic signals along Pacific Coast Highway. Traffic signal modifications includes upgrading to include bicycle detection, accessible pedestrian buttons, and enhanced intersection safety lighting. Close coordination and teamwork with the ADA curb ramp designs and utilities has been vital to ensuring a design that will meet ADA requirements.

**La Palma Avenue Traffic Signal Synchronization Program (TSSP), Anaheim, CA. City of Anaheim. PROJECT MANAGER.** Responsible for project management, coordinating with subconsultants on the installation of equipment, and preparing ITS equipment and fiber optic design plans. In addition to preparing the plans, Michael Baker is providing engineering services for the city of Anaheim to deliver a traffic signal synchronization program along La Palma Avenue. The project includes preparing complete plans, specifications, and estimate documents for construction of ITS elements and fiber optic connections to the city of Anaheim’s extensive existing communication system. In addition to preparing the plans, Michael Baker has teamed with multiple subconsultants to procure, install, implement, and integrate the ITS and infrastructure components.

**Seal Beach Boulevard Traffic Signal Synchronization (TSSP), Seal Beach, CA. City of Seal Beach. QA/QC MANAGER.** Served as QA/QC Manager in charge of the TSSP project, reviewed the PS&E package, and provided technical QC comments to be addressed by staff. Michael Baker provided engineering and design services for the for the Seal Beach Boulevard Traffic Signal Synchronization Program (TSSP). As part of the scope of work, the Michael Baker team provided signal timing, plans, specifications, and estimates (PS&E) design, and system integration services for upgrades to the city’s Advanced Traffic Management System (ATMS) and 16 traffic signals. The project tasks included communication design, data collection, field inventory, detailed recommendation, upgrading signal intelligent transportation systems (ITS) elements, expanding the fiber optic network, and installing a new Intelight Kinetic Signals ATMS. The TSSP coordinated traffic signals along the corridor with Manual on Uniform Traffic Control Devices (MUTCD)-compliant optimized timing plans during the morning, midday, and afternoon peak traffic periods using Synchro/TransSync timing optimization software.

**Culver Drive Traffic Signal Synchronization Project (TSSP), Irvine, CA. City of Irvine. QA/QC MANAGER.** Served as QA/QC manager, reviewed the PS&E package, and provided technical QC comments to be addressed by staff. Michael Baker was contracted to deliver a TSSP for 11.3 miles of roadway and 39 project signal intersections within the cities of Irvine and Newport Beach, as well as Caltrans District 12. The project includes preparing complete PS&E for the construction of ITS elements including controller upgrades, CCTV for both cities, and new fiber optic connections within Newport Beach.
FIBER OPTIC DESIGN/TRAFFIC SIGNAL DESIGN

Kheang Tang, PE

Mr. Tang has over a decade of combined experience in civil and transportation engineering projects. Professional experiences include planning and design of intelligent transportation systems (ITS), traffic design, traffic signal communication systems, roadway and highway design, lighting, signing and striping, and traffic control plans.

RELEVANT EXPERIENCE

ITS Phase VI Master Plan PS&E, Inglewood, CA. City of Inglewood. DESIGNER. Responsible for quality standards and network design. The Michael Baker team provided the network design for new Ethernet signal communication system along the Pincay Dr corridor with new conduit, vaults, 288 Single Mode fiber optic cable, network switches, and connections. Project ITS design improvements also included Elektronics DMS, as well as system integration support including procuring and deploying new 2070LX Omni X controllers for 12 intersections along Manchester Boulevard and Pincay Drive.

La Palma Avenue Traffic Signal Synchronization Program (TSSP), Anaheim, CA. City of Anaheim. DESIGNER. Responsible for fiber communication design. Michael Baker is providing engineering services for the city of Anaheim to deliver a traffic signal synchronization program along La Palma Avenue. The project includes preparing complete plans, specifications, and estimate documents for construction of ITS elements and fiber optic connections to the city of Anaheim’s extensive existing communication system. In addition to preparing the plans, Michael Baker has teamed with multiple subconsultants to procure, install, implement, and integrate the ITS and infrastructure components.

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. TASK MANAGER. Responsible for fiber communication plans. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also include polehoning, signing and striping revisions, and traffic control plans.

Seal Beach Boulevard TMC and ITS Improvement, Seal Beach, CA. City of Seal Beach. DESIGNER. Mr. Tang was responsible for design, implementation, and system integration for ITS along Seal Beach Blvd from Rossmoor Center to City Hall TMC. The project tasks included communication design, data collection, field inventory, detailed recommendation, upgrading existing signal controller, controller cabinet equipment, and expand the fiber optic network. Michael Baker provided engineering and design services for the for the Seal Beach Boulevard Traffic Signal Synchronization Program (TSSP).

Intelligent Transportation Systems (ITS) Gap Closure Improvement Project, Inglewood, CA. City of Inglewood. PROJECT DESIGN ENGINEER. Prior to joining Michael Baker, Mr. Tang served as a design Engineer for the Intelligent Transportation Systems (ITS) Gap Closure Project to fill in the necessary gaps to create a redundant and uniform ITS network. His specific work included data collection, field inventory, and design work for 16 traffic signal modification plans for the project.

Avalon Boulevard TSSP, Los Angeles, CA. County of Los Angeles. PROJECT DESIGN ENGINEER. Prepared Traffic Signal technical improvements for 31 intersections along an eight mile stretch of Avalon Boulevard. Scope of services included gathering as-built plans, performing a field review, modifying the traffic signals, upgrading street lights, and analyzing the best location to install the wireless communicators.

Michael Baker INTERNATIONAL

Education
B.S.C.E. in Civil Engineering/Traffic/Transportation

Licenses/Certifications
California Professional Civil Engineer 88197
FIBER OPTIC DESIGN/TRAFFIC SIGNAL DESIGN

Kevin Kelley, PE

Mr. Kelley is a versatile Civil Engineer and has been involved with various TSSP projects in both design and operations. He has been involved with the entire synchronization project process, from establishing the existing conditions of a network through data collection and field inventory of intersections and their respective cabinets to creating optimized timing plans.

RELEVANT EXPERIENCE

ITS Phase VI Design, Inglewood, California. City of Inglewood. CIVIL ASSOCIATE. Responsibilities include design support on the traffic signal plans, interconnected plans, and fiber splicing plans, programming and configuring new Omni eX controllers. The Michael Baker team provided the network design for new Ethernet signal communication system along the Pincay Drive corridor with new conduit, vaults, 288 Single Mode fiber optic cable, network switches, and connections. Project ITS design improvements also included Daktronics OMS, as well as system integration support including procuring and deploying new 2070LX Omni eX controllers for 12 intersections along Manchester Boulevard and Pincay Drive.

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. PROJECT ENGINEER. Responsible for PS&E work for the traffic signal and fiber plan work. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements to the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team's scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also includes pole hoisting, signing and striping revisions, and traffic control plans.

LAWA RUE Access Modernization Program, Los Angeles, California. Los Angeles World Airports. CIVIL ASSOCIATE. Responsibilities for U33 project include field work of existing utilities and fiber infrastructure, design of relocated conduit, and development of polehole report. Michael Baker is serving on the design-build team for the Los Angeles World Airports (LAWA) Roadway Utilities and Enabling (RUE) projects as the consultant engineer. Michael Baker provided engineering services for the design of the relocation and enhancement of the city of Inglewood's fiber optic interconnect system along La Cienega Boulevard between Arbor Vitae and Century Boulevard.

Multi-Corridor Traffic Signal Synchronization Program (TSSP), Inglewood, CA. City of Inglewood. CIVIL ASSOCIATE. Responsible for signal timing optimization for the corridors of Arbor Vitae St, Prairie Ave, La Cienega Blvd, and Florence Ave in the City of Inglewood. Additional work assisting in the development of Omni eX 2.0 timing sheet template for the City/McCain, cabinet and signal inventory logs, field review and as-built plan preparation for all project intersections, and procurement of 14 new controllers and 5 CCTV cameras.

Seal Beach Boulevard Traffic Signal Synchronization (TSSP), Seal Beach, CA. City of Seal Beach. TASK LEADER. Responsible for the data collection/field inventory task for 16 different intersections that developed plans for the signal, interconnect, and TMC design, and the signal timing audit and concept of operations report support. Michael Baker provided engineering and design services for the for the Seal Beach Boulevard Traffic Signal Synchronization Program (TSSP). As part of the scope of work, the Michael Baker team provided signal timing, plans, specifications, and estimates (PS&E) design, and system integration services for upgrades to the city's Advanced Traffic Management System (ATMS) and 16 traffic signals.
FIBER OPTIC DESIGN/TRAFFIC SIGNAL DESIGN

Kenneth Nguyen, EIT

Mr. Nguyen has experience in civil engineering focused on municipal clients. He has worked on traffic signals, signing and striping, and assessment reports for many projects in Los Angeles County and Orange County. Prior to coming to Michael Baker, he worked as an Administrative Intern for the City of Anaheim Department of Public Works.

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. PROJECT ENGINEER. Responsible for PS&E work for the traffic signal and fiber plan work. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also includes pitting, signing and striping revisions, and traffic control plans.

Seal Beach Boulevard Traffic Signal Synchronization (TSSP), Seal Beach, CA. City of Seal Beach. CIVIL ASSOCIATE. Conducted field work to verify existing street conditions by checking conduits, utilities, and traffic signal controller cabinets along Seaberg Boulevard. Assisted with the field deployment by Michael Baker staff of the new project controllers and network switches. Assisted with the Concept of Operations report. Michael Baker provided engineering and design services for the for the Seal Beach Boulevard Traffic Signal Synchronization Program (TSSP). As part of the scope of work, the Michael Baker team provided signal timing, plans, specifications, and estimates (PS&E) design, and system integration services for upgrades to the city’s Advanced Traffic Management System (ATMS) and 16 traffic signals.

Studebaker Road Complete Streets/ITS Project, Long Beach, CA. City of Long Beach. CIVIL ASSOCIATE. Provided initial conditions field review of roadway signing/striping, and other focus areas as part of the Phase I System Engineering feasibility study. Also completed work for the construction plans and documents as part of the Phase II PS&E for traffic signal, fiber optic splice, and signal interconnect, signing/striping, and other complete streets improvements. 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 Americans with Disabilities Act (ADA) compliance. 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 Americans with Disabilities Act (ADA) compliance.

HSIP Cycle 9 Traffic Signal Improvements, Indio, CA. City of Indio. CIVIL ASSOCIATE. Assisted in the development of new controller timing sheets and controller database files for the 15 new McCain’s OmnieX controller. Michael Baker was selected for the PS&E design and signal timing work by the City of Indio as part of their fifteen intersection HSIP Cycle 9 Traffic Signal Improvement project. The countermeasure design improvements included dilemma zone detection and signal timing, which the project provided the signals with new Iteris Vanlight V90 Hybrid VIVOS and new 2070 ATC Omni eX controllers.
FIBER OPTIC DESIGN/TRAFFIC SIGNAL DESIGN

Aaron Kim, EIT

Mr. Kim has experience in traffic engineering and has assisted in multiple design projects including traffic signals, ramp metering systems, traffic monitoring systems, and fiber optic communication systems. His responsibilities have included designing to various standards, problem-solving based on unique the needs of projects and coordinating with clients.

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena, City of Pasadena. PROJECT ENGINEER. Responsible for PS&E work on the traffic signal and fiber plan work. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also includes path trolling, signing and striping revisions, and traffic control plans.

Culver Drive Traffic Signal Synchronization Project (TSSP), Irvine, CA. CITY OF IRVINE. CIVIL ASSOCIATE. Responsible for double checking field equipment for various locations along Culver Drive, and annotating and creating sheets for Fiber Optic Plane and Traffic Signal Plans.

Myrtle-Peck Traffic Signal Synchronization Program (TSSP), Los Angeles, CA. Los Angeles COUNTY DPW. CIVIL ASSOCIATE. Responsible for drafting traffic signal plans, conducting field work, and acquiring necessary as-built. Coordinated with utility companies to find existing utility conflicts with proposed work and drafting utility plans according to information provided by cities, counties, and utility companies.

Washington Boulevard Traffic Signal Synchronization Program (TSSP), Los Angeles, CA. Los Angeles COUNTY DPW. CIVIL ASSOCIATE. Responsible for drafting traffic signal plans, conducting field work, and acquiring necessary as-builts. Coordinated with utility companies to find existing utility conflicts with proposed work and drafting utility plans according to information provided by cities, counties, and utility companies. The project involved coordination with the County of Los Angeles, and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier.

North Orange County Triangle Integrated Corridor Management (ICM) Project - Task Orders 3 & 15, Orange County, California. CALTRANS - DISTRICT 12. CIVIL ASSOCIATE. Responsible for working on Traffic Signal plans, proposing new CCTVs, video detection cameras, DSRCs, and other traffic signal equipment in 52 project locations along I-5, SR-57, and SR-91. Also responsible for organizing and packaging up 500+ plan sheet project while working with multiple subconsultants. As prime consultant on the Caltrans District 12 On-Call Contract 12A1695, Michael Baker led task orders 3 and 15. For these task orders, Michael Baker prepared a project report, installed various intelligent transportation systems (ITS) devices, and performed agency coordination.
FIBER OPTIC DESIGN/TRAFFIC SIGNAL DESIGN

Angel Torres, EIT

Mr. Torres has experience in traffic engineering and has assisted in multiple design projects, which include traffic signals, traffic control plans, traffic monitoring systems, and ramp metering systems. He has also worked on fiber optic plans, lighting plans, detour plans, pavement delineation plans, utility plans, and inventory plans.

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. PROJECT ENGINEER. Responsible for utility base plan work. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two major project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team's scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also includes plot drawing, signing and striping revisions, and traffic control plans.

Culver Drive Traffic Signal Synchronization Project (TSSP), Irvine, CA. City of Irvine. CIVIL ASSOCIATE. Responsible for drafting intersections in AutoCad, field investigations and inventory, calculating conduit fill, and creating conduit run schedules.

Studebaker Road Complete Streets/ITS Project, Long Beach, CA. City of Long Beach. CIVIL ASSOCIATE. Responsibilities included filed review and drafting of preliminary traffic signal plans. Also responsible for signing and striping plans according to new roadway geometry and roadway improvements for providing protected bicycle lanes.

Signal Synchronization, Santa Monica, CA. City of Santa Monica. CIVIL ASSOCIATE. Conducted field review of the existing conditions at the intersections and provided design recommendations to the City. Assisted in developing plans to install video detection systems (VDS) and upgrading traffic signal poles to recent standards.

Compton Boulevard Traffic Engineering Project, Compton, California. Los Angeles County DPW. CIVIL ASSOCIATE. Responsibilities included field investigations, traffic signal plans, pavement delineation plans, and traffic control plans. Traffic signal plans included assisting with the design of the rectangular rapid flashing beacon (RRFB) at the project's midblock crossing. Pavement delineation plans responsibilities included work for new intersection painted concrete bulb-outs and class II bike facility improvements.

Los Angeles County DPW, Washington Boulevard Traffic Signal Synchronization Program (TSSP), Los Angeles, CA. Los Angeles County DPW. CIVIL ASSOCIATE. Responsible for drafting traffic signal plans, conducting field work, and acquiring necessary as-builts. The project resulted in a 29 sheet PS&E traffic signal plan set and involved coordination with the County of Los Angeles, and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier.

Compton Boulevard Traffic Engineering Project, Compton, California. Los Angeles County, Department of Public Works. CIVIL ASSOCIATE. Responsibilities included field investigations, traffic signal plans, pavement delineation plans, and traffic control plans. Traffic signal plans included assisting with the design of the rectangular rapid flashing beacon (RRFB) at the project's midblock crossing. Pavement delineation plans responsibilities included but were not limited to providing appropriate pavement markings and signage in accordance with the bulb-outs and bike facility improvements.
Marionne Lapitan, EIT, ENV SP

Ms. Lapitan has experience in traffic engineering and has assisted in multiple design projects, which include traffic signals, traffic control plans, traffic signal timing, and traffic monitoring systems. She has also worked on detour plans, utility plans, inventory plans, signing and striping, traffic control, traffic calming design, lighting plans, and on-street parking facilities.

RELEVANT EXPERIENCE

ITS Phase VI Master Plan PS&E, Inglewood, CA. City of Inglewood. CIVIL ASSOCIATE. Responsible for conducting field work to verify existing street conditions by checking conduits, utilities, and traffic signal controller cabinets along Manchester Avenue and Pinocay Drive. Drafted and designed traffic signal and roadway signing and striping plan set using AutoCAD. Prepared City of Inglewood Inventory Sheets to record existing signal controller cabinet information and provide recommendations for modification.

Walnut Street Corridor Signal Improvement Project, Pasadena, City of Pasadena. PROJECT ENGINEER. Responsible for PS&E work for the traffic signal and fiber plan work. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team's scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also includes pathology, signing and striping revisions, and traffic control plans.

Seal Beach Boulevard Traffic Signal Synchronization (TSSP), Seal Beach, CA. City of Seal Beach. CIVIL ASSOCIATE. Conducted field work to verify existing conditions, utilities, and traffic signal controller cabinets along Seal Beach Boulevard. Drafted and designed traffic signal plans which proposed installation of GRIDSMART cameras. Created a sensor schedule for the GRIDSMART vehicle and bicycle detection. Assisted with the field deployment by Michael Baker staff of the new project controllers and network switches. Michael Baker provided engineering and design services for the for the Seal Beach Boulevard Traffic Signal Synchronization Program (TSSP). As part of the scope of work, the Michael Baker team provided signal timing, plans, specifications, and estimates (PS&E) design, and system integration services for upgrades to the city's Advanced Traffic Management System (ATMS) and 16 traffic signals. The project tasks included communication design, data collection, field inventory, detailed recommendation, upgrading signal intelligent transportation systems (ITS) elements, expanding the fiber optic network, and installing a new Inteligent Kinetic Signals ATMS. The TSSP coordinated traffic signals along the corridor with Manual on Uniform Traffic Control Devices (MUTCD)-compliant optimized timing plans during the morning, midday, and afternoon peak traffic periods using Synchro/TranSync timing optimization software.

Studebaker Road Complete Streets/ITS Project, Long Beach, CA. City of Long Beach. CIVIL ASSOCIATE. Conducted field work to verify existing street conditions by verifying traffic signal controller cabinets along Studebaker Rd in support of the System Engineering document. Drafted and designed signing and striping plans with bicycle lanes, ADA parking areas, and other complete streets devices across the corridor.

Washington Boulevard Traffic Signal Synchronization Program (TSSP), Los Angeles, CA. Los Angeles County DPW. CIVIL ASSOCIATE. Responsible for drafting traffic signal plans, conducting field work, and acquiring necessary as-buils. The project resulted in a 29 sheet PS&E traffic signal plan set and involved coordination with the County of Los Angeles, and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier.
UTILITY COORDINATION

Renardo Bezati, PE

Mr. Bezati has experience in the transportation field producing deliverables, concepts, reports, plans, specifications, and estimates. His previous project experience includes traffic safety studies, traffic analysis, signing and striping, traffic signal design and operations, traffic control, and electrical design for various intelligent transportation systems.

Years with
Michael Baker 5
Experience 11

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena, City of Pasadena. Task Manager. Lead for the utility coordination and utility base plans. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvement Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also includes project management, sight-seeing, and site visits.

La Palma Avenue Traffic Signal Synchronization Program (TSSP), Anaheim, CA. City of Anaheim. Project Engineer. Responsible for completing fiber optic communication design plans for La Palma Ave. The design included the installation of CCTV, vehicle detection, fiber optic cable, cabinet equipment, and GPS. Michael Baker is providing engineering services for the City of Anaheim to deliver a traffic signal synchronization program along La Palma Avenue. Michael Baker is providing engineering services for the City of Anaheim to deliver a traffic signal synchronization program along La Palma Avenue. The project includes preparing complete plans, specifications, and estimate documents for construction of ITS elements and fiber optic connections to the city of Anaheim’s extensive existing communication system. In addition to preparing the plans, Michael Baker has teamed with multiple subconsultants to procure, install, implement, and integrate the ITS and infrastructure components.

Sepulveda Avenue CCTV Design Build Project (LAWA RUE R26), Los Angeles, CA. Los Angeles World Airports. Project Engineer. Responsible for R26 design of seven CCTV locations belonging to both Caltrans and LADOT. Michael Baker is serving on the design-build team for LAWA Roadway Utilities and Enabling (RUE) projects as the consultant engineer. Plan work included fiber plans, signal plans, SSL street lighting plans, and Caltrans Encroachment permit work.

South Bay Fiber Optic Communication Diagram/Documentation, Los Angeles County, CA. Project Engineer. Responsible for determining the fiber optic systems communication scheme in South Bay based on site investigation and testing. Michael Baker conducted a field review to document the network infrastructure of Los Angeles County’s fiber optic communication system. The scope included 43 signalized intersections and five hubs in the cities of Inglewood, Hawthorne, Lawndale, Redondo Beach, Gardena, and Torrance. Michael Baker prepared an inventory of the equipment and infrastructure, corrected mislabeled fiber pairs, made recommendations for further upgrades, and provided construction administration.

Traffic Signal Upgrade, Newport Beach, Huntington Beach, and Seal Beach, CA. Caltrans, SR 1. Project Engineer. Responsible for preliminary design and cost estimate for signal upgrades along Pacific Coast Highway in Orange County. Project requires the complete removal and installation of signal equipment at 20 intersections due to age and wear. Michael Baker provided engineering and consultation services for a roadway design project for Caltrans District 12.
UTILITY COORDINATION

Aldrin Dorado, EIT

Mr. Dorado has worked on numerous traffic and intelligent transportation system projects, with projects ranging from signal modifications, to integrated corridor management design. Project responsibilities include, traffic signal design, closed circuit television design, fiber optic cable communication plans, and field inventory.

Years with Michael Baker 7
Years experience 8

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. PROJECT ENGINEER. Worked on PS&E work for utility plans. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team's scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also include potholing, signing and striping revisions, and traffic control plans.

Signal Synchronization, Santa Monica, CA. City of Santa Monica. CIVIL ASSOCIATE. Conducted field review of the existing conditions at the intersections and provided design recommendations to the City. Responsible in developing plans to install video detection systems (VDS) and upgrading traffic signal poles to recent standards.

SR 1 Traffic Signal Upgrade, Newport Beach, Huntington Beach, and Seal Beach, CA. Caltrans. CIVIL ASSOCIATE. Responsible for conducting field review of existing conditions at 20 project intersections along State Route 1 (SR-1). Project Approval Environmental Document (PA/ED) traffic signal modification plans were created using MicroStation to replace deteriorated signal equipment, and to accommodate street improvement plans to comply with ADA requirements. The plans showed proposed signal poles, signal heads, pedestrian push buttons, and advanced loop detectors. The PA/ED traffic signal modification plans were used for cost estimates for the project.

North Orange County Triangle Integrated Corridor Management (ICM) Project – Task Orders 3 & 15, Orange County, California. Caltrans · District 12. ENGINEERING TECHNICIAN. Responsible for designing closed circuit television (CCTV) systems along mainline Interstate 5, State Route 57, and State Route 77. Also conducted field work reviews for the installation of dedicated short range communications (DSRC) at approximately 130 locations throughout freeway mainlines in Orange County. Assisted in designing video detection systems (VDS) on approximately 50 freeway on-ramp and off-ramp intersections. As prime consultant on the Caltrans District 12 On-Call Contract 12A1695, Michael Baker led task orders 3 and 15. For these task orders, Michael Baker prepared a project report, installed various intelligent transportation systems (ITS) devices, and performed agency coordination.

Culver Drive Traffic Signal Synchronization Project (TSSP), Irvine, CA. City of Irvine. CIVIL ASSOCIATE. Mr. Dorado was the lead for the Before and After study analysis, travel runs, and work with Synchro and Tru Traffic. He also conducted field review and CAD deliverables for the project. Michael Baker is contracted to deliver a TSSP along Culver Drive/Bonita Canyon Drive/Ford Road for 11.3 miles of roadway and 39 project signal intersections within the Cities of Irvine, Newport Beach, as well as Caltrans District 12.
Utility Coordination

Javier Ruedas

Mr. Ruedas assists with the design and plan preparation for Lighting, Traffic Signal, ITS, Communication, RMS, Signing/Striping and Traffic Handling. He develops cost estimates and calculated quantities. He conducts field work to assess existing project site conditions.

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. CIVIL ASSOCIATE. Served for support on field work and utility coordination. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radars, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also include patholing, signing and stripping revisions, and traffic control plans.

Seal Beach Boulevard Traffic Signal Synchronization (TSSP), Seal Beach, CA. City of Seal Beach. CIVIL ASSOCIATE. Responsibilities included support with the field deployment by Michael Baker staff of the new project controllers and network switches. Assisted with the Concept of Operations report and Post construction Signal Cabinet Inventory for the final report, and before and after study travel runs with TruTraffic and TranSync. Michael Baker provided engineering and design services for the for the Seal Beach Boulevard Traffic Signal Synchronization Program (TSSP). As part of the scope of work, the Michael Baker team provided signal timing, plans, specifications, and estimates (PS&E) design, and system integration services for upgrades to the city’s Advanced Traffic Management System (ATMS) and 16 traffic signals. The project tasks included communication design, data collection, field inventory, detailed recommendation, upgrading signal intelligent transportation systems (ITS) elements, expanding the fiber optic network, and installing a new Intellight Kinetic Signals ATMS. The TSSP coordinated traffic signals along the corridor with Manual on Uniform Traffic Control Devices (MUTCD)-compliant optimized timing plans during the morning, midday, and afternoon peak traffic periods using Synchro/TransSync timing optimization software.

Studebaker Road Complete Streets/ITS Project, Long Beach, CA. City of Long Beach. CIVIL ASSOCIATE. Responsibilities included creating a Fiber Splice Plan. Assisted with the creation of the Traffic Signal Plan. Coordinated with other employees to ensure timely deliverable. Assisted with the Signing and Striping Plan. In response to the comments given by the City at the 60%, 90%, and Final submittals.

Los Angeles World Airports, Sepulveda Avenue CCTV Design Build Project (LAWA RUE R26), Los Angeles, CA. Los Angeles World Airports. CIVIL ASSOCIATE. Responsibilities included field visits, data collection, and design for BLSL street lighting plans needed for CCTV camera pole improvements to seven (7) intersections along Sepulveda Blvd. Additional work activities included coordination support of design approval with Southern California Edison for new electrical service for the new CCTV cabinets as well as Los Angeles DOT, Los Angeles BOE, Los Angeles Bureau of Street Lighting, and Caltrans District 7 for encroachment permit applications.
RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena, City of Pasadena. TASK MANAGER. Led the street improvement work for ADA curb ramp upgrades. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridors with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team's scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also include potholing, signing and striping revisions, and traffic control plans.

Bush Street Bicycle Boulevard Design, Santa Ana, California. City of Santa Ana. PROJECT MANAGER. Managed a design team for a City's ATP funded project to design a bike boulevard along Bush Street from Civic Center Drive to 17th Street and along 15th Street from Sycamore Street to Bush Street. The design elements includes a variety of improvements such as landscaped neighborhood traffic circles/min roundabouts, pavement rehabilitation, PCC improvements, curb/gutter improvement, landscape and irrigation, street lighting, roadway rehabilitation, storm drain facilities, utility relocations, ADA compliance, and signing and striping.

Adams Street Improvement Project from Harbor Blvd to Santa Ana River, Costa Mesa, California. City of Costa Mesa. PROJECT MANAGER. Mr. Wang managed a design team for a City's ATP funded project to promote active modes of transportation to increase safety, health, and mobility for bicyclists and pedestrians along Adams Avenue corridor. The project includes a variety of improvements such as pedestrian improvements, PCC improvements, curb/gutter improvement, median improvements, landscape and irrigation, street lighting, bicycle improvements, signing and striping, storm drain facilities, utility relocations, ADA compliance, and traffic signal modifications.

Anaheim Street Corridor Improvement Project, California. City of Long Beach. PROJECT MANAGER. Mr. Wang managed a design team for a City's HSIP grant project to improve safety and mobility on Anaheim Street, a 3.5 mile corridor between Oregon Avenue and Terminio Avenue. The design countermeasures includes traffic signal improvement for 20 signalized intersections, controlled access medians through the whole corridor to restrict left-turn movements, and median refuges for pedestrian and bicycle crossings. Coast Highway Intersection Improvement PS&E - CIP #643, City of Laguna Beach, California. QA/QC Manager. Reviewed deliverables for completion of PS&E improvements for five intersections that included signal, signage, and striping. ADA curb ramps and intersection improvements, conversion of Ocean Avenue to a one-way street, and implementation of pedestrian exclusive phasing and scramble crosswalks. SR-1 is under the jurisdiction of Caltrans, therefore Caltrans Enroachment permit and Design Exception Decision Document (previously Design Exception Fact Sheet) applications have been progressed for Caltrans approval.

Santa Ana River Parkway Trails Extension, Santa Ana, California. Orange County Public Works. PROJECT MANAGER. Michael Baker is preparing final design plans for the Santa Ana River Parkway Extension project. As part of its service, Michael Baker will review plans for 2.6 miles of walking, biking, and horse-riding trails. Additionally, Michael Baker will prepare plans for three prefabricated bridge crossings, one retaining wall, and a staging area with utilities connections.
STREET IMPROVEMENT/ ADA RAMP DESIGN

Marlena Perez, EIT

Ms. Perez serves as a Project Manager specializing in Active Transportation projects. Her focus is on multimodal designs that balance all modes of transportation and implements a holistic design approach. Ms. Perez has experience in all project phases, from the feasibility stage where she plays a key role in public outreach, to final design stages.

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena, City of Pasadena. PROJECT ENGINEER. Design lead for ADA curb ramp work. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also include potholing, signing and striping revisions, and traffic control plans.

Club Drive Complete Streets, Indian Wells, California. City of Indian Wells. ASSISTANT PROJECT MANAGER. Michael Baker is contracted to prepare plans, specifications and estimate (PS&E) for the Club Drive Complete Streets Project. The project consists of introducing new sidewalks, ADA compliant curb ramps and upgrading existing bicycle facilities on Club Drive to connect pedestrians and bicyclists to a nearby shopping center. Michael Baker is preparing concept alternatives for the project and once the preferred alternative is selected, preparing the PS&E package. Coordination with nearby business owners is a key consideration for the project to garner community support and ensure there is a consensus on the designs. Responsible for leading the public outreach activities and managing the project delivery schedule. Michael Baker is contracted to prepare plans, specifications and estimate (PS&E) for the Club Drive Complete Streets Project. The project consists of introducing new sidewalks, Americans with Disabilities Act (ADA) compliant curb ramps and upgrading the bicycle facilities on Club Drive to connect pedestrians and bicyclists to a nearby shopping center. Michael Baker is responsible for coordinating with local businesses and community members to ensure the project meets their needs and expectations.

Hermosa Avenue Pavement Resurfacing & Streetscape Improvements, Hermosa Beach, California. City of Hermosa Beach. DESIGNER. Responsible for the design of the new curb ramps and preparing the PS&E drawings. The design was completed on an expedited schedule due to funding requirements. Michael Baker prepared the plans, specifications, and estimates (PS&E) for a high-profile, fast-track pavement resurfacing and streetscape project for the city of Hermosa Beach. Due to a tight funding deadline, it completed the design quickly, while providing a high-quality PS&E. The project involved practical and aesthetic upgrades and improvements to re-brand the Hermosa Avenue main beachfront thoroughfare and create a sense of arrival in the downtown area. It included pavement rehabilitation, the upgrade of 46 curb ramps to ADA standards, new bulb-out curb returns, transit stop upgrades, and decorative DecoMark and DuraTherm pavement designs.

State Route 213 Curb Ramp Upgrades, Los Angeles County, California. CALTRANS. DESIGNER. Designer responsible for preparing construction details for 66 ADA-compliant curb ramps on State Route 213 in Los Angeles County. As a part of a larger ongoing contract for on-call highway design services, Michael Baker completed 60 percent PS&E-level design of curb ramp upgrades to meet ADA standards along Western Avenue, State Route 213. As a subconsultant, Michael Baker is responsible for 68 of the 202 total curb ramp locations. The project included upgrading curb ramps to ADA compliance per the 2015 Caltrans Revised Standard Plans, the latest Caltrans Plan Preparation Manual, and the ADA guidelines from the Caltrans Design Information Bulletin B2-06.
STREET IMPROVEMENT/ ADA RAMP DESIGN

Elisa De La Pena-Fernand, EIT, ENV SP

Ms. de la Peña has worked on projects for LA Metro and Caltrans District 7 among others. In addition to having already passed the 8-hour exam portion of the PE, she has her BS in Civil Engineering from Cal State Fullerton and is finishing her MS in Engineering Management at Cal State Northridge.

RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena, City of Pasadena. CIVIL ASSOCIATE. Design work for street improvements. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also includes potholing, signing and striping revisions, and traffic control plans.

I-10 Corridor Express Lanes Project, Los Angeles and San Bernardino Counties, California. SANBAG (San Bernardino Associated Government). CIVIL ASSOCIATE. Michael Baker provided design and engineering services as the lead designer on the Interstate 10 Corridor Express Lanes project. This design-build project aimed to reduce traffic congestion, increase throughput, and enhance regional mobility. It involved the design and construction of two express lanes in each direction of I-10 from the Los Angeles/San Bernardino County line to the I-10/I-15 interchange. It also included the reconstruction or modification of existing ramps at 10 interchanges and 20 bridge structures. As part of the project, Michael Baker performed roadway design, structural engineering, drainage, and maintenance of traffic (MOT) for two of the four design segments as well as intelligent transportation systems services, tolling design, signals, lighting, landscape architecture, and survey activities for the entire corridor. In all, the project proposed to add 10.5 lane miles of new roadway and restrip 11.5 miles of existing roadway in each direction. To accommodate the added express lanes, the project widened or replaced 20 bridge structures, including six overcrossing replacements, two undercrossing replacements, seven undercrossing widenings, and five bridge widenings over channels. The project also added approximately 81 retaining walls of various types, including sub-horizontal ground anchor walls, soldier pile walls, soil nail walls, standard walls, and sound wall barriers.

Michael Baker
INTERNATIONAL

Education
B.S., 2018, Civil Engineering, California State University at Fullerton
Certificate, 2020, Real Estate Development & Investment, Rice University

Licenses/Certifications
Engineer-In-Training, California, 2017

Envision
Sustainability Professional, California, 2019
Mr. Slocum is a proven leader, innovator, and project manager, with an extensive array of skills gained through his 20 years of progressive surveying experience. His responsibilities include managing sizable complex surveying projects, creating innovative solutions by building teams of experts from multiple office locations to solve clients' needs.

**RELEVANT EXPERIENCE**

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. **SURVEY TASK MANAGER.** Led the management of the Michael Baker survey team. Michael Baker was selected by the City to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project will be installing ADA compliant curb ramps at select intersections to improve mobility. As part of the project's scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also includes providing design and striping revisions, and traffic control plans.

Interstate 405 / Jamboree Road Interchange Improvements, Irvine, California. City of Irvine. **PARTY CHIEF.** Responsible for field surveys. Michael Baker prepared an engineering evaluation report (PEER) for the I-405/Jamboree Road Interchange southbound exit ramp widening. The existing intersection is congested with high volume of traffic on Jamboree Road and turning volumes at the southbound I-405 ramp intersection. Project improvements were designed to widen the ramp to the outside to provide an additional left-turn lane at the intersection with Jamboree Road, construct a retaining wall along the right edge of shoulder, remove and reconstruct an overhead sign structure, modify the existing traffic signal at the intersection, make minor drainage improvements, and protect and relocate existing utilities. Michael Baker prepared new aerial topographic mapping, traffic analysis, preliminary improvement plans, cost estimates, and environmental technical studies in support of a California Environmental Quality Act (CEQA) categorical exemption.

Washington Boulevard Restoration, Commerce, California. City of Commerce. **PARTY CHIEF.** Responsible for field surveys. Michael Baker provided design services for the widening and reconstruction of Washington Boulevard from Interstate 5 to the western City boundary near the UP RR yards, a distance of 2.8 miles. The primary project elements included: widening and reconstructing Washington Boulevard from two through lanes to three through lanes in each direction; replacing existing asphalt concrete (AC) with Portland Cement (PCC) pavement with PCC pavement repairs at existing PCC intersections to accommodate heavy truck usage; reconstructing sidewalks, curbs, gutters, curb drains, curb returns, driveways, medians, and ADA ramps; upgrading traffic signals, signs, street lighting, and lane striping; constructing new landscape planters, and median landscape improvements; facilitating Caltrans encroachment processes for both I-5 and I-710 ramp interfaces; and providing public outreach services. The project roadway remained open during the construction process and required extensive traffic handling and traffic detour coordination, specifically addressing the extensive phasing required for PCC construction. Work items also included extensive coordination with utility agencies, Caltrans Local Assistance, BNSF, UP RR, and multiple private property and business owners.

Michael Baker
INTERNATIONAL

**Education**
A.A., O, Certificate of Surveying, Santiago Canyon College

**Licenses/Certifications**
Professional Land Surveyor, California, 2013, 9044
RELEVANT EXPERIENCE

Walnut Street Corridor Signal Improvement Project, Pasadena. City of Pasadena. SURVEY FOREMAN. Served as survey team field lead. Michael Baker was selected by the city to perform PS&E work on the Walnut Street Traffic Improvements Project funded by local LA Metro Measure R funding. Walnut Street Traffic Signal Improvements project consists of two main project corridors of Walnut Street and Foothill Boulevard, totaling 26 intersections. The improvements include enhancements of the Intelligent Transportation System (ITS) devices along the corridor with the goal of improving traffic flow, increasing data collection, and providing safety and accessibility. Among these ITS improvements are updated Advanced Traffic Controller (ATC) cabinets, high-resolution data controllers, closed-circuit television (CCTV) cameras, emergency vehicle preemption, connected vehicle radios, and accessible pedestrian systems. In addition, the project team will be designing and installing ADA compliant curb ramps at select intersections to improve mobility. As part of the team’s scope of work, Michael Baker is completing the PS&E design for the traffic signal, fiber optic, ITS, and ADA curb ramps that also includes in-house topographic survey. The work also include potholing, signing and striping revisions, and traffic control plans.

Marshall Bowen Pumping Plant No 2 Replacement Construction Management, Pico Rivera, California. City of Whittier. SURVEYOR. Responsible for construction staking. Michael Baker provided construction management and inspection for this pumping plant replacement project that included demolition and disposal of the existing pumping plant facility and appurtenances, creation of geotechnical engineered in-situ sub-surface structural soil compaction improvements, construction of a 6,400-square-foot pump building that houses an 18.9 MGD pump station, erection of two 2.2 MG above ground steel tank reservoirs and associated yard piping, and extensive system-wide SCADA system upgrades. The project also included off-site improvements for six other reservoirs that involved replacement of existing valves and vaults associated with pipeline tie-in connections and SCADA systems upgrades. Completed in February 2016, the new Pumping Plant 2 Facility was re-dedicated as the Marshall R. Bowen Pumping Plant and includes a 18.9-MGD pump station with 17,500 gpm of pumping capacity to enable WUA to pump during off-peak periods and reduce power costs; two 2.2-MG above-grade steel reservoirs to serve as the forebay and provide operational storage; a 6,400-square-foot pump building, including office space for water production and pumping plant personnel; new piping and control valves at off-site reservoirs; and upgraded SCADA and radio communication facilities throughout the entire WUA service area.

Metro Gold Line Intermodal Parking Facilities and Enhancements, Arcadia, Duarte, Irwindale, and Azusa, California. Metro Gold Line Foothill Extension Construction Authority.git TECHNICIAN. Responsible for field surveying. Michael Baker is providing professional services for the Metro Gold Line Authority’s Intermodal Parking Facilities and Enhancements Design-Build Project. The project involves six transit station sites, four of which will include the design of structured parking, located within the cities of Arcadia, Monrovia, Duarte, Irwindale and Azusa. The project includes off-site intersection improvements to provide mitigation measures in accordance with the Final EIR mitigation measures, as well as two Traction Power Supply Substation (TPSS) sites at the Michilinda and Soldano TPSS sites. Michael Baker is providing all on-site and off-site design and survey services including civil, drainage, water quality, structural, traffic, environmental, legal descriptions, exhibits, and utility design services for all sites.
4. QUESTIONS/RESPONSE TO SCOPE OF SERVICES
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4A. METHODS TO FULFILL SCOPE OF WORK

Project Understanding
Since 1999, the City of Inglewood has implemented multiple ITS program improvements to address increasing demand of traffic management of recurring congestion for City’s key transportation corridors. The Downtown area was one of the first areas for an ITS Project over 23 years ago. Since then, the city has successfully implemented Phase I to Phase VI of the Intelligent Transportation Systems (ITS) Master Plan Program. The Downtown ITS is a continuation of the ITS Program, greatly needed to bring this area of the City traffic signal system up to date with the rest of the modernized signal system.

The project is being funded by an LA Metro Measure M grant to include the design, implementation, integration, and construction of, but not limited to, conduit, fiber-optic communications, closed-circuit televisions (CCTV), 2070 controllers, ATC cabinets, traffic signal poles, pedestrian ramps, origin-destination devices, network switches, video and inductive-loop detection, dynamic message signs (DMS), blank-out signs, and other software or hardware needed to integrate into the City’s Traffic Management Center.

Project Overview & Approach
This Downtown ITS Project will connect 20 traffic signals along the Regent Street, Market Street, Nutwood Street, Hillcrest Boulevard, and Queen Street corridors in the downtown area to the City’s Traffic Management Center (TMC). These corridors have aging infrastructure, outdated equipment, and twisted-pair copper wiring communication that is not compatible with the existing system, the project will provide the necessary upgrades to connect these intersections to the TMC by installing the latest equipment and bringing them to current standards. Shown in the below figure and sections is an

*Decorative Pole and Bollard Locations with work for poles and curb ramps to be discussed further with City (TC). Ramps missing truncated domes, no design work/topographical survey.
overview of the project corridors and approach to our work.

Traffic Signals: The 20 Downtown project signalized intersections service local traffic with simple operations without many protected left turns. Most intersections poles are older, marble/concrete, and/or don’t have mast arms, ADA compliant curb ramps, and other items that do not meet serviceable condition requirements in terms of poles, wiring, or phasing (only two-phase intersections), etc. The plan for this work will require complete intersection overhauls with the latest City traffic signals and ITS specifications. Our team is experts in traffic signals and will design the work with general signal enhancements for poles, pull boxes, conduit, wiring, vehicle heads, safety lighting, pedestrian push buttons, and pedestrian heads as well as operation of detection (vehicle, advanced, stop bar, bike) for intersections. These items are typical, but Michael Baker is well suited for this work to help the City with added design elements including:

- ATC Cabinet Detection Design Enhancements for controller S1U channels and VDS detection systems
- Setting up Controller and Transparency System for SPM with high-resolution data.
- Design of future system detection strategies for Adaptive System control.

Fiber-Optic Communications: Michael Baker has extensive fiber optic work with the City of Inglewood specifically and is very familiar with the city fiber communication network and proposed standards. The most recent of these was work for ITS Design Phase VI (2020-2022) and the LAWA RUE U33 - La Cienega Fiber Line Relocation Project (2021-2022) that completed the same specific design work and services requested of this project RFP. The current fiber and twisted pair copper in existing conduits will be abandoned and the project will design to the latest City standards new conduit, vaults, pull boxes, large 288 SMFO distribution cables, with 10 gig network switches that will connected back to a local fiber hub cabinet and/or City Hall.

ADA Curb Ramps and Topographic Survey: Some traffic signals will require new ADA curb ramps as part of the project. As traffic signal pole placement is directly tied to the design of new curb ramps, this work is a critical path needed to maintain the project schedule. Mr. Ray Wang, PE, LEED AP will be the Task leader for this portion of the project’s work for upgrading curb ramps and will work closely with Mr. Steve Slocum, PLS and the survey group to quickly identify the limits and mobilize for the needed design work topographical surveys.

Utility Coordination: The successful execution of this project relies on constructability of the improvements which must consider utilities in and around the project area. With the downtown project corridors having been developed and improved for many years, various and several utilities (documented and undocumented) occupy space beneath and above the existing roadway. It is vital that an exhaustive utility research, coordination, and pothole be performed before and during the design phase to avoid surprises and change orders during the construction phase of the project. The team will also coordinate with the ITC project for their initial 30% utility research and available files.

Task 0 – Project Management

It is expected that the majority of the project management will be accomplished through meetings, e-mails, phone calls, and other key correspondence. The Team will organize and initiate all planned meetings (10 total) with the City for 1) Kick-Off, 2) Field/Site Visits and/or Deliverable Meetings, 3) coordination meeting(s) with Inglewood Transit Connector (ITC) Project, 4) Pre-Bid Meeting (Construction Support), and 5) Close Out Meeting. For each meeting, the Team will prepare agendas and document minutes. Draft agendas will be prepared and submitted to project team members for review at a minimum of two business days in advance of a scheduled meeting.

Kick-Off Meeting: After the Notice to Proceed (NTP), Michael Baker will organize a kickoff meeting with the City to ensure a thorough understanding of project objectives and requirements, understand funding source requirements, establish communication plan and protocols and discuss the project schedule, concerns, challenges, and obstacles. We will prepare a draft agenda and circulate it to the project team members for review prior to the meeting. To facilitate communication and collaboration, a project SharePoint website will be set up for document reference, task scheduling, and issue tracking and resolution. After the kickoff meeting, we will publish the refined project schedule, work plans, and team roster.
Project Schedule: We will provide a project schedule in Microsoft Project format that identifies tasks, milestones, and deliverable submittals that will identify the critical path of the project. A proposed project schedule has been included with this proposal and will be updated with more exact dates after selection and distributed at the “kick-off” meeting.

Invoices and Monthly Progress Reports: Michael Baker will send monthly project invoices which include progress reports on the project to the City Project Manager. Progress reports will be delivered in the City’s preferred format, noting milestone project progress and percent completion for ease of use by the City for Metro funding reimbursement.

Project Coordination & Bi-weekly Project Status meetings: Included in this task is on-going management of the project including coordination with the City, task leads within Michael Baker, and administrative tasks. Ryan Calad, the Michael Baker Project Manager, will be always available for questions or concerns from the City, either by email or by phone. Michael Baker will also coordinate bi-weekly virtual project meetings with the City, noting project status and other critical cross coordination. These meetings will be led by the project manager and task manager staff. We will set the times of these meetings ahead of time to avoid any meeting conflicts and ensure the attendance of all key team members.

Quality Assurance/Quality Control: As part of our project management process, Michael Baker follows a regimented internal Quality Assurance and Quality Control (QA/QC) program on all our projects. QA/QC will be consistent throughout the project development. Michael Baker will utilize its established internal file structure to ensure project organization. The file structure includes an archive for storing previous versions of documents. This provides a history of the evolution of project items and tasks and can produce a running record of project cost breakdowns per agency and scope changes. The QA/QC manager, Marc Violet, PE, will conduct oversight and will provide a high-quality product.

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Deliverables:

- In-Person Kick-Off and Project Progress Meetings (10), prepare agenda, meeting materials, meeting minutes
- Monthly Project Progress Status Report
- Project Coordination & Bi-Weekly Project Status Meetings with City (Microsoft Teams)
- Monthly progress status reports and invoices

Task 1 – Preliminary Engineering and Design
The traffic system inventory assessment, preliminary engineering, and design will provide constructability findings for the design improvements (PS&E) and provide clear consensus in the progression of the design work. Since this project is grant funded, working within the project budget will be critical, and this work will clearly document existing conditions, outline needs, recommendations, constructability, and clearly identify design decisions.

Task 1A – Utility Coordination & Base Mapping
Michael Baker will review existing as-builts plans, documents, and files available from the City at the project kick-off meeting. Michael Baker staff will conduct a field review of all existing project traffic signals, perform field measurements, utility coordination, and work for preparing the project base plan files for the traffic signal, communications, and ADA curb ramp design.

Utility Coordination
Michael Baker will gather all utility maps provided and utilize as-built drawing information to develop a utility base map in AutoCAD. The utility base map will be referenced into improvement plans including street improvements, traffic signals, and fiber optic communication to ensure any conflicts are avoided and/or otherwise resolved. Our Task Lead Renardo Bezati, PE will coordinate with all utility companies within the project limits, request utility maps, and compile under and above ground utilities that will be referenced into relevant design plans. A comprehensive log will be preserved throughout the project and provided to the City upon completion as part of our 30% design submittal.

Topographic Survey
We will prepare a comprehensive topographic survey to identify and plot existing conditions and surfaces needed for our team to accurately design the curb ramps in AutoCAD Civil 3D. Side limits along project locations will be back of walk to back of walk. Topographic limits will extend 50’ beyond ECR/BCR at each intersection. Topographic mapping will be provided at a scale of 1” = 20’ with one (1) foot

Michael Baker has a Citywide AutoCAD base constructed that includes parcel, centerline, pedestrian walkways, sewer, storm drains, and water lines. This will be used to compile existing utilities and signal network items for the set up our 30% Plan sheets.
interval contours. Mapping will meet the requirements in "ASPRS Accuracy Standards for Large Scale Maps", dated March 31, 1993, and will be provided in a format including a digital terrain model (DTM). CAD files to be provided compatible with AutoCAD Civil 3D 2018 format unless specified by the City.

**Task 1B: Traffic System Inventory, Assessment, and 30% Design**

Michael Baker will document the existing traffic system for the project corridors to assist in the design and construction of project improvements. The traffic system inventory and assessment will include our staff working in groups to review the project intersections, signal system poles, controller cabinets, and communication link segments. We will use our company’s standardized forms and photo logs to inventory existing traffic signal control equipment and other ITS facilities along the project corridors.

We will document a complete list of proposed improvements based on field investigations and guidance from the latest City traffic signal special provisions. This includes any items missing, needed, already in place, and/or constructability based on ADA, right-of-way, or utility issues. We will advise the City of any overlooked tasks that would facilitate the intended project objective and achieve project completion within the proposal timeframes and budget. All the field review and data collection will be documented in a Design Report technical memorandum. Below is a summary of review items:

**Traffic Signal Review**

Michael Baker staff will conduct a field survey of all existing project traffic signals and controller cabinets for our field review. The review will provide a comprehensive intersection assessment not only for improvement constructability, but improvements to operations, communications, safety, compliance (ADA, CA-MUTCD), and serviceable conditions. Notably, most of these intersections do not meet serviceable condition requirements in terms of poles, wiring, phasing (only two-phase intersections), etc., in which case the whole intersection design and operation will be an overhaul. Constructability recommendations for the proposed signal, pole, cabinet, and curb ramp improvements will be noted as well as other recommended findings for City use and consideration on drafted base maps. This assessment will provide one part of the basis of our 30% design submittal with regards to each intersection’s improvements.

**Fiber Optic Communications & City TMC**

Michael Baker will perform a field review and inventory of the fiber optic infrastructure for conduit, pull boxes, vaults, communications cables, and equipment located along the project corridors and intersections. This will be used to plot proposed new fiber and communication tie-ins. We also know that the City Hall is undergoing building renovations for a new TMC. This review work will be less field/site intensive, and more coordination focused in reviewing plans, networking items, IP addresses, etc. As part of our assessment and review, we will check and/or address any/all needed for the project can be accommodated, and will be documented in a Systems Engineering Recommendations report summary as part of our 30% design submittal with photo logs, schematic maps, and the draft network splice details showing both existing network and our proposed improvements.

**30% Design Report Technical Memorandum**

The summary of our existing conditions assessment inventory work will be presented in a formal design report memorandum outlining our findings and providing recommendations. The various components of the corridor signal system will be evaluated and discussed with separate report sections. Our documented work with communication layouts, inventory sheets, and photo logs will be provided as appendix material.

Constructability recommendations for the proposed improvements will be noted as well as other recommended findings for City use and consideration on drafted base maps. We will document a list of improvements along with a preliminary cost estimates to better forecast potential budget surplus or shortages compared with the Grant Funds. Doing this at the 30% level of design will limit potential design changes compared to completing at the engineers estimate beginning at the 60% submittal.
Deliverables:
- Utility Coordination Log & Utility AutoCAD Base File
- Topographical Survey files
- 30% Plan Sheets
- Design Report Technical Memorandum
  - Intersection Field Inventory Sheets & Photo Logs
  - Systems Engineering Recommendations
  - Comm Inventory Sheets, Photo logs, & Existing & Proposed Fiber Network Splice Details

Task 2 60%, 90%, & 100% PS&E Plan Submittal
Michael Baker will prepare PS&E plans, as directed by the City, in accordance with the approved recommendations, for City review at the 60%, 90%, and 100% phases. Construction plan layouts will be developed utilizing filed reviewed data and utility research developed in CAAD on the City standard border. The project plan set submittal will an estimated 60 sheets that will include one (1) Title Sheet, 26 traffic signal plan sheets, 17 interconnect plans, and 16 ADA curb ramp plan sheets set for the following construction improvement work:

Traffic Signal Plans
Michael Baker will prepare traffic signal modification plans for the 20 project intersections per the City of Inglewood guidelines. The plans will clearly identify all existing, proposed, relocated, and removed traffic signal equipment to correspond with the overall design intent. Plans will cover pole schedules, conductor schedules, detection zone SIU in/out/output assignments, construction details and notes.

No signing or stripping plans are included in the RFP scope of work, but we anticipate the need for minor stripping adjustments needed for the curb ramp work to adjust crosswalks, limit lines, and other stripping items which will also be shown with construction notes on the Traffic Signal plan sheets.

For the plan package set, it is anticipated to include 26 sheets comprised of General Notes (1 sheet), Traffic Signal Modification Plans for each signal (20 Sheets), and Construction Details (5 sheets) for items like I.S.N.S installation, CCTV and DMS/CMS mounting, cabinet layout, and origin/destination roadside unit mounting. It is anticipated that these be carried over from our ITS Phase VI work as well as other created for other projects.

Interconnect Plans
Michael Baker will prepare fiber optic communication plans to accommodate the installation of fiber optic cable within existing and new conduits. The fiber optic communication plans will be prepared at 1" = 40’ scale and will show existing curb, right-of-way, centerlines, utilities of record, and proposed installation of conduit and pull boxes for fiber optic splice closures and drop cable connections to controller cabinets. These plans will also note locations for other

signal improvements including traffic signal controller, new cabinet conduit drops, and other items shown as enlarged viewports at a 1" = 10’ scale. Per our work for ITS Phase VI, splicing and construction detail sheets will also be produced. For the interconnect plan set, it is anticipated to include 17 sheets comprised of Interconnect General Notes (1 Sheet), Interconnect Improvement Plans (8 sheets), Splice Details (5 sheets), and Interconnect/Fiber Construction Details (3 sheets).

ADA Curb Ramp Plans
All plans will be completed in conformance with the latest available design standards of the City of Inglewood and SPPWC “Green Book” details. Plan sheets will be prepared with a maximum of four (4) corner curb ramps per sheet, or one (1) plan sheet per intersection, that shows center lines, right-of-way lines, utilities of record, along with applicable limits and details for demolition/removals and construction notes, elevations. The design will include ADA compliance requirements including ramp slope, cross slope, flat landing area, elevations/offsets, push button accessibility, and truncated domes. Additionally, curb ramps will be designed to fit within the existing R/W. No R/W acquisitions are assumed for the purposes of this scope of work.

For the ADA curb ramp plan set, we anticipate between 11-16 plan sheets. This estimate is based on our review outlined in the project understanding that identified 32 curb ramps that are to be upgraded at 10 intersections. We will discuss further with the City concerning work for the corners with decorative pole/bollard locations along market street. For these decorative pole intersections, an additional five (5) sheets will be budgeted to cover estimated 16 curb ramp and bollard locations (16 sheet total).

Cost Estimates
Michael Baker will calculate construction quantities and submit an Engineer’s Cost Estimate as part of each PS&E submittal package. Michael Baker will utilize historical construction unit prices so that the Engineer’s Cost Estimate is as accurate as possible. The Engineer’s Cost Estimate will be submitted with the 60%, 90%, and 100% submittals. Once the City is ready to advertise the project for construction, the Engineer’s Cost Estimate will be modified to become the Contractor’s Bid Schedule, with costs being removed.

Project Specifications
Michael Baker will edit the City’s front-end bid documents to meet the project needs. Specifications will be submitted with the 60%, 90%, and 100% submittals. The technical specifications will be prepared to restrict the Contractor to certain construction timelines, coordination with bus schedules, require coordination with the utility owners within the project, clarify payment of construction pay items, etc.
Deliverables:
- 60% Plans, Specifications, and Estimates - 3 Sets of hard copies of all documentation and electronic copies
- 90% Plans, Specifications, and Estimates - 3 Sets of hard copies of all documentation and electronic copies
- 100% Plans, Specifications, and Estimates - 3 Sets of hard copies of all documentation and electronic copies

Task 3 – Final PS&E Preparation & Construction Assistance
Michael Baker will prepare final PS&E plans, as directed by the City, in accordance with the approved recommendations. Project specifications and estimates will also be prepared to accompany the plans. Special provisions and requirements set forth by the City will be included in the specifications package.

Local Assistance/Categorical Exemption
We will assist the City with necessary environmental clearance needed by the requirements of California Environmental Quality Act (CEQA) and Categorical Exemption (CE). Since this project involves the replacement of existing traffic signals and pedestrian facilities (no change in curb, gutter, flow line or sidewalk) with no capacity improvements, it is expected to qualify for an exemption under Class 1 15301 Existing Facilities (c). This exemption covers the repair, maintenance, minor alteration, and other improvements to existing public and private facilities. It is prudent to take the time to prepare a thorough CE, with a well-vetted project description with the City’s input (i.e., as built, City Engineer). This provides the strong foundation needed to advance the CEQA/CE without costly revisions and schedule delays.

Southern California Edison (SCE) Coordination
Michael Baker will assist with coordination with SCE staff and make all required application submittals for the service connections or pedestals that might be required for the new ATC traffic signal cabinets. Though we anticipate the use of existing traffic signal service connections, there might be some need to update service meters or other issues which coordination might be required. The improvement plans will be used to show proposed design of service or meter replacements for the new cabinets with SCE. After completion of plans and application customer project information sheets (CPIS Forms) submittals, we anticipate a 3-6 week lead time for their review and design approval based on prior experience and have factored this into our proposed project schedule. Any and all applicable SCE fees are not included in our proposal and shall be paid by the City.

Potholing
Some new pole locations must be designed to avoid utilities and stay within the pedestrian push button location constraints of ADA. Michael Baker will pothole the designed traffic signal pole foundations and new pull boxes after 100% design, but before going to bid. This will ensure that, if needed, a change is made to the plans prior to the bid, avoiding possible change orders during construction. Michael Baker will locate utilities exposed by potholing operations. Deliverables will include coordinates and elevations for the top of the exposed utility and a description, including size, insofar as size can be determined, and a labeled photograph of each pothole. Should the City or potholing contractor determine that potholes must be backfilled prior to obtaining survey locations, Michael Baker shall locate the marks made by the contractor indicating the location, elevation, and description of the utility. Survey notes, measurements to reproducible reference points and labeled photos of pothole depths will be provided at the completion of the survey. Existing R/W Lines will be plotted from the Los Angeles County GIS parcel data files and County Assessor’s parcel maps. No record of survey is included in this scope of work. For our scope of work, we have assumed a budget of 40 pot holes total.

Construction Assistance
For the project, Michael Baker will assist in the final network expansion to install upgraded devices at the project locations and connect to existing and new City devices and hardened aggregate network switches back to City Hall. Michael Baker will be available throughout the project’s construction. Following submittal of the final PS&E, we will work closely with the City to provide construction assistance that may include, but not limited to the following activities:
- Attendance at pre-bid meeting
- Responding to bidders’ questions
- Preparing addenda as necessary
- Attendance at pre-construction meeting
- Field visits during construction
- Network Testing of Communication (Telnet & Ping IP Addresses)
- System Testing and Integration of ITS Devices
- Response to Requests for Information (RFI)
- Prepare as-built drawings

Controller Timing Conversions
Michael Baker will prepare converted draft timing charts for the new Omni eX controllers from the existing timing plans and will submit these draft timing charts to the City electronically (Excel and pdf format) after a careful internal QA/QC review.

Controller Deployment & Transparency System Integration:
Michael Baker has a McCain Omni eX 1C card for the company 2070 controller, which the team will use to program the converted timing sheets to McCain System “OmniDatabase” files to be used for quick programing of controllers. As provided during our work on ITS Phase VI, our staff will also assist staff with the controller deployments the integration
into the City Transparency system. For the project task Mr. Calad will lead the integration of new project intersections into the City Transparency TMS.

Any adjustment of the final timings at all intersections will be revised and resubmitted electronically (Excel and PDF) for agency and stakeholder team acceptance. Upon final approval, Michael Baker will provide three (3) hard copies of each intersections timing sheets for use in filing with the City, TMC, and cabinet, with all copies signed and stamped by a licensed California Traffic Engineer.

**Deliverables:**
- Final Plans, Specifications, and Estimates – Three Sets of Signed/Stamped hard-copies and electronic copies, with Mylar Plans with Wet Signatures
- Potholes and corresponding geotechnical report (total of 40 budgeted)
- CEQA Categorical Exemption
- 20 Controller Timing Chart Conversions - Three Hard Copies & electronic files (Excel, PDF, and Omni Databases files)
- As-built plans and AutoCAD Files after construction

**4B. STATEMENT OF SERVICE(S) THAT DIFFERENTIATES FROM OTHER RESPONDENTS**

**Attentive Contract Management**
Michael Baker knows that the key to a successful project is specialized leadership, sharing the vision with the client, and delivery. Michael Baker has proposed an experienced project manager who will embrace the project and take the needed ownership. The project will be led by Mr. Ryan Calad, who has an extensive work history with the City and staff performing ITS and TSSP projects over the years. Our Team is comprised of seasoned Senior staff, experienced Project Engineers, and a depth of Assistant Engineers to provide the needed project attention for production and work force. Michael Baker is committed to delivering outstanding service, work products, and we look forward to the opportunity to work for the City bringing the following benefits:

- An energetic Project Manager with proven experience managing contracts with prior experience with City staff, their expectations, needs, and a proven track record that highlights his dedication to the client.
- A team with the depth, flexibility, and proven ability to respond, complete, and modify the course of action to accommodate the City or project's changing needs.
- True Consultant leadership and expertise to guide and navigate the City through any project design or challenges.

**Full Service In-House Firm**
Michael Baker has virtually every discipline available – from traffic and transportation planning and engineering to civil and structural engineering to Topographical surveying and GIS, we have the City of Inglewood covered for almost every contingency. If needed, we can rapidly shift-gears on short notice to keep the project moving forward. A recent example of this includes Traffic Signal construction work in the City of Santa Monica, which a utility conflict required special structural design of a spread footing foundation for a Type 17 traffic signal pole. As part of our City Traffic On-Call contract, Mr. Calad was able to quickly coordinate with our structures team to get a Task Order to get this design to the City to avoid construction delays or excessive change orders.

**Hands-on Experience and ITS Integration Support**
Our team is not just designers and engineers, we have skilled staff knowledge with hands on integration of ITS work which we plan to provide turnkey services on the project to assist the City with controller deployments, loading databases, troubleshooting network connections, and the device testing. In addition to controllers, central system, and SPM work, the Michael Baker team recently completed the direct procurement and programming of 14 new EtherWAN intersections and HUB/TMC network switches as part of the Seal Beach Boulevard TSSP. This work included proposed network design VLAN design and programming switches in-house (burn in testing), and deployment locally by Michael Baker Staff at the cabinets and in the City Hall TMC for network integration, testing, and troubleshooting.

**4C. CONTRACT EXCEPTIONS, CONDITIONS, QUALIFICATIONS, AND/OR ALTERNATIVES TO THE PROVISIONS OF THE CITY’S SPECIFICATIONS**

No exceptions to the Scope of Work are taken. Our proposal and work plan does however also include additional extra value services noted previously as well as some additional and optional tasks noted below that were not included in the RFP, but can provide a comprehensive benefit to the project cost, schedule, and success for cross-project collaboration efforts:

**Optional Task Services: Direct Item Procurement – 2070 ATC Controllers**
Though the RFP outlines the project as a design, bid, build (PS&E), it is recommended that the project 2070 ATC controllers be purchased directly from the vendor, which is allowed by Metro as part of the grant, with assistance from
the Michael Baker Team for this construction support. These controllers do not require construction plans and their new timing sheets/OmniDatabase files are already included in our scope of work.

As such, the schedule can accommodate this work to coincide with the procurement and timing work for the other concurrent City projects previously noted. Our Michael Baker team has the experience with this process to assist the City in coordination of necessary paperwork, invoicing, delivery, and handling. Included in the Attachment section is the vendor quote for these new Controllers, which the City can determine if the optional direct procurement may be part of our consultant contract. If not, we can still help with this as part of our construction assistance task scope of work.
5. PROPOSED FEES
5. PROPOSED FEES
Michael Baker has provided its fee schedule in a separate sealed envelope as requested by the City.
6. REFERENCES
6A. REFERENCES

Below are reference clients we invite the City to contact:

**ITS Master Plan Phase VI PS&E Design, Inglewood, CA (2020-2022)**
Agency/Client: City of Inglewood
Reference Contact: Peter Puglese (City Traffic Engineer)
Phone: 310-412-5333
E-mail: ppuglese@cityofinglewood.org

**La Cienega Boulevard Fiber Relocations Project LAWA RUE U33 (2021-2022)**

**Seal Beach Boulevard Traffic Signal Synchronization Project (2021-Ongoing).**
Construction completed in June 2022, remaining contract work is part of signal timing and ongoing monitoring for 2 years.
Agency/Client: City of Seal Beach
Reference Contact: Iris Lee (Deputy Public Works Director/City Engineer)
Phone: 562-431-2527, Ext. 1322

**Culver Blvd TSSP (2019-Ongoing).**
Construction completed in February 2022, remaining contract work is part of signal timing and ongoing monitoring for 2 years.
Agency/Client: City of Irvine
Reference Contact: Eunise Reynon
Phone: 949-724-7374
E-mail: ereynon@cityofirvine.org

**Willowbrook 2 (AHSC) Complete Streets Project (2021-2022)**
Agency/Client: Los Angeles County Department of Public Works
Reference Contact: Precious Crosby
Phone: 626-458-3914
E-mail: PCrosby@dpw.lacounty.gov
7. IMPLEMENTATION SCHEDULE
8. CERTIFICATE(S) OF INSURANCE
CITY OF INGLEWOOD • DOWNTOWN ITS SERVICES

CERTIFICATE OF LIABILITY INSURANCE

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not affirmatively or negatively amend, extend or alter the coverage afforded by the policies below. This certificate of insurance does not constitute a contract between the issuing insurer(s), authorized representative or producer, and the certificate holder.

Important: If the certificate holder is an additional insured, the policy(s) must have additional insured provisions or be endorsed. If subrogation is waived, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

Producer:
Aon Risk Services Central, Inc.
Pittsburgh PA Office
672 Liberty Avenue
Pittsburgh PA 15222-3110 USA

Insured:
michael baker international, Inc
5 Hutton Centre Drive
Suite 500
Santa Ana CA 92707 USA

Coverages:

<table>
<thead>
<tr>
<th>INSURER (R)</th>
<th>AFFORDING COVERAGE</th>
<th>RNC #</th>
</tr>
</thead>
<tbody>
<tr>
<td>INSURER A</td>
<td>Allied World Surplus Lines Insurance Co</td>
<td>24319</td>
</tr>
<tr>
<td>INSURER B</td>
<td>Zurich American Ins Co</td>
<td>16535</td>
</tr>
<tr>
<td>INSURER C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>INSURER D</td>
<td></td>
<td></td>
</tr>
<tr>
<td>INSURER E</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This is to certify that the policies of insurance listed below have been issued to the insured named above for the policy period indicated. Notwithstanding any requirement, term or condition of any contract or other document with respect to which this certificate may be issued or may pertain, the insurance afforded by the policies described herein is subject to all the terms, exclusions, and conditions of such policies. Limits shown may have been reduced by paid claims.

Limits shown are as reported.

<table>
<thead>
<tr>
<th>INSURED</th>
<th>TYPE OF INSURANCE</th>
<th>POLICY NUMBER</th>
<th>POLICY LIMITS</th>
<th>POLICY EFFECTIVE</th>
<th>POLICY EXPIRATION</th>
</tr>
</thead>
<tbody>
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<td>B</td>
<td>COMMERCIAL GENERAL LIABILITY</td>
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<td>$2,000,000</td>
<td>08/30/2021</td>
<td>08/30/2023</td>
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<td>B</td>
<td>AUTOMOBILE LIABILITY</td>
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<td>08/30/2021</td>
<td>08/30/2023</td>
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<tr>
<td>A</td>
<td>E&amp;O-PL</td>
<td>03124806</td>
<td>$5,000,000</td>
<td>08/30/2021</td>
<td>08/30/2023</td>
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</tbody>
</table>

Description of Operations / Locations / Vehicles (ACORD 104): Additional R邓 S Schedule, may be attached (If space is required)

City of Inglewood
One West Manchester Blvd. 33rd Floor
Inglewood CA 90301 USA

EXHIBIT C - Consultant's Proposal
9. BUSINESS TAX CERTIFICATE
9. BUSINESS TAX CERTIFICATE
Michael Baker will acquire the necessary certificate if awarded this contract.
EXHIBIT D
Consultant's Fee Proposal
January 18, 2023

City of Inglewood
Public Works Department
One Manchester Boulevard, 3rd Floor
Inglewood, CA 90312
Attn: Raquel Mendez

Re: Fee Proposal - Downtown Intelligent Transportation System (ITS) Project (RFP NO. 0192)

Dear Ms. Mendez and Selection Panel:

On behalf of Michael Baker International, Inc., we are pleased to respond to the City of Inglewood’s Request for Proposal (RFP) to provide professional engineering services for the design and implementing to assist the City with this Downtown ITS project. Enclosed please find the Fee Proposals to provide the required services detailed in our Technical Proposal.

Table A: Fee Proposal

Our Fee Proposal provided in Table A includes the cost for the stand-alone completion of our proposed scope of work for the Downtown ITS Project for a fee of $793,570, plus a 10% contingency of $79,357, for a Total not to exceed cost of $872,927. This fee Table also includes the costs for Optional Task Services and Procurement (pass-thru) presented to the City for consideration as standalone separately priced contract option for 20 – 2070 LX controllers with Omni eX with tax and 5% mark up for a not to exceed total of $77,210.

We look forward to working with the City on this very important project. If you have any questions or require clarification on any aspect of this proposal, please contact me at 949-472-3453 or at ryan.calad@mbakerintl.com. This proposal is signed by Michael Bruz, PE, who is authorized to bind the company.

Respectfully submitted,

MICHAEL BAKER INTERNATIONAL, INC.

Michael J. Bruz, PE
Vice President/Project Principal

Ryan Calad, PE, TE
Project Manager

Enclosures: Fee Schedule (1 copy provided in a separately sealed envelope)
### Table A: Downtown Intelligent Transportation System (ITS) Project Fee Proposal

<table>
<thead>
<tr>
<th>TASK 0</th>
<th>Project Management</th>
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<tbody>
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<td>QAVC</td>
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<td></td>
<td>Senior Engineer II</td>
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<td>Senior Engineer I</td>
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<td>Project Engineer</td>
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<td></td>
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<td>Hours</td>
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<td>Labor Cost</td>
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<td>$58,580</td>
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<tr>
<td>TOTAL</td>
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<td>$300</td>
</tr>
<tr>
<td>ODC &amp; Topo Survey</td>
<td></td>
<td>$58,880</td>
</tr>
<tr>
<td>TOTAL PROJECT COST</td>
<td></td>
<td>$58,880</td>
</tr>
</tbody>
</table>

**TASK 0A**  
Project Management & Coordination  
80  
0  
0  
8  
8  
8  
8  
8  
0  
112  
$26,000  
-  
$26,000  

**TASK 0B**  
Meetings (10)  
60  
2  
16  
20  
20  
20  
0  
0  
138  
$32,580  
-  
$32,580  

**TASK 1** Preliminary Engineering & Design  
84  
2  
4  
16  
72  
220  
220  
268  
886  
$140,040  
$33,000  
$173,040  

**1A** Field Review & Inventory  
24  
0  
0  
0  
0  
100  
100  
100  
100  
348  
$53,040  
$900  
$53,940  

**1B** Utility Coordination & Base CAD Files  
16  
0  
0  
0  
0  
40  
80  
80  
120  
236  
$50,800  
$200  
$51,000  

**1C** Topographical Surveys  
4  
0  
0  
8  
0  
8  
16  
16  
0  
44  
$7,720  
$31,900  
$39,620  

**1D** 30% Design & Report Technical Memorandum  
40  
2  
4  
8  
8  
24  
24  
48  
158  
$28,480  
$300  
$28,780  

**TASK 2** 60%, 90%, & 100% PS&E Submittals  
50  
0  
22  
32  
106  
674  
1,140  
716  
2,780  
$404,430  
$500  
$404,930  

**2A** Street Improvement Plans (16 Sheets)  
8  
0  
4  
32  
0  
120  
364  
0  
748  
$115,640  
$100  
$115,740  

**2B** Traffic Signal Modification Plans (26 Sheets)  
16  
0  
6  
0  
57  
208  
464  
464  
1,210  
$169,240  
$100  
$169,340  

**2C** Fiber Optic Comm Plans (17 Sheets)  
8  
0  
0  
34  
102  
204  
204  
0  
556  
$79,210  
$100  
$79,310  

**2D** Cost Estimates  
6  
0  
4  
0  
8  
24  
20  
40  
118  
$17,800  
$100  
$17,900  

**2E** Specifications  
12  
0  
4  
0  
0  
12  
24  
48  
48  
148  
$22,840  
$100  
$22,940  

**TASK 3** Final PS&E Preparation & Construction Assistance  
62  
2  
10  
8  
32  
116  
124  
140  
494  
$80,420  
$76,300  
$156,720  

**3A** Final PS&E  
8  
0  
2  
2  
4  
16  
16  
16  
68  
$11,880  
$300  
$12,180  

**3B** Potholing (40 Total, As-needed)  
2  
0  
2  
0  
0  
24  
24  
24  
60  
$8,800  
$76,000  
$84,800  

**3C** CF&Q/Categorical Exemption  
8  
0  
2  
4  
0  
0  
0  
16  
30  
$5,440  
$6  
$5,446  

**3D** Construction & Integration Assistance  
24  
0  
2  
0  
0  
40  
24  
24  
114  
$18,280  
$-  
$18,280  

**3E** Controller Tuning Conversions & TMC System Integration (20 Total)  
38  
0  
2  
0  
28  
60  
60  
60  
222  
$34,960  
$-  
$34,960  

**TOTAL TASK COST**  
336  
6  
52  
84  
258  
1038  
1492  
1164  
4,410  
$683,470  
$110,100  
$793,570  

**CONTINGENCY (10%)**  
$79,357  

**TOTAL PROJECT COST**  
$872,927  

**TASK** Optional Added Contract Services  
0  
0  
0  
0  
0  
0  
0  
0  
0  
0  
$-  
$77,210  
$77,210  

**Opt-1** DIRECT PROCUREMENT - 20 20/80X ATC Controllers (w/Tax and 5% Mark Up)  
0  
0  
0  
0  
0  
0  
0  
0  
0  
0  
$-  
$77,210  
$77,210  

---

Michael Baker International
# Certificate of Liability Insurance

**This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not affirmatively or negatively amend, extend or alter the coverage afforded by the policies below. This certificate of insurance does not constitute a contract between the issuing insurer(s), authorized representative, or producer, and the certificate holder.**

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

**Producer:**
Aon Risk Services Central, Inc.
Pittsburgh PA Office
EQT Plaza - Suite 2700
625 Liberty Avenue
Pittsburgh PA 15222-3110 USA

**Contact Information:**
- **Phone:** (866) 283-7122
- **Fax:** (888) 363-3105
- **E-mail Address:**

**Insured:**
Michael Baker International, Inc
5 Hutton Centre Drive
Suite 350
Santa Ana CA 92707 USA

**Insurance:**
- **Insurer A:** Allied World Surplus Lines Insurance Co
  - NAIC # 24419
- **Insurer B:** Zurich American Ins Co
  - NAIC # 16535

**Coverages Certificate Number:** 57006952720

**Revision Number:**

---

### Coverages

**This is to certify that the policies of insurance listed below have been issued to the insured named above for the policy period indicated notwithstanding any requirement, term or condition of any contract or other document with respect to which the insurance afforded by the policies described herein is subject to ALL the terms, exclusions and conditions of such policies. Limits shown may have been reduced by paid claims.**

<table>
<thead>
<tr>
<th>Type of Insurance</th>
<th>Policy Number</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Comprehensive General Liability</strong></td>
<td>GL0419728301</td>
<td>EACH OCCURRENCE: $2,000,000</td>
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<tr>
<td></td>
<td></td>
<td>CLAIMS MADE: $1,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CLAIMS MADE (Excess)</td>
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<tr>
<td></td>
<td></td>
<td>MED EXP (Any one person) $10,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PERSONAL &amp; PROPERTY DAMAGE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>GENERAL AGRÉGÉ $4,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PROPERTY DAMAGE (Per Occurrence) $4,000,000</td>
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</table>

**Automobile Liability**

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<thead>
<tr>
<th>Policy Number</th>
<th>Limits</th>
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<tbody>
<tr>
<td>C041972834-002</td>
<td>EACH OCCURRENCE</td>
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<tr>
<td>BAP041972834-002</td>
<td>CLAIMS MADE</td>
</tr>
<tr>
<td></td>
<td>MEDICAL (Any one person)</td>
</tr>
<tr>
<td></td>
<td>PERSONAL &amp; PROPERTY DAMAGE</td>
</tr>
<tr>
<td></td>
<td>GENERAL AGRÉGÉ</td>
</tr>
<tr>
<td></td>
<td>PROPERTY DAMAGE (Per Occurrence)</td>
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<td></td>
<td>$4,000,000</td>
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</tbody>
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**Workers' Compensation and Employers' Liability**

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<thead>
<tr>
<th>Policy Number</th>
<th>Limits</th>
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</thead>
<tbody>
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<td>WC041972820</td>
<td>E.L. EACH OCCIDENT $1,000,000</td>
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<tr>
<td>WC0419728501</td>
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<td>WC0419728501</td>
<td>E.L. DISEASE-EA EMPLOYEE $1,000,000</td>
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<tr>
<td>WC0419728501</td>
<td>E.L. DISEASE-POLICY LIMIT $1,000,000</td>
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**Professional Liability**

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<td>AGRÉGÉ</td>
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<td>03124806</td>
<td>EACH OCCIDENT</td>
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<tr>
<td>03124806</td>
<td>MEDICAL</td>
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<td>PERSONAL &amp; PROPERTY DAMAGE</td>
</tr>
<tr>
<td>03124806</td>
<td>GENERAL AGRÉGÉ</td>
</tr>
</tbody>
</table>

**Description of Operations/Locations/Vehicles (ACORD 105): Additional Remarks Schedule, may be attached if more space is required.**

**Re: MB Project Name:** Inglewood ITS, Project Number: TBD, RFP-0192. City of Inglewood, its officers, officials, employees and volunteers are included as Additional Insured in accordance with the policy provisions of the General Liability and Automobile Liability Policies. General Liability and Automobile Liability Policies evidenced herein are Primary and Non-Contributory to other insurance available to Additional Insured, but only in accordance with the policy's provisions. A waiver of Subrogation is granted in Certificate Holder in accordance with the policy provisions of the General Liability, Automobile Liability, Professional Liability and Workers' Compensation Policies.

**Certificate Holder:**
City of Inglewood
Attn: City Clerk
One Manchester Blvd.
Inglewood CA 90302-1750 USA

**Cancellation:**

**Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.**

**Authorized Representative:**
Aon Risk Services Central Inc

©1985-2015 ACORD CORPORATION. All rights reserved.
THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED INSURED FOR
COVERED AUTOS LIABILITY COVERAGE

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

This endorsement identifies person(s) or organization(s) who are "insureds" for Covered Autos Liability Coverage under the Who Is An Insured provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage Form.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

<table>
<thead>
<tr>
<th>Named Insured:</th>
<th>MICHAEL BAKER INTERNATIONAL LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endorsement Effective Date:</td>
<td></td>
</tr>
</tbody>
</table>

SCHEDULE

Name Of Person(s) Or Organization(s):
ANY PERSON OR ORGANIZATION TO WHOM OR WHICH YOU ARE REQUIRED TO PROVIDE ADDITIONAL INSURED STATUS OR ADDITIONAL INSURED STATUS ON A PRIMARY, NON-CONTRIBUTORY BASIS, IN A WRITTEN CONTRACT OR WRITTEN AGREEMENT EXECUTED PRIOR TO LOSS, EXCEPT WHERE SUCH CONTRACT OR AGREEMENT IS PROHIBITED BY LAW.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.
Additional Insured – Automatic – Owners, Lessees Or Contractors

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

Policy No. GLO 4197281-01  Effective Date: 08/30/2022

This endorsement modifies insurance provided under the:

Commercial General Liability Coverage Part

A. Section II – Who Is An Insured is amended to include as an additional insured any person or organization whom you are required to add as an additional insured under a written contract or written agreement executed by you, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" and subject to the following:

1. If such written contract or written agreement specifically requires that you provide that the person or organization be named as an additional insured under one or both of the following endorsements:
   a. The Insurance Services Office (ISO) ISO CG 20 10 (10/01 edition); or
   b. The ISO CG 20 37 (10/01 edition),

   such person or organization is then an additional insured with respect to such endorsement(s), but only to the extent that "bodily injury", "property damage" or "personal and advertising injury" arises out of:

   (1) Your ongoing operations, with respect to Paragraph 1.a. above; or
   (2) "Your work", with respect to Paragraph 1.b. above,

   which is the subject of the written contract or written agreement.

   However, solely with respect to this Paragraph 1., insurance afforded to such additional insured:

   (a) Only applies if the "bodily injury", "property damage" or "personal and advertising injury" offense occurs during the policy period and subsequent to your execution of the written contract or written agreement; and

   (b) Does not apply to "bodily injury" or "property damage" caused by "your work" and included within the "products-completed operations hazard" unless the written contract or written agreement specifically requires that you provide such coverage to such additional insured.

2. If such written contract or written agreement specifically requires that you provide that the person or organization be named as an additional insured under one or both of the following endorsements:

   a. The Insurance Services Office (ISO) ISO CG 20 10 (07/04 edition); or
   b. The ISO CG 20 37 (07/04 edition),

   such person or organization is then an additional insured with respect to such endorsement(s), but only to the extent that "bodily injury", "property damage" or "personal and advertising injury" is caused, in whole or in part, by:

   (1) Your acts or omissions; or
   (2) The acts or omissions of those acting on your behalf,
in the performance of:

(a) Your ongoing operations, with respect to Paragraph 2.a. above; or
(b) "Your work" and included in the "products-completed operations hazard", with respect to Paragraph 2.b. above,

which is the subject of the written contract or written agreement.

However, solely with respect to this Paragraph 2., insurance afforded to such additional insured:

(i) Only applies if the "bodily injury", "property damage" or "personal and advertising injury" offense occurs during the policy period and subsequent to your execution of the written contract or written agreement; and
(ii) Does not apply to "bodily injury" or "property damage" caused by "your work" and included within the "products-completed operations hazard" unless the written contract or written agreement specifically requires that you provide such coverage to such additional insured.

3. If neither Paragraph 1. nor Paragraph 2. above apply and such written contract or written agreement requires that you provide that the person or organization be named as an additional insured:

a. Under the ISO CG 20 10 (04/13 edition, any subsequent edition or if no edition date is specified); or
b. With respect to ongoing operations (if no form is specified),

such person or organization is then an additional insured only to the extent that "bodily injury", "property damage" or "personal and advertising injury" is caused, in whole or in part by:

(1) Your acts or omissions; or
(2) The acts or omissions of those acting on your behalf,

in the performance of your ongoing operations, which is the subject of the written contract or written agreement.

However, solely with respect to this Paragraph 3., insurance afforded to such additional insured:

(a) Only applies to the extent permitted by law;
(b) Will not be broader than that which you are required by the written contract or written agreement to provide for such additional insured; and
(c) Only applies if the "bodily injury", "property damage" or "personal and advertising injury" offense occurs during the policy period and subsequent to your execution of the written contract or written agreement.

4. If neither Paragraph 1. nor Paragraph 2. above apply and such written contract or written agreement requires that you provide that the person or organization be named as an additional insured:

a. Under the ISO CG 20 37 (04/13 edition, any subsequent edition or if no edition date is specified); or
b. With respect to the "products-completed operations hazard" (if no form is specified),

such person or organization is then an additional insured only to the extent that "bodily injury" or "property damage" is caused, in whole or in part by "your work" and included in the "products-completed operations hazard", which is the subject of the written contract or written agreement.

However, solely with respect to this Paragraph 4., insurance afforded to such additional insured:

(1) Only applies to the extent permitted by law;
(2) Will not be broader than that which you are required by the written contract or written agreement to provide for such additional insured;
(3) Only applies if the "bodily injury" or "property damage" occurs during the policy period and subsequent to your execution of the written contract or written agreement; and
(4) Does not apply to "bodily injury" or "property damage" caused by "your work" and included within the "products-completed operations hazard" unless the written contract or written agreement specifically requires that you provide such coverage to such additional insured.
B. Solely with respect to the insurance afforded to any additional insured referenced in Section A. of this endorsement, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or failure to render, any professional architectural, engineering or surveying services including:

1. The preparing, approving or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; or

2. Supervisory, inspection, architectural or engineering activities.

This exclusion applies even if the claims against any insured allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by that insured, if the "occurrence" which caused the "bodily injury" or "property damage", or the offense which caused the "personal and advertising injury", involved the rendering of or the failure to render any professional architectural, engineering or surveying services.

C. Solely with respect to the coverage provided by this endorsement, the following is added to Paragraph 2. Duties In The Event Of Occurrence, Offense, Claim Or Suit of Section IV – Commercial General Liability Conditions:

The additional insured must see to it that:

(1) We are notified as soon as practicable of an "occurrence" or offense that may result in a claim;

(2) We receive written notice of a claim or "suit" as soon as practicable; and

(3) A request for defense and indemnity of the claim or "suit" will promptly be brought against any policy issued by another insurer under which the additional insured may be an insured in any capacity. This provision does not apply to insurance on which the additional insured is a Named Insured if the written contract or written agreement requires that this coverage be primary and non-contributory.

D. Solely with respect to the coverage provided by this endorsement:

1. The following is added to the Other Insurance Condition of Section IV – Commercial General Liability Conditions:

   Primary and Noncontributory Insurance

   This insurance is primary to and will not seek contribution from any other insurance available to an additional insured provided that:

   a. The additional insured is a Named Insured under such other insurance; and

   b. You are required by written contract or written agreement that this insurance be primary and not seek contribution from any other insurance available to the additional insured.

2. The following paragraph is added to Paragraph 4.b. of the Other Insurance Condition under Section IV – Commercial General Liability Conditions:

   This insurance is excess over:

   Any of the other insurance, whether primary, excess, contingent or on any other basis, available to an additional insured, in which the additional insured on our policy is also covered as an additional insured on another policy providing coverage for the same "occurrence", offense, claim or "suit". This provision does not apply to any policy in which the additional insured is a Named Insured on such other policy and where our policy is required by a written contract or written agreement to provide coverage to the additional insured on a primary and non-contributory basis.

E. This endorsement does not apply to an additional insured which has been added to this Coverage Part by an endorsement showing the additional insured in a Schedule of additional insureds, and which endorsement applies specifically to that identified additional insured.

F. Solely with respect to the insurance afforded to an additional insured under Paragraph A.3. or Paragraph A.4. of this endorsement, the following is added to Section III – Limits Of Insurance:

   Additional Insured – Automatic – Owners, Lessees Or Contractors Limit

   The most we will pay on behalf of the additional insured is the amount of insurance:
1. Required by the written contract or written agreement referenced in Section A. of this endorsement; or
2. Available under the applicable Limits of Insurance shown in the Declarations, whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

All other terms, conditions, provisions and exclusions of this policy remain the same.
WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

Schedule

ALL PERSONS AND/OR ORGANIZATIONS THAT ARE REQUIRED BY WRITTEN CONTRACT OR AGREEMENT WITH THE INSURED, EXECUTED PRIOR TO THE ACCIDENT OR LOSS, THAT WAIVER OF SUBROGATION BE PROVIDED UNDER THIS POLICY FOR WORK PERFORMED BY YOU FOR THAT PERSON AND/OR ORGANIZATION.
Blanket Notification to Others of Cancellation or Non-Renewal

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the:

Commercial Automobile Coverage Part

A. If we cancel or non-renew this Coverage Part by written notice to the first Named Insured, we will mail or deliver notification that such Coverage Part has been cancelled or non-renewed to each person or organization shown in a list provided to us by the first Named Insured if you are required by written contact or written agreement to provide such notification. However, such notification will not be mailed or delivered if a conditional notice of renewal has been sent to the first Named Insured. Such list:

1. Must be provided to us prior to cancellation or non-renewal;
2. Must contain the names and addresses of only the persons or organizations requiring notification that such Coverage Part has been cancelled or non-renewed; and
3. Must be in an electronic format that is acceptable to us.

B. Our notification as described in Paragraph A, of this endorsement will be based on the most recent list in our records as of the date the notice of cancellation or non-renewal is mailed or delivered to the first Named Insured. We will mail or deliver such notification to each person or organization shown in the list:

1. Within seven days of the effective date of the notice of cancellation, if we cancel for non-payment of premium; or
2. At least 30 days prior to the effective date of:
   a. Cancellation, if cancelled for any reason other than nonpayment of premium; or
   b. Non-renewal, but not including conditional notice of renewal.

C. Our mailing or delivery of notification described in Paragraphs A. and B. of this endorsement is intended as a courtesy only. Our failure to provide such mailing or delivery will not:

1. Extend the Coverage Part cancellation or non-renewal date;
2. Negate the cancellation or non-renewal; or
3. Provide any additional insurance that would not have been provided in the absence of this endorsement.

D. We are not responsible for the accuracy, integrity, timeliness and validity of information contained in the list provided to us as described in Paragraphs A. and B. of this endorsement.

All other terms and conditions of this policy remain unchanged.
Blanket Notification to Others of Cancellation or Non-Renewal

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

Policy No. GLO 4197281-01
Effective Date: 08/30/2022

This endorsement applies to insurance provided under the:

Commercial General Liability Coverage Part

A. If we cancel or non-renew this Coverage Part by written notice to the first Named Insured, we will mail or deliver notification that such Coverage Part has been cancelled or non-renewed to each person or organization shown in a list provided to us by the first Named Insured if you are required by written contact or written agreement to provide such notification. Such list:
   1. Must be provided to us prior to cancellation or non-renewal;
   2. Must contain the names and addresses of only the persons or organizations requiring notification that such Coverage Part has been cancelled or non-renewed; and
   3. Must be in an electronic format that is acceptable to us.

B. Our notification as described in Paragraph A. of this endorsement will be based on the most recent list in our records as of the date the notice of cancellation or non-renewal is mailed or delivered to the first Named Insured. We will mail or deliver such notification to each person or organization shown in the list:
   1. Within 10 days of the effective date of the notice of cancellation, if we cancel for non-payment of premium; or
   2. At least 30 days prior to the effective date of:
      a. Cancellation, if cancelled for any reason other than nonpayment of premium; or
      b. Non-renewal, but not including conditional notice of renewal,
   unless a greater number of days is shown in the Schedule of this endorsement for the mailing or delivering of such notification with respect to Paragraph B.1. or Paragraph B.2. above.

C. Our mailing or delivery of notification described in Paragraphs A. and B. of this endorsement is intended as a courtesy only. Our failure to provide such mailing or delivery will not:
   1. Extend the Coverage Part cancellation or non-renewal date;
   2. Negate the cancellation or non-renewal; or
   3. Provide any additional insurance that would not have been provided in the absence of this endorsement.
D. We are not responsible for the accuracy, integrity, timeliness and validity of information contained in the list provided to us as described in Paragraphs A and B of this endorsement.

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<td>The total number of days for mailing or delivering with respect to Paragraph B.1. of this endorsement is amended to indicate the following number of days:</td>
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<td>The total number of days for mailing or delivering with respect to Paragraph B.2. of this endorsement is amended to indicate the following number of days:</td>
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* If a number is not shown here, 10 days continues to apply.
** If a number is not shown here, 30 days continues to apply.

All other terms and conditions of this policy remain unchanged.
CANCELLATION AND NONRENEWAL NOTICE ENDORSEMENT

A. Part Six – Conditions, Paragraph D.2. is replaced by the following:

D. Cancellation

2. We may cancel this policy. We must mail or deliver to you not less than 90 days advance written notice stating when the cancellation is to take effect except for cancellation for non-payment of premium. If we cancel this policy for non-payment of premium we must mail or deliver to you not less than ten days advance written notice. Mailing that notice to you at your mailing address shown in Item 1 of the Information Page will be sufficient to prove notice.

B. Part Six – Conditions, Paragraph F. is added.

F. Nonrenewal Notice

We will mail or deliver to you not less than 90 days advance written notice of our intention to nonrenew this policy. Mailing that notice to you at your mailing address shown in Item 1 of the Information Page will be sufficient to prove notice.

All other terms, conditions, provisions and exclusions of this policy remain the same.