

ON-CALL PROFESSIONAL SERVICES AGREEMENT

Services: Transportation Impact Studies

THIS AGREEMENT is made and entered into this ____ day of _____, 20____, by and between the City of Roseville, a municipal corporation ("CITY"), and Kimley-Horn and Associates, Inc., a North Carolina corporation ("CONSULTANT"); and

W I T N E S S E T H:

WHEREAS, CITY issued Request for Proposal #06-0002 for professional services consisting of on-call transportation impact study services; and

WHEREAS, CONSULTANT has prepared a response to the Request for Proposal dated February 16, 2021, which describes the scope of services to be performed by CONSULTANT, and the hourly rates for performance of such services; and

WHEREAS, CONSULTANT is qualified and experienced to provide professional services on an on-call basis.

NOW, THEREFORE, the parties agree as follows:

1. Term. The term of this Agreement shall commence upon execution and expire on June 30, 2022. The City Manager may, in his or her discretion, elect to extend the Agreement in one (1) year increments for up to an additional four (4) years by giving CONSULTANT thirty (30) days advance written notice of each optional one (1) year renewal. Such extensions shall be memorialized by a written amendment to this Agreement.

2. Services. CONSULTANT shall perform, at the direction of CITY, the scope of the on-call services as described in EXHIBIT "A," attached hereto and incorporated herein by this reference. Individual tasks will be awarded by CITY on an as-needed basis. CITY may assign work to one, or more than one consultant from an approved qualified list. CITY reserves the right to unilaterally assign work to any consultant as it deems prudent or, if no services are required, no work. CITY makes no specific guarantee of a minimum or maximum number of hours or amount of tasks or services, which shall be required of any single consultant. In addition, the inclusion of any consultant on any qualified list, if so utilized by CITY, shall in no way be considered an exclusive agreement to provide service for CITY.

3. Compensation. For its services provided hereunder, CONSULTANT shall be compensated on a time and expense basis in accordance with the hourly rates as described in EXHIBIT "B," attached hereto and incorporated herein by this reference. Any proposed increase in the effective rates for future services must be preceded by at least a 90-day written notice to the contracting department. Total compensation shall not exceed five hundred thousand dollars (\$500,000). Total compensation for optional renewal years of this Agreement shall not exceed five hundred thousand dollars per year (\$500,000). Adjustment to the total compensation per year shall require a written amendment to this Agreement, subject to approval by the City Council.

CONSULTANT shall submit one monthly invoice for its services. Such invoices shall be delineated by task, the person performing the services, and the hourly rate, which shall be stated in time increments of not greater than one tenth (1/10) hours. CITY shall pay invoices within thirty (30) days after receipt, if the services specified in the invoice have been satisfactorily completed.

4. Indemnification. To the fullest extent allowed by law, CONSULTANT shall defend, indemnify, and save and hold harmless CITY, its officers, agents, employees and volunteers from any claims, suits or actions of every name, kind and description brought forth, or on account of, injuries to or death of any person (including but not limited to workers and the public), or damage to property, resulting from or arising out of CONSULTANT's willful misconduct or negligent act or omission while engaged in the performance of obligations or exercise of rights created by this Agreement, except those matters arising from CITY's sole negligence or willful misconduct. The parties intend that this provision shall be broadly construed.

CONSULTANT agrees to defend and indemnify CITY if, despite the parties intent and practice, any venue, agency, or court with competent jurisdiction determines that CONSULTANT and/or any of its agents, officers, employees, volunteers, independent contractors, or subcontractors, are characterized as employee(s) of CITY.

CONSULTANT's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

5. Insurance. CONSULTANT agrees to continuously maintain, in full force and effect, the following minimum policies of insurance during the term of this Agreement.

COVERAGE

Workers' Compensation

LIMITS OF LIABILITY

Statutory

Commercial General Liability	\$1,000,000 each occurrence \$2,000,000 aggregate Personal Injury: \$1,000,000 each occurrence \$2,000,000 aggregate
Automobile Liability	\$1,000,000 combined single limit
Professional Liability (errors and omissions)	\$1,000,000 per claim \$2,000,000 aggregate

a. Form. CONSULTANT shall submit a certificate evidencing such coverage for the period covered by this Agreement in a form satisfactory to Risk Management and the City Attorney, prior to undertaking any work hereunder. Any insurance written on a claims made basis is subject to the approval of Risk Management and the City Attorney.

b. Additional Insureds. CONSULTANT shall also provide a separate endorsement form or section of the policy showing CITY, its officers, agents, employees and volunteers as additional insureds for each type of coverage, except for Workers' Compensation and Professional Liability. Such insurance shall specifically cover the contractual liability of CONSULTANT. The additional insured coverage under the CONSULTANT's policy shall be primary and noncontributory, as evidenced by a separate endorsement or section of the policy, and shall not seek contribution from CITY's insurance or self-insurance. In addition, the additional insured coverage shall be at least as broad as the Insurance Services Office ("ISO") CG 20 01 Endorsement. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater.

c. Cancellation/Modification. CONSULTANT shall provide ten (10) days written notice to CITY prior to cancellation or modification of any insurance required by this Agreement.

d. Umbrella/Excess Insurance. The limits of insurance required in this Agreement may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of CITY (if agreed to in a written contract) before CITY's own insurance shall be called upon to protect it as a named insured.

e. Subcontractors. CONSULTANT agrees to include in its contracts with all subcontractors the same requirements and provisions of this Agreement, including the indemnity and insurance requirements, to the extent they apply to the scope of the subcontractor's work. Furthermore, CONSULTANT shall require its subcontractors to agree to be bound to CONSULTANT and CITY in the same manner and to the same extent as CONSULTANT is bound to CITY under this Agreement. Additionally, CONSULTANT shall obligate its subcontractors to comply with these same provisions with respect to any tertiary subcontractor, regardless of tier. A copy of CITY's indemnity and insurance provisions will be furnished to the subcontractor or tertiary subcontractor upon request.

f. Self-Insured Retentions. All self-insured retentions ("SIR") must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or CITY. CITY reserves the right to obtain a full certified copy of any insurance policy and endorsements. The failure to exercise this right shall not constitute a waiver of such right.

g. Waiver of Subrogation. CONSULTANT hereby agrees to waive subrogation which any insurer of CONSULTANT may acquire from CONSULTANT by virtue of the payment of any loss under a Workers Compensation, Commercial General Liability or Automobile Liability policy. All Workers Compensation, Commercial General Liability and Automobile Liability policies shall be endorsed with a waiver of subrogation in favor of CITY, its officers, agents, employees and volunteers for all work performed by CONSULTANT, its employees, agents and subcontractors.

h. Liability/Remedies. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve CONSULTANT of liability in excess of such coverage, nor shall it preclude CITY from taking such other actions as are available to it under any other provisions of this Agreement or law.

6. Records. CONSULTANT and its subcontractors shall maintain all files and records relating to the services performed hereunder during the term of this Agreement and for a period of not less than one (1) year after the date of termination or expiration. Provided, however, that in the event of litigation or settlement of claims arising from the performance of this Agreement, CONSULTANT and its subcontractors shall maintain all files and records until such litigation, appeals or claims are resolved. Duly authorized representatives of CITY shall have right of access during normal business hours and after reasonable notice to CONSULTANT's and subcontractors' files and records relating to the services performed hereunder, and may review and copy the files and records at appropriate stages during performance of the services and during the one (1) year period following termination or expiration of this Agreement. CONSULTANT shall include this provisions in its contracts with all subcontractors.

7. Prevailing Wages. When applicable, for purposes of this Agreement, CONSULTANT and its subcontractors shall comply with all applicable prevailing wage laws, e.g., but not limited to, California Labor Code Sections 1770 et seq. In accordance with said Section 1775, CONSULTANT shall forfeit as a penalty to the City two hundred dollars (\$200) for each calendar day or portion thereof for each worker paid less than the prevailing rates for such work or craft in which such worker is employed for any work done on-site under the Agreement by CONSULTANT or by any subcontractor in violation of the provisions of the Labor Code and in particular, Labor Code Sections 1770 to 1780, inclusive. In addition to said penalty and pursuant to said Section 1775, the difference between such stipulated prevailing wage rates and the amount paid to each worker for each calendar day or portion thereof for which each worker was paid less than the stipulated prevailing wage shall be paid to each worker by CONSULTANT or the applicable subcontractor.

Pursuant to the provisions of California Labor Code Section 1773, the contracting department has identified the source, stated below, of the general prevailing rate of wages applicable to the site to be done, for straight time, overtime, and holiday work. The holiday wage rate listed shall be applicable to all holidays recognized in the collective bargaining agreement of the particular craft, classification or type of worker concerned. These wage rates may be obtained from the State Department of Industrial Relations and/or the following website address: <http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm>.

Pursuant to Labor Code Section 1773.2, general prevailing wage rates set forth above, which forms a part of this Agreement, shall be posted by CONSULTANT at a prominent place at the work site. Prevailing wage rates to be posted at the work site will be furnished by the contracting department. The possibility of wage increases is one of the elements to be

considered by CONSULTANT in determining its proposal, and will not under any circumstances be considered as the basis of a claim against CITY or the Agreement.

8. Contractor Registration. No contractor or subcontractor may work on a public works project unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. During the performance of this Agreement, CONSULTANT and its subcontractors shall have a continuing legal obligation to maintain current registration with the Department of Industrial Relations. CONSULTANT is hereby notified that this Agreement is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

9. Time is of the Essence. Time is of the essence of this Agreement. Notwithstanding any other provisions of this Agreement, the CONSULTANT shall not be deemed in breach because of minor reasonable delays caused by natural disasters, epidemics, pandemics, applicable quarantine restrictions, or acts of the City, third parties outside of CONSULTANT's control, or governmental agencies. CONSULTANT shall make best efforts to minimize and mitigate any such delay and shall provide notice to CITY within 24 hours of determining that a delay may occur.

10. Compliance with Laws. CONSULTANT shall comply with all federal, state and local laws, ordinances and policies as may be applicable to the performance of services under this Agreement.

11. Ability to Perform. CONSULTANT agrees and represents that it has the time, ability and professional expertise to perform the services required under this Agreement.

12. Governing Agreement. In the event of any conflict between this Agreement and its EXHIBITS, the provisions of this Agreement shall govern. In the event of any conflict between any of the EXHIBITS, the provisions of the first in order of attachment shall govern.

13. Assignment. CONSULTANT is employed to perform unique personal services. CONSULTANT shall not assign this Agreement without the prior written consent of CITY. CONSULTANT shall not employ or otherwise incur any obligation to pay other specialists or experts for services in connection with this Agreement, without prior written consent of CITY.

14. Independent Contractor. CONSULTANT, inclusive of its agents, officers, employees, volunteers, independent contractors, and subcontractors, shall act as an independent contractor, and covenants and agrees that it will conduct itself consistent with such status, that it will neither hold itself out as, nor claim to be, an officer or employee of CITY by reason of this Agreement.

CONSULTANT and CITY agree that: (a) CONSULTANT is free from the control and direction of CITY in connection with the performance of the work; (b) CONSULTANT is providing services directly to CITY; (c) CONSULTANT has and will maintain at all relevant times a business license; (d) CONSULTANT maintains a business location that is separate from CITY; (e) CONSULTANT is customarily engaged in an independently established business of the same nature as that involved in the work performed hereunder; (f) CONSULTANT actually contracts with other businesses to provide the same or similar services and maintains a clientele without restrictions from CITY; (g) CONSULTANT advertises and holds itself out to the public as available to provide the same or similar services; (h) CONSULTANT provides its own tools, vehicles, and equipment to perform the services; (i) CONSULTANT has negotiated its own rates; (j) CONSULTANT set its own hours and location of work in accomplishing CITY's on-call needs; and (k) CONSULTANT has the right to control the manner and means of accomplishing the result desired and exercises its own expert independent judgement.

15. Representations and Warranties. CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working for CONSULTANT, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, CITY shall have the right to terminate as void this Agreement, without liability, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

16. Successors in Interest. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.

17. Copyright, Ownership and Use of Materials. All tangible material ("Material") created or delivered pursuant to this Agreement is considered a work made for hire under the Copyright Act. To the extent such Material does not qualify as a work made for hire, CONSULTANT hereby assigns to CITY all right, title, and interest, including but not limited to all copyrights, in all Material created by CONSULTANT in its performance under this Agreement. Material constitutes the scope of work outlined in Exhibit A and attached hereto, and all written and other tangible expressions, including but not limited to, drawings (including computer aided drawings), papers, documents, reports, surveys, renderings, exhibits, sketches, maps, models, prints, paintings or photographs, in any and all media or formats in which such materials have been created or are maintained. All Material furnished by CONSULTANT is, and shall remain, the property of CITY.

CONSULTANT shall execute any documents necessary to effectuate such assignment. In the event that CONSULTANT uses, employs, designates, or retains any person or entity who is not an employee of CONSULTANT, to perform any work required of it pursuant to this Agreement, CONSULTANT shall require said person or entity to execute an agreement containing the preceding paragraph.

18. Termination of Agreement. CITY may terminate this Agreement without cause by giving CONSULTANT ten (10) days advance written notice from the City Manager. CONSULTANT may terminate this Agreement without cause by giving CITY thirty (30) days advance written notice. CONSULTANT understands that continuation of this Agreement past June 30th of any given year is contingent upon appropriation of funds for such purpose in the budget of the City of Roseville in the sole discretion of the City Council. In the event of termination through no fault of CONSULTANT, CITY shall compensate CONSULTANT for services performed as of the date of termination, upon the release to CITY of all Material hereunder, in any and all media or formats in which such materials have been created or are maintained. CITY retains the right to receive and use any MATERIAL, notwithstanding any termination or any dispute regarding the amount to be paid.

19. Attorney's Fees; Venue; Governing Law. If either party commences any legal action against the other party arising out of this Agreement or the performance hereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorney's fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

20. Modification. This Agreement and each provision contained herein may be waived, amended, supplemented or eliminated only by mutual written agreement of the parties.

21. Severability. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

22. Notices. Any notices to parties required by this Agreement shall be delivered personally or mailed, U.S. first class postage prepaid, addressed as follows:

CITY OF ROSEVILLE

Mike Isom
City of Roseville
311 Vernon Street
Roseville, CA 95678

CONSULTANT

Matt Weir
Kimley-Horn and Associates, Inc.
555 Capitol Mall, Suite 300
Sacramento, CA 95814

Either party may amend its address for notice by giving notice to the other party in writing.

23. Integrated Agreement. This is an integrated agreement and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 20____, and CONSULTANT has caused this Agreement to be executed.

[SIGNATURES ON NEXT PAGE]

CITY OF ROSEVILLE, a
municipal corporation

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

BY: _____
DOMINICK CASEY
City Manager

BY:
its: Vice President

and

ATTEST:

BY:
its: Assistant Secretary

BY: _____
SONIA OROZCO
City Clerk

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

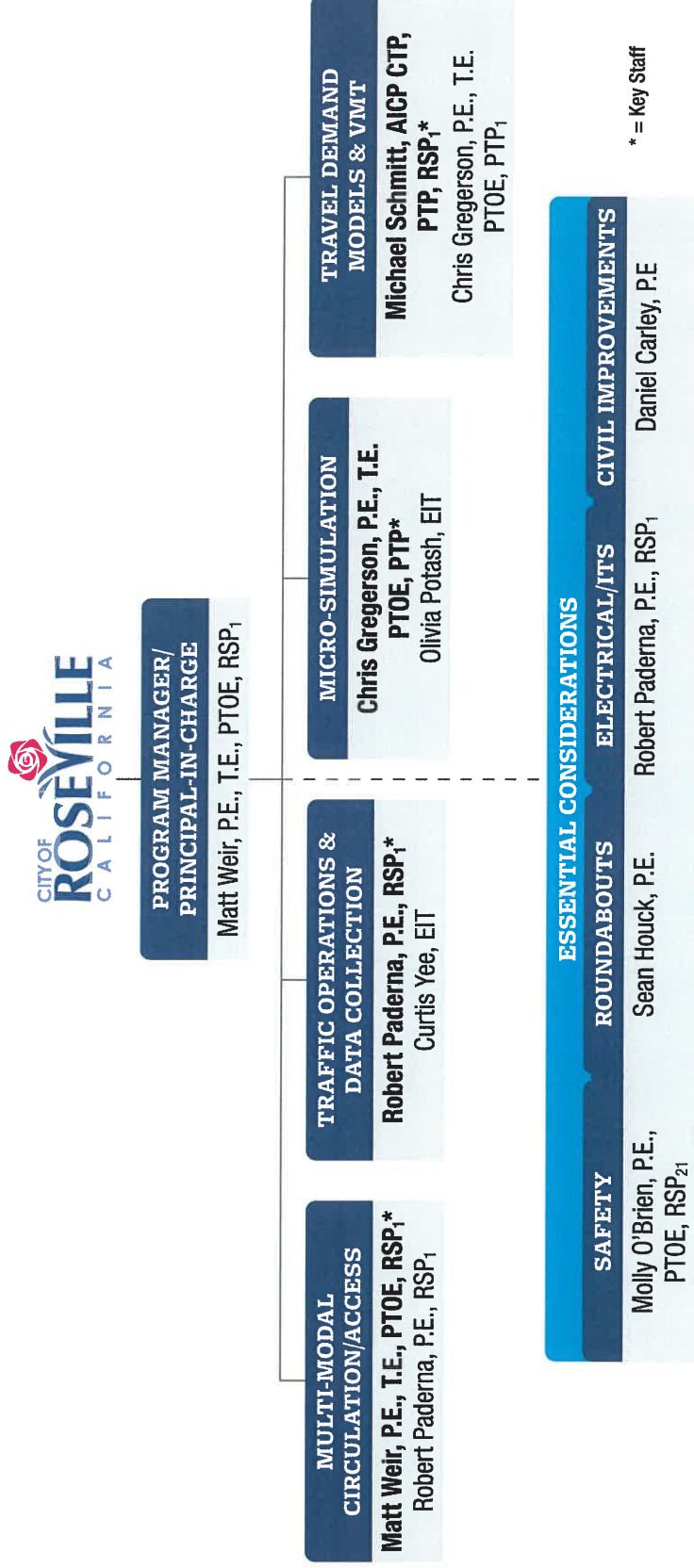
BY:
MIKE ISOM
Development Services Director

EXHIBIT “A”

C: Qualifications of Team

Kimley-Horn knows that when you choose a consulting firm, you are really choosing the people who will bring you technical expertise, hands-on experience with similar projects, and commitment to timely and high-quality deliverables and client service. Our project team brings to this project local knowledge and extensive experience and has been structured to effectively provide strong support to the City of Roseville. Our team's leadership includes our project manager, **Matt Weir, P.E., T.E., PTOE, RSP₁**. We respect your requirement that our project manager role will not be changed without prior approval. Matt will serve as the City's main and day-to-day point of contact.

We have identified the most qualified personnel with recent, relevant, and local experience to be available to work with you. The organization chart below highlights our proposed team members' roles, with resumes in the following pages. The work for this on-call contract will be performed out of our Sacramento Office on Capitol Mall.





Matt Weir, P.E., T.E., PTOE, RSP₁
Program Manager

Matt is a civil/traffic engineer with more than 20 years of focused traffic engineering experience in traffic signal design, signal timing development and implementation, traffic impact studies, safety studies, parking and access studies, and ITS planning and design. Matt has a deep resume of traffic and ITS project experience throughout the Sacramento Region and Northern California.



RELEVANT EXPERIENCE

- » **City of Roseville, On-Call Transportation Impact Studies, Roseville, CA**
— Project Manager. Kimley-Horn was selected for this on-call roster to provide a variety of transportation planning and traffic operations services. In response to increasing development activity, the City of Roseville has been relying on their on-call transportation planning consultant roster to position themselves for the improving market. While mostly focused on development activity, these studies have included site access studies, multi-modal circulation and safety considerations, travel demand modeling and review, and general traffic impact and operations.
- » **City of Roseville, Local Road Safety Plan (LRSP), Roseville, CA** — Principal-in-Charge. The City experiences a considerable multimodal mix of trips across its transportation network that serves a variety of needs and purposes, including high levels of bicycle and pedestrian activity. The City's top three primary collision factors include unsafe speed, automobile right-of-way, and traffic signal/sign violations. Our team is working with the City on the use of a data-driven analysis to further categorize collisions by intersection and roadway size and type, while working directly with local law enforcement to identify critical issues occurring on Roseville's roadways. Our scope of services includes the preparation of a public outreach plan as well as the completion of a focused countermeasure evaluation and project sheet development for five specific priority locations to assist with Highway Safety Improvement Program (HSIP) applications.
- » **City of Roseville, Junction Boulevard at Vallejo Avenue Intersection Improvements, Roseville, CA** — QC/QA Reviewer. Kimley-Horn is supporting the City of Roseville with preparation of plans, specifications, and estimate (PS&E) for a new traffic signal at the intersection of Junction Boulevard and Vallejo Avenue. The intersection is being modified to convert an existing "T" intersection into a four leg intersection, with the new southern approach providing direct access to the Placer County Fairgrounds. The design includes traffic signals, signal interconnect,



Professional Credentials

- » Master of Science, Civil Engineering (Transportation Systems), Georgia Institute of Technology
- » Bachelor of Science, Civil Engineering, Clemson University
- » Professional Civil Engineer in California #C70216
- » Professional Traffic Engineer in California #TR2424
- » Professional Traffic Operations Engineer (National) #2827
- » Road Safety Professional 1 #571
- » **Office Location:** Sacramento

signing and striping, roadway, curb ramp modifications, utilities, and retaining walls. Kimley-Horn is coordinating closely with the Placer County Tourism (PVT) and its engineering design consultant who is leading the on-site design.

- » **City of Roseville, Washington Boulevard at All America City Boulevard Roundabout Project, Roseville, CA** — Project Manager. Kimley-Horn was selected by the City of Roseville to prepare final design and construction documents for this important intersection improvement project. This intersection, located just north of downtown, serves as the gateway to the downtown core, and has critical interaction with Woodbridge Elementary, @ the Grounds, the Los Cerritos Neighborhood, and Washington Square. The Washington Boulevard corridor, Lincoln Street, and the adjacent Catalyst Site complete the diverse picture of challenges and opportunities. Kimley-Horn is preparing the design for a modern, multilane roundabout that is anticipated to reduce vehicle and pedestrian delay, and improve safety. This project includes additional Kimley-Horn services to assist with obtaining environmental clearance, developing streetscape concepts for application at this and the adjacent Oak Street roundabout, and inclusion of street lighting and ITS infrastructure for future use.
- » **City of Roseville, ITS Master Plan Update, Roseville, CA** — Project Manager. Kimley-Horn has been assisting the City of Roseville for over 10 years as they implement their vision to be on the leading edge of the Sacramento region with its comprehensive and thorough traffic management system. The City's first ITS master plan was adopted in 2005. This plan strategically examined new traffic and ITS technologies, expanding City boundaries, and increasing population demand on its transportation system. After nearly a decade of successful ITS implementation, Kimley-Horn reviewed and updated the ITS Master Plan to confirm its current course, to assess emerging technologies, and to ensure an appropriate vision for expansion (both geographically and technologically). The plan will be implemented in phased deployments over five years.



- » **City of Roseville, Roseville Parkway Extension, Roseville, CA** – Project Manager. Kimley-Horn is supporting the City of Roseville with the engineering design and traffic analysis services for the extension of Roseville Parkway between Foothills Boulevard and Washington Boulevard. The project includes a new bridge over the Union Pacific Railroad (UPRR) tracks and Industrial Avenue. Kimley-Horn is supporting the design team with preparation of plans, specifications, and engineer's estimate of probable construction costs (PS&E) for traffic signal modifications and lighting improvements at the Roseville Parkway intersections with Foothills Boulevard and Washington Boulevard, as well as the bridge lighting. We also performed a traffic operations and queuing analysis to inform intersection lane configurations and assess the effects of the extension of Roseville Parkway and the resulting operating conditions under Existing Base Year and Cumulative (Year 2035) conditions.
- » **City of Sacramento, On-Call Traffic Impact Studies, Sacramento, CA** – Project Manager. Kimley-Horn is currently providing on-call traffic engineering services, including traffic impact studies, parking planning and policy, traffic scoping and design, and traffic signal timing and operations to the City of Sacramento for development related projects. As one of the first consultants to use SACOG's next generation activity-based travel demand model for the purposes of evaluating the traffic impacts associated with several development projects, we have developed a deep understanding of SACSIM. The development projects for which these traffic impact studies have been performed have ranged in size and complexity.
- » **Various Traffic Impact Analyses (TIAs), Sacramento County, CA** – Project Manager. Kimley-Horn was one of the first consultants to use SACOG's next generation activity-based travel demand model, SACSIM, for the purposes of evaluating the traffic impacts associated with several development projects. These projects have enabled us to develop a deep understanding of SACSIM including experience with file sharing between multiple consultants who were working on adjacent projects. These projects have included Northborough, Barrett Ranch East, and Wilton Rancheria and each have required the preparation of an EIR into which our traffic analyses have been inserted. In addition, these projects have required frequent interaction with other technical study leads, such as Air Quality and Acoustic, to share technical data necessary to complete the various studies.
- » **Citrus Heights, Local Roadway Safety Plan (LRSP), Citrus Heights, CA** – Principal-in-Charge. Kimley-Horn is currently assisting the City of Citrus Heights develop an LRSP to help the City identify and prioritize the most effective ways to improve traffic safety for all users, as part of a statewide goal to reduce traffic injuries and fatalities. The LRSP will address safety through roadway improvements,

measures to modify driver behavior, and improved education, enforcement, and emergency response best practices. The LRSP will result in a set of data driven recommendations, coupled with input from key stakeholders representing the Safety Es included in the Strategic Highway Safety Plan (SHSP); engineering, enforcement, education, and emergency services. Detailed project sheets will be prepared for priority, high-crash locations to assist with the preparation of HSIP applications.

- » **SACOG, Smart Region Sacramento: ITS Architecture and Future Technology Master and Implementation Plan, Sacramento Region, CA** – Project Manager. Kimley-Horn was selected by the Sacramento Area Council of Governments (SACOG) to develop a Regional Technology and Mobility Master Plan and individual agency Technology Implementation Plans. Greater Sacramento is comprised of diverse urban, suburban, and rural communities that routinely experience a wide range of demands and needs from their residents and users of the transportation system. Contributing to the region's challenges is the fact that some local agencies lack basic transportation communications and technology infrastructure while others are far more advanced and more appropriately positioned for evolving and disruptive technologies.
- » **County of El Dorado, Traffic Impact Mitigation (TIM) Fee Update, El Dorado County, CA** – Principal-in-Charge. Kimley-Horn updated El Dorado County's TIM Fee program in conjunction with the newly adopted Capital Improvement Program (CIP). This update involved making changes to the Traffic Analysis Zones (TAZs) and TIM Fee Zone designations, running several different analysis scenarios and completing operations analysis for intersections and roadway segments throughout the County, and participating in public involvement with the Board of Supervisors meetings.
- » **South of US 50 Analysis Forecast/VMT Tool, Folsom CA** – Project Manager. Kimley-Horn updated El Dorado County's TIM Fee program in conjunction with the newly adopted Capital Improvement Program (CIP). This update involved making changes to the Traffic Analysis Zones (TAZs) and TIM Fee Zone designations, running several different analysis scenarios and completing operations analysis for intersections and roadway segments throughout the County, and participating in public involvement with the Board of Supervisors meetings.



Robert Paderna, P.E., RSP₁

Multimodal Circulation/Access; Traffic Operations and Data Collection; Electrical/ITS

Robert has over 16 years of experience in transportation and traffic engineering. His experience includes safety studies, roadway safety signing audits, traffic control, engineering and traffic surveys, signal warrant analysis, pedestrian/bicycle facilities planning and design, signing and striping, traffic impact studies, signal timing, traffic signal design, street lighting, and ITS design. He is skilled in the application of California Manual on Uniform Traffic Control Devices (CA MUTCD) guidelines, ADA guidelines, Caltrans' HDM and Standard Plans, and industry best practices included in National Association of City Transportation Officials (NACTO) publications.



Professional Credentials

- » Bachelor of Science, Civil Engineering, San Jose State University
- » Professional Engineer in California #73262
- » Road Safety Professional 1 #553
- » **Office Location:** Sacramento



RELEVANT EXPERIENCE

» **City of Roseville, Junction Boulevard at Vallejo Avenue Intersection**

Improvements, Roseville, CA – Project Manager. Kimley-Horn is supporting the City of Roseville with preparation of plans, specifications, and estimate (PS&E) for a new traffic signal at the intersection of Junction Boulevard and Vallejo Avenue.

The intersection is being modified to convert an existing "T" intersection into a four-leg intersection, with the new southern approach providing direct access to the Placer County Fairgrounds. The design includes traffic signals, signal interconnect, signing and striping, roadway, curb ramp modifications, utilities, and retaining walls. Kimley-Horn is coordinating closely with the Placer County Tourism (PVT) and its engineering design consultant who is leading the on-site design.

» **City of Roseville, Roseville Parkway Extension, Roseville, CA** –

Project Engineer. Kimley-Horn is supporting the City of Roseville with the engineering design and traffic analysis services for the extension of Roseville Parkway between Foothills Boulevard and Washington Boulevard. The project includes a new bridge over the Union Pacific Railroad (UPRR) tracks and Industrial Avenue. Kimley-Horn is supporting the design team with preparation of plans, specifications, and engineer's estimate of probable construction costs (PS&E) for traffic signal modifications and lighting improvements at the Roseville Parkway intersections with Foothills Boulevard and Washington Boulevard, as well as the bridge lighting. We also performed a traffic operations and queuing analysis to inform intersection lane configurations and assess the effects of the extension of Roseville Parkway and the resulting operating conditions under Existing Base Year and Cumulative (Year 2035) conditions.

» **City of Roseville, Local Road Safety Plan (LRSP), Roseville, CA** –

Deputy Project Manager. The City experiences a considerable multimodal mix of trips across its transportation network that serves a variety of needs and purposes, including high levels of bicycle and pedestrian activity. The City's top three primary collision factors include unsafe speed, automobile right-of-way, and traffic signal/sign violations. Our team is working with the City on the use of a data-driven analysis to further categorize collisions by intersection and roadway size and type, while working directly with local law enforcement to identify critical issues occurring on Roseville's roadways. Our scope of services includes the preparation of a public outreach plan as well as the completion of a focused countermeasure evaluation and project sheet development for five specific priority locations to assist with Highway Safety Improvement Program (HSIP) applications.

» **City of Roseville, ITS Master Plan Update, Roseville, CA** – Project Engineer.

Kimley-Horn has been assisting the City of Roseville for over 10 years as they implement their vision to be on the leading edge of the Sacramento region with its comprehensive and thorough traffic management system. The City's first ITS master plan was adopted in 2005. This plan strategically examined new traffic and ITS technologies, expanding City boundaries, and increasing population demand on its transportation system. After nearly a decade of successful ITS implementation, Kimley-Horn reviewed and updated the ITS Master Plan to confirm its current course, to assess emerging technologies, and to ensure an appropriate vision for expansion (both geographically and technologically). The plan will be implemented in phased deployments over five years.



Michael Schmitt, AICP CTP, PTP, RSP₁

Travel Demand Models and VMT

Mike is one of only a handful of transportation professionals in the United States that is recognized by both the American Planning Association (APA) and Transportation Professional Certification Board (TPCB) as being an expert in transportation planning. With nearly two decades of experience, Mike has worked on a wide variety of multimodal transportation projects including those with a significant focus on transit planning and operations. Most recently, Mike has led the preparation of a detailed VISSIM analysis of BRT operations in a major downtown, prepared a "Best Practices" document on transit center design, and developed an organization wide public involvement plan for a major transit provider in the Bay Area. Mike's broader technical expertise includes public involvement, transportation modeling, multi-modal planning, land use planning, geographic information systems (GIS), traffic operations, technical writing, and research.



Professional Credentials

- » Master of Science, Planning, University of Arizona
- » Bachelor of Science, Regional Development, University of Arizona
- » American Institute of Certified Planners Certified Transportation Planner (AICP CTP) #106984
- » Professional Transportation Planner (PTP) #220
- » Road Safety Professional 1 #185
- » **Office Location:** Sacramento

RELEVANT EXPERIENCE

- » **County of El Dorado, Travel Demand Model Update, El Dorado County, CA** – Project Manager. Kimley-Horn is updating El Dorado County's Travel Demand Model base year to 2016 and the horizon year to 2040. This effort involves incorporating updated land use information for the buffer zone (the modelled area outside the County) and for the County itself. The resulting base year (2016) model will be validated using accepted standards and the underlying Geographical Information System (GIS) based parcel dataset will also be updated.
- » **County of El Dorado, Travel Demand Update/Land Use Forecast/Environmental Impact Report, El Dorado County, CA** – Project Manager. Kimley-Horn was responsible for completing this multifaceted transportation and land use planning project. Major activities being undertaken as part of this effort include the development of a new travel demand model that includes state-of-the-art methodologies, GIS integration, and GIS based data sets. Kimley-Horn was also responsible for developing a parcel-based land use forecast, providing transportation planning and policy expertise, public open houses and board of supervisor's presentations, and preparing the traffic chapter of the Environmental Impact Report being prepared to evaluate potential updates to the existing General Plan.
- » **Sacramento International Airport (SMF), Master Infrastructure Plan SB 743 Analysis, Sacramento, CA** – Task Lead. Kimley-Horn completed a VMT assessment as a part of the airport's Master Infrastructure Plan update. The primary focus of the VMT assessment was to complete a CEQA level analysis of the expected passenger growth forecasted to occur over the next twenty years. The VMT assessment included tracking airport passengers throughout the six-County

Sacramento Area Council of Governments (SACOG) region using SACOG's travel demand model, as well as determining the length passengers will travel to airports in the Bay Area due to unmet demand at SMF. Kimley-Horn determined the overall impact to VMT in the region due to passengers being recaptured by the airport due to future increases in flight supply, increased growth within the SACOG region, and increases to employment at the airport due to the increased supply of flights.

- » **City of Folsom, South of US-50 Analysis Forecast/VMT Tool, Folsom, CA** – Project Manager. Kimley-Horn developed a transportation planning tool based on detailed land use forecasting and travel demand modeling to facilitate the orderly planning and financing of planned transportation infrastructure within the South of US-50 development area for the City of Folsom. The tool developed is a spreadsheet-based sketch planning tool that assists the City in determining the timing and need for specific planned transportation improvements within the South of US-50 development area.

- » **County of Santa Cruz, Travel Demand Modeling and Vehicle Miles Traveled (VMT) Analysis for General Plan Update, Santa Cruz County, CA** – Project Planner. Kimley-Horn is working with the County of Santa Cruz to build on Kimley-Horn's previous effort of updating County's travel demand model to a base year of 2015 and future year of 2035. As a part of the County's General Plan Update, Kimley-Horn is working with the County to update the travel demand to a base year of 2019 and a future year of 2040. In addition, Kimley-Horn is completing a VMT analysis for the County and Cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville as a part of the SB 743 threshold development process.



Chris Gregerson, P.E., T.E., PTOE, PTP
Micro-simulation; Travel Demand Models and VMT

Chris is a professional civil and traffic engineer with more than nine years of experience in developing traffic impact analyses for both new developments and the expansion of existing developments. He has aided in identifying levels of service and operations for both intersections and roadway and highway segments. Chris has experience in dealing with identifying unsafe roadway conditions due to vehicle speeds and volume as well as analyzing the minimum required throat depth (MRTD) for driveways at new developments. Chris has direct experience in running travel demand models in both the standard and activity-based approaches as well as calibrating mode choice models for metropolitan regions. Chris is skilled in GIS and has experience managing and interpreting data for special analysis and graphics creation.

 RELEVANT EXPERIENCE

- » **City of Roseville, 850 Cirby Way Traffic Impact Analysis, Roseville, CA** – Project Manager. Kimley-Horn provided traffic impact analysis services for the proposed project, a modification of the Light of the Gospel Church's existing campus to include a new 900-1,000 seat, 20,000-square foot sanctuary building on the project site located in the southeast corner of the Cirby Way intersection with Orlando Avenue in the City of Roseville. Specifically, Kimley-Horn evaluated the proposed project's localized traffic operations and access points, including throat depths, tapers, storage, and driveway treatments that are necessary to ensure safe and efficient operations.
- » **City of Sacramento, On-Call Traffic Impact Studies, Sacramento, CA** – Project Engineer. Kimley-Horn is currently providing on-call traffic engineering services, including traffic impact studies, parking planning and policy, traffic scoping and design, and traffic signal timing and operations to the City of Sacramento for development related projects. As one of the first consultants to use SACOG's next generation activity-based travel demand model for the purposes of evaluating the traffic impacts associated with several development projects, we have developed a deep understanding of SACSIM. The development projects for which these traffic impact studies have been performed have ranged in size and complexity.



Professional Credentials

- » Master of Science, Transportation Engineering, University of Illinois at Urbana-Champaign
- » Bachelor of Science, Industrial Engineering, Virginia Polytechnic Institute and State University
- » Professional Engineer in California #C86812
- » Professional Traffic Engineer in California #2860
- » Professional Traffic Operations Engineer #4588
- » Professional Transportation Planner #657
- » **Office Location:** Sacramento

- » **County of El Dorado, Travel Demand Model Update, CA** – Project Engineer. Kimley-Horn is updating El Dorado County's Travel Demand Model base year to 2016 and the horizon year to 2040. This effort involves incorporating updated land use information for the buffer zone (the modelled area outside the County) and for the County itself. The resulting base year (2016) model will be validated using accepted standards and the underlying Geographical Information System (GIS) based parcel dataset will also be updated.
- » **City of West Sacramento, NEPA/VMT Analysis, West Sacramento, CA** – Project Manager. Kimley-Horn completed a Vehicle Miles Traveled (VMT) evaluation for a proposed housing project in West Sacramento in support of the NEPA documentation being prepared by others. Specifically, Kimley-Horn completed an assessment of the VMT associated with the proposed project as it compares to the existing use, a twelve-unit apartment complex and a cigarette and tobacco store and documented the change in VMT based on the new homeless housing use.
- » **City of West Sacramento, River Park TIA Peer Review, West Sacramento, CA** – Project Manager. Kimley-Horn completed a peer review of the River Park Development Transportation Impact Study. This review will primarily consist of a "fatal flaws" assessment, including a review of volumes (intersection and roadway segments), analysis methodologies (tools and calculations), threshold comparisons, mitigations, and VMT analysis.



Molly O'Brien, P.E., PTOE, RSP₂₁
Safety

Molly has more than 17 years of safety, traffic, and transportation planning and design experience, which includes providing transportation safety consulting services to public agencies throughout the country. Her experience includes LRSPs, SSARs, RSAs, pedestrian/bicycle studies, and complete streets studies. Additionally, she has completed formal training on RSAs and the HSM IHSDM. She is experienced in conducting stakeholder workshops and prioritizing improvements to help maximize resources. Molly has also developed complete streets policies and concept plans that include bicycle and pedestrian facilities. She will use her experience and lessons learned on other systemic safety projects to provide solutions that enhance safety, while maximizing HSIP funding opportunities.



RELEVANT EXPERIENCE

» **City of Roseville, Local Roadway Safety Plan (LRSP), Roseville, CA –**

Project Manager. Kimley-Horn is currently assisting the City of Roseville on their LRSP. The City experiences considerable multimodal mix of trips across its transportation network that serves a variety of needs and purposes, including high levels of bicycle and pedestrian activity. Our team is working with the City on the use of a data-driven analysis to further categorize collisions by intersection and roadway size and type, while working directly with local law enforcement to identify critical issues occurring on Roseville's roadways. Our scope of services includes the preparation of a public outreach plan, as well as the completion of a focused countermeasure evaluation and project sheet development for five specific priority locations to assist with HSIP applications.

» **City of Citrus Heights, Local Roadway Safety Plan (LRSP), Citrus Heights, CA –**

Deputy Project Manager. Kimley-Horn is currently assisting the City of Citrus Heights develop an LRSP to help the City identify and prioritize the most effective ways to improve traffic safety for all users, as part of a statewide goal to reduce traffic injuries and fatalities. The LRSP will address safety through roadway improvements, measures to modify driver behavior, and improved education, enforcement, and emergency response best practices. The LRSP will result in a set of data driven recommendations, coupled with input from key stakeholders representing the Safety Es included in the SHSP; engineering, enforcement, education, and emergency services. Detailed project sheets will be prepared for priority, high-crash locations to assist with the preparation of HSIP applications.

» **City of Rocklin, Local Roadway Safety Plan (LRSP), Rocklin, CA –** Deputy Project Manager. Kimley-Horn is helping the City of Rocklin identify and prioritize the most effective ways to improve traffic safety for all users, as part of a statewide goal to reduce traffic injuries and fatalities. The City's LRSP will address safety through roadway improvements, measures to modify driver behavior, and improve education, enforcement, and emergency response best practices. The LRSP will result in a set of data driven recommendations, coupled with input from key stakeholders representing the Safety Es included in the Strategic Highway Safety Plan (SHSP); engineering, enforcement, education, and emergency services.

» **Caltrans, California Strategic Highway Safety Plan (SHSP) Update and Implementation, Statewide, CA –** Analyst. Kimley-Horn was selected by the

Caltrans Division of Traffic Operations to lead California's 2020 to 2024 Strategic Highway Safety Plan (SHSP) Update and Implementation. The SHSP is a multi-agency collaborative effort between Caltrans and California Highway Patrol, Office of Traffic Safety, Department of Motor Vehicles, Emergency Medical Services Authority, Department of Public Health, Department of Alcoholic Beverage Control, Tribal/Native American Advisory Committee, Metropolitan Planning Organizations, State Association of Counties, League of Cities, and traffic safety advocates. The SHSP's mission is to ensure a safe and sustainable transportation system for all motorized and non-motorized users on all public roads in California and to work Toward Zero Deaths. Kimley-Horn's role is to assist with SHSP development, action plans, and compliance with federal requirements.



Professional Credentials

- » Master of Science, Civil Engineering, Iowa State University, Ames
- » Bachelor of Science, Civil Engineering, Iowa State University, Ames
- » Professional Engineer in Nevada #17702
- » Professional Traffic Operations Engineer #2534
- » Road Safety Professional 1 #28
- » Road Safety Professional 21 Infrastructure #8
- » **Office Location:** Reno, NV



Sean Houck, P.E.
Roundabouts

Sean is a principal engineer with 24 years of success in the development and delivery of transportation projects for state and local agencies throughout California. His experience includes the preparation of feasibility studies, intersection control evaluations, project initiation documents, project assessment and environmental documents, construction documents, and construction administration and support. Project experience includes planning and design of urban highway interchanges, urban arterials and collectors, road diet and complete street projects, conventional highways, as well as rail and transit facilities. In addition to traditional civil roadway design, Sean has more than 13 years of experience in the planning and design of mini, single lane, and multilane roundabouts in Caltrans Districts 3, 4, 5, and 6.



RELEVANT EXPERIENCE

» **City of Roseville, Washington Boulevard at All America City Boulevard Roundabout Project, Roseville, CA** – Project Engineer. Kimley-Horn was selected by the City of Roseville to prepare final design and construction documents for this important intersection improvement project. This intersection, located just north of downtown, serves as the gateway to the downtown core, and has critical interaction with Woodbridge Elementary, @ the Grounds, the Los Cerritos Neighborhood, and Washington Square. The Washington Boulevard corridor, Lincoln Street, and the adjacent Catalyst Site complete the diverse picture of challenges and opportunities. Kimley-Horn is preparing the design for a modern, multi-lane roundabout that is anticipated to reduce vehicle and pedestrian delay, and improve safety. This project includes additional Kimley-Horn services to assist with obtaining environmental clearance, developing streetscape concepts for application at this and the adjacent Oak Street roundabout, and inclusion of street lighting and ITS infrastructure for future use.

» **City of Rocklin, Rocklin Road/Pacific Street Roundabout Design and Right-of-Way Services, Rocklin, CA** – Project Manager. Kimley-Horn was selected for the engineering design, right-of-way service, and environmental clearance for the Rocklin Road/Pacific Street Roundabout Project. For the environmental clearance, Kimley-Horn is preparing a Categorical Exclusion (CE) under NEPA with supporting technical studies. The project consists of improvements to the intersection of Rocklin Road and Pacific Street to remove traffic signals and replace them with a roundabout. These improvements will facilitate efficient vehicle traffic circulation through the intersection, as well as facility safer pedestrian crossings through the area. Technical studies managed by Kimley-Horn include an



Professional Credentials

- » Master of Science, Civil Engineering, California State University, Long Beach
- » Bachelor of Science, Civil Engineering, California State University, Long Beach
- » Professional Engineer in California #C59500
- » **Office Location:** Sacramento

Historic Property Survey Report, Archaeological Survey Report, Natural Environment Study, and Phase I Initial Site Assessment.

» **City of Lincoln, Engineering Design Services on the East Joiner Parkway Widening Project, Lincoln, CA** – Project Manager. Kimley-Horn was selected by the City of Lincoln to perform engineering design and traffic analysis services for the widening of East Joiner Parkway between Twelve Bridges Drive and the Lincoln/Rocklin border, in which the total length will be 0.9 miles. The City's original project included widening the existing roadway from two lanes to four lanes, and installing two traffic signals. In working with the City and in anticipation of the new high school scheduled to open in 2021, we evaluated the long-term cost-effectiveness of implementing traffic signals or roundabouts at two intersection locations. Based on the future volumes and need to widen an existing culvert if a signal was installed at Fieldstone Drive, it was determined a roundabout would be a more appropriate choice for intersection control. The final project design will include widening, a new signal installation at Westview Drive, an emergency vehicle signal at the fire station, and a roundabout at Fieldstone Drive.



Daniel Carley, P.E.
Civil Improvements

Daniel is a professional engineer with more than 17 years of experience, specializing in both municipal and State roadway design projects. He has been involved with and managed many different types of projects, from planning to preliminary engineering to final PS&E for roadway modifications, BRT systems, roundabouts, and freeway interchanges. With these different types of projects, Daniel has been responsible for developing design alternatives, estimates of probable cost, specifications, and final construction plans. Daniel is also up-to-date with the latest applicable design standards and guidelines, including ADA guidelines, Caltrans' HDM and Standard Plans, AASHTO design guidelines, and the California MUTCD.



Professional Credentials

- » Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- » Professional Engineer in California #76304
- » **Office Location:** Sacramento



RELEVANT EXPERIENCE

» **City of Roseville, Washington Boulevard at All America City Boulevard Roundabout Project, Roseville, CA** – Project Engineer. Kimley-Horn was selected by the City of Roseville to prepare final design and construction documents for this important intersection improvement project. This intersection, located just north of downtown, serves as the gateway to the downtown core, and has critical interaction with Woodbridge Elementary, @ the Grounds, the Los Cerritos Neighborhood, and Washington Square. The Washington Boulevard corridor, Lincoln Street, and the adjacent Catalyst Site complete the diverse picture of challenges and opportunities. Kimley-Horn is preparing the design for a modern, multilane roundabout that is anticipated to reduce vehicle and pedestrian delay and improve safety. This project includes additional Kimley-Horn services to assist with obtaining environmental clearance, developing streetscape concepts for application at this and the adjacent Oak Street roundabout, and inclusion of street lighting and ITS infrastructure for future use.

» **City of Roseville, Junction Boulevard at Valjejo Avenue Intersection Improvements, Roseville, CA** – Project Engineer. Kimley-Horn is supporting the City of Roseville with preparation of plans, specifications, and estimate (PS&E) for a new traffic signal at the intersection of Junction Boulevard and Valjejo Avenue. The intersection is being modified to convert an existing "T" intersection into a four-leg intersection, with the new southern approach providing direct access to the Placer County Fairgrounds. The design includes traffic signals, signal interconnect, signing and striping, roadway, curb ramp modifications, utilities, and retaining walls. Kimley-Horn is coordinating closely with the Placer County Tourism (PVT) and its engineering design consultant who is leading the on-site design.

» **City of Lincoln, Engineering Design Services on the East Joiner Parkway Widening Project, Lincoln, CA** – Project Engineer. Kimley-Horn was selected by the City of Lincoln to perform engineering design and traffic analysis services for the widening of East Joiner Parkway between Twelve Bridges Drive and the Lincoln/Rocklin border, in which the total length will be 0.9 miles. The City's original project included widening the existing roadway from two lanes to four lanes and installing two traffic signals. In working with the City and in anticipation of the new high school scheduled to open in 2021, we evaluated the long-term cost-effectiveness of implementing traffic signals or roundabouts at two intersection locations. Based on the future volumes and need to widen an existing culvert if a signal was installed at Fieldstone Drive, it was determined a roundabout would be a more appropriate choice for intersection control. The final project design will include widening, a new signal installation at Westview Drive, an emergency vehicle signal at the fire station, and a roundabout at Fieldstone Drive.

» **City of Santa Rosa, Bicycle and Pedestrian Gap Closures at Piner Road and Dutton Avenue, Santa Rosa, CA** – Project Manager. Kimley-Horn worked with the City of Santa Rosa on the Piner Road and Dutton Avenue Bicycle and Pedestrian Closure project. The City's existing bicycle and pedestrian facility network along Piner Road and Dutton Avenue had several critical gaps and deficiencies that the project sought to correct. Improvements included ADA curb ramp replacement at nine locations, new sidewalk for approximately 500 feet along Dutton Avenue, and pavement rehabilitation with designated bicycle lane striping along approximately three quarters of a mile of Piner Road. Kimley-Horn provided final PS&E and design services during construction, which was completed in summer 2020.



Curtis Yee, EIT

Traffic Operations and Data Collection

Curtis is a transportation analyst with experience in transportation design throughout Northern California. Curtis has worked on projects in which he supported tasks including data collection, temporary traffic control, and preparing PS&E for traffic signals, communications, and street lighting. He is proficient in AutoCAD, AGI, and Synchro. He is also adept in application of California Manual on Uniform Traffic Control Devices (CAMUTCD) guidelines and Caltrans Standard Plans and Specifications.



Professional Credentials

- » Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- » Engineer-In-Training (EIT) #163265
- » **Office Location:** Sacramento



RELEVANT EXPERIENCE

» **City of Roseville, Junction Boulevard at Vallejo Avenue Intersection**

Improvements, Roseville, CA – Analyst. Kimley-Horn is supporting the City of Roseville with preparation of plans, specifications, and estimate (PS&E) for a new traffic signal at the intersection of Junction Boulevard and Vallejo Avenue. The intersection is being modified to convert an existing “T” intersection into a four-leg intersection, with the new southern approach providing direct access to the Placer County Fairgrounds. The design includes traffic signals, signal interconnect, signing and striping, roadway, curb ramp modifications, utilities, and retaining walls. Kimley-Horn is coordinating closely with the Placer County Tourism (PVT) and its engineering design consultant who is leading the on-site design.

» **City of Roseville, Washington Boulevard at All America City Boulevard Roundabout Project, Roseville, CA**

– Analyst. Kimley-Horn was selected by the City of Roseville to prepare final design and construction documents for this important intersection improvement project. This intersection, located just north of downtown, serves as the gateway to the downtown core, and has critical interaction with Woodbridge Elementary, @ the Grounds, the Los Cerritos Neighborhood, and Washington Square. The Washington Boulevard corridor, Lincoln Street, and the adjacent Catalyst Site complete the diverse picture of challenges and opportunities. Kimley-Horn is preparing the design for a modern, multi-lane roundabout that is anticipated to reduce vehicle and pedestrian delay and improve safety. This project includes additional Kimley-Horn services to assist with obtaining environmental clearance, developing streetscape concepts for application at this and the adjacent Oak Street roundabout, and inclusion of street lighting and ITS infrastructure for future use.

» **City of West Sacramento, Harbor Blvd Corridor Signal Coordination, West Sacramento, CA**

– Analyst. Kimley-Horn is currently working with the City of West Sacramento to develop and implement new weekday time-of-day coordination plans for three traffic signals along Harbor Boulevard. This corridor is a heavily used arterial providing a primary connection to the Southport area via Industrial Boulevard. This corridor experience high traffic volumes including a significant proportion of truck traffic. These near-term improvements will aid in improving access and circulation between US-50 and the Southport area. This effort follows the familiar task pattern in which three weekday timing plans are developed and implemented, and a final “after” study is completed to document the benefits of the retiming.

» **City of Citrus Heights, Greenback Lane Signal Retiming, Citrus Heights, CA**

– Analyst. Kimley-Horn is providing traffic engineering services for the City of Citrus Heights to develop and implement new weekday and weekend time-of-day coordination plans for fourteen (14) traffic signals along Greenback Lane. These timings include three weekday plans, as well as the weekend peak periods (a total of 5 plans). The overall goals outlined by the City for the project include reducing delays and stops at signalized intersections, improving travel time and traffic flow, and improving the safety of motorists, pedestrians, and bicyclists. This project includes completion of a final “after” travel time study to field measure the improvements in system performance.



Olivia Potash, EIT
Microsimulation

Olivia is a transportation analyst with experience in the public and private sectors. She has been involved in projects related to engineering and traffic surveys, roadway safety assessments, traffic impact studies, and integrated corridor management plans. She is well-versed in Synchro/Simtraffic, Vissim, HCS, and ArcGIS, and Adobe Illustrator.



Professional Credentials

- » Bachelor of Science, Civil Engineering, University of California, Davis
- » Engineer-In-Training (EIT) #162541
- » **Office Location:** Sacramento



RELEVANT EXPERIENCE

» **City of Roseville, Local Road Safety Plan (LRSP), Roseville, CA** – Analyst. The

City experiences a considerable multimodal mix of trips across its transportation network that serves a variety of needs and purposes, including high levels of bicycle and pedestrian activity. The City's top three primary collision factors include unsafe speed, automobile right-of-way, and traffic signal/sign violations. Our team is working with the City on the use of a data-driven analysis to further categorize collisions by intersection and roadway size and type, while working directly with local law enforcement to identify critical issues occurring on Roseville's roadways. Our scope of services includes the preparation of a public outreach plan as well as the completion of a focused countermeasure evaluation and project sheet development for five specific priority locations to assist with Highway Safety Improvement Program (HSIP) applications.

» **Citrus Heights, Local Roadway Safety Plan (LRSP), Citrus Heights, CA** –

Analyst. Kimley-Horn is currently assisting the City of Citrus Heights develop an LRSP to help the City identify and prioritize the most effective ways to improve traffic safety for all users, as part of a statewide goal to reduce traffic injuries and fatalities. The LRSP will address safety through roadway improvements, measures to modify driver behavior, and improved education, enforcement, and emergency response best practices. The LRSP will result in a set of data driven recommendations, coupled with input from key stakeholders representing the Safety Es included in the Strategic Highway Safety Plan (SHSP); engineering, enforcement, education, and emergency services. Detailed project sheets will be prepared for priority, high-crash locations to assist with the preparation of HSIP applications.

» **City of Folsom, Safety Assessment of East Natoma Street and Blue Ravine Road, Folsom, CA** – Analyst. Kimley-Horn is providing traffic engineering services

to identify multi-modal safety improvements along the East Natoma Street and Blue Ravine Road corridors. As part of this project, our team has implemented robust, automated data collection methods including Mobile LIDar for sign inventory/

analysis and intersection sight distance (ISD) analysis; Rieker's Curve Advisory Reporting System (CARS) for automated ball bank analysis along horizontal curves; and field testing of High Friction Surface Treatment (HFST). This comprehensive and cost-effective approach to data collection, coupled with application of sound civil and traffic engineering principles, has enabled us to produce a comprehensive safety assessment of both roadway corridors. As part of the assessment, Kimley-Horn performed traffic signal control warrants, traffic operations analysis, comprehensive review of historical collision data, and conducted field observations in support of development of recommended multi-modal safety improvements. The results of the safety assessment with conceptual level exhibits illustrating recommended improvements will be documented in a Final Project Report.

» **Caltrans, California Strategic Highway Safety Plan (SHSP) Update and Implementation, Statewide, CA** – Analyst. Kimley-Horn was selected by the

Caltrans Division of Traffic Operations to lead California's 2020 to 2024 Strategic Highway Safety Plan (SHSP) Update and Implementation. The SHSP is a multi-agency collaborative effort between Caltrans and California Highway Patrol, Office of Traffic Safety, Department of Motor Vehicles, Emergency Medical Services Authority, Department of Public Health, Department of Alcoholic Beverage Control, Tribal/Native American Advisory Committee, Metropolitan Planning Organizations, State Association of Counties, League of Cities, and traffic safety advocates. The SHSP's mission is to ensure a safe and sustainable transportation system for all motorized and non-motorized users on all public roads in California and to work Toward Zero Deaths. Kimley-Horn's role is to assist with SHSP development, action plans, and compliance with federal requirements.



D: Project Understanding

The public development process in California requires a deep understanding of regulatory requirements. The California Environmental Quality Act (CEQA) provides the overall analysis framework, defining the necessity and requirements for documentation, analysis, mitigation, and other considerations. In addition, local agencies, such as the City of Roseville, provide additional guidance and requirements specific to their local needs.

To this end, the City has published guidelines for the preparation of traffic impact studies (City of Roseville Design Standards, Section 4, January 2016) to "ensure consistency of analysis and adequacy of information to aid City staff and decision makers in the consideration of project approval with regard to impacts to the City's transportation system." It is important to note that Senate Bill 743 (SB 743) and the associated change in the metric used to identify significant transportation impacts (from delay/Level of Service to Vehicle Miles Traveled) is accommodated separately through the recently adopted Vehicle Miles Traveled (VMT) Impact Studies documentation. The Design Standards inform the nature of the typical studies required to maintain the safety of the City's transportation network and include several critical considerations for conducting traffic impact studies, including:

Short-term vs. Long-term Studies. Using a 50 PM peak-hour trip threshold and the project's consistency with the General Plan, studies are classified as short-term or long-term. Short-term studies focus primarily on existing and near-term conditions, while long-term studies consider future conditions using the City's CIP travel demand model.

LOS C Threshold. The City's LOS policy specifies the requirement to maintain LOS C at a minimum of 70 percent of all signalized intersections and roadway segments during the PM peak-hour.

Site Access Considerations. Driveway configurations, in particular throat depths, are an important site development feature that must satisfy specific requirements specified in the traffic study guidelines. When designed and constructed adequately, off-site traffic is much less likely to be adversely affected by onsite operations. This resultant environment improves safety and operations for the general project area for all users. It is important that site access considerations are vetted early in the project development as modifications to access could trickle down and affect site trip assignment and, subsequently, the evaluation of project trips at the surrounding transportation facilities.

Off-Site Signal Progression. Awareness of, and consideration for the complexity and operational features of the City's coordinated signal systems must be accounted for in the proposal and consideration of offsite mitigation measures. Introducing mid-block driveways and even adding new traffic signals must be considered and evaluated in the context of the broader ITS. Changes to the system's traffic volumes, in number, direction, and peak period characteristics, all have to be considered as they affect the current coordinated signal timing's ability to most efficiently handle traffic demand.

Other Considerations

We also understand the importance of being able to conduct as-needed travel demand modeling to support studies in Roseville. We understand that the City uses a variant of the SACMET model so given our demonstrated experience using SACMET we are well qualified to complete any needed services.

One of the more significant improvements to travel demand models has been the introduction of submodels that are sensitive to non-motorized travel opportunities, transit-oriented development, and mixed-use development (commonly considered Smart Growth Strategies). Simply put, the latest generation of travel demand models does a better job of recognizing and accounting for the vehicular trip reductions that result from these strategies. These model additions (often referred to as 4D or 5D models) can significantly change the results of model forecasts under certain circumstances. We have created these types of solutions for models throughout the United States including one most recently for the El Dorado County travel demand model. However given that a variant of the SACOG SACMET model which was used as the basis for the Roseville model, it is likely that these features may be underrepresented in the resulting analysis. As a result, our expertise with infill trip generation could be invaluable to ensuring that trip generation, analysis, and the resulting mitigations as provided for in traffic impact studies are appropriately determined.

The Project Manager for NCHRP Report 758, a comprehensive study on infill trip generation, are members of the local team identified for this on-call. The resulting methodology is expected to also be incorporated in the Third Edition of ITE's Trip Generation Handbook (again, one of our local team members is on the committee developing ITE's approach). The NCHRP 8-66 methodology advances and provides a more modern and accurate tool to account for the internalization of site trips. Depending on the site, the internalization of project's trips can reduce off-site roadway mitigation and has the potential to redistribute and alter the on-site transportation infrastructure.



Our understanding of travel demand models, model data, and the American Community Survey (ACS), as well as other data sets when coupled with Geographical Information Systems (GIS) can also result in a better product. Depending on the circumstances we often use GIS as a base source for developing trip distributions for development sites. Using overlay and banding functions we can determine the attractiveness, based on the number of probable origins or destinations within a fixed distance of a development site. With this information in hand, we can establish distributions that have a strong quantitative backing and better distributions lead to better traffic assignments and a better understanding of impacts and required mitigations. Likewise, we have also used select link and select zone modeling functions to better understand likely development site origins and destinations.

We are also familiar with the numerous other City documents that guide the development of projects. Including the General Plan, ITS Master Plan, Pedestrian Master Plan, Bicycle Master Plan, and Long Range and Short-Range Transit Plans which include their own respective requirements that must be considered as land develops in the City. It is the awareness of these documents and their effect on both onsite and offsite project features that is critical to the thorough evaluation of a project's impacts.

While projects developed within the City of Roseville may only be required to abide by the City's development requirements, traffic from some projects may be determined to potentially adversely affect facilities in adjacent jurisdictions. Because of this situation, traffic studies in Roseville must allow for the concerns of adjoining agencies and must adequately document the project's traffic effect in these jurisdictions according to their own individual traffic study guidelines. Accordingly, it is important for the City's traffic consultant to have a thorough understanding of the policies, guidelines, thresholds, and other requirements for each of the following agencies: Caltrans, City of Rocklin, City of Citrus Heights, Placer County, Sutter County, and Sacramento County.

Potential Challenges

Senate Bill 743 updated CEQA Guidelines on evaluating transportation impacts in CEQA. It is intended to promote active transportation and transit, as well as reduce Vehicle Miles Traveled (VMT) to comply with other regulations (such as reductions in greenhouse gas emissions). SB 743 eliminated Level of Service (LOS)/Delay as a CEQA impact and replaced it with the VMT metric for CEQA transportation analyses. The Kimley-Horn team is well versed with SB 743 and the determination and application of VMT.

Unique Approaches and Strengths

Our team has extensive experience in travel demand modeling throughout California, including locally with the SACSIM and SACMET models. We have been using a version of SACMET that this project team developed in nearby El Dorado County as the basis for establishing their CIP, evaluating General Plan updates, and as the basis for their Impact Fee program since 2010, so we are well versed in the technical aspects of applying SACMET. Additionally, SACSIM is a useful tool and we have prepared many project specific SACSIM models, including most recently developing the Capital SouthEast Connector JPA Model which covers an area that extends from El Dorado County to Elk Grove. SACSIM is best applied for significant regional considerations, not on on-going project evaluations where its intense labor requirements make it less flexible when compared to SACMET.

Impact Fees. In addition to nearby El Dorado County's impact fee program, we have prepared impact fee programs throughout the state. We regularly do this work and in fact the team on this project is currently preparing TVTC's and the City of Fremont's Impact Fee programs.

One of the newest areas of focus when it comes to Impact Fees is VMT mitigation. We also are preparing one of the first VMT Banking Projects in the State for the City of Salinas. We think the insight from this project will be invaluable to planning for successful mitigation from SB 743 for this project.

SB 743. The team for this project has been selected to prepare the policy and thresholds for more than 25 jurisdictions (including 3 counties) in California and have completed countless VMT projects. Our team has presented more than 100 times on the subject throughout the State, were participants in both the ITE California SB 743 Task Force and Caltrans SB 743 Implementation Technical Roundtable, and most recently presented two VMT abstracts at the ITE Western District Annual Meeting.

Not only do we know SB 743 backwards and forwards, and know how to address its complexities, we know how make it easier to handle



E: Project Plan

Detailed Typical Approach & Methodologies

Task 1: Project Administration

This task includes general project administration, including management of project staff, quality control, and project accounting.

Task 2: Data Collection

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the City. The City shall provide all information requested by Kimley-Horn during the project including, but not limited to the following:

- » Proposed project information including existing/proposed uses
- » Information pertaining to approved and/or pending transportation improvements in the project vicinity.
- » Traffic signal timing information and traffic count data for the study area (counts to be obtained from the City's ITS).

Kimley-Horn will complete a site visit(s) to observe existing project site operations including intersection/driveway lane configurations, vehicle storage lengths, lane utilization, existing traffic control, speed limits, adjacent land uses, and other readily apparent features that are deemed applicable to the Scope of Services. We will complete an evaluation of sight distance for the site access driveway(s) based on observed horizontal and vertical geometric conditions. This evaluation will be performed in accordance with the guidelines presented in the Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO), and the Highway Design Manual, published by Caltrans.

Kimley-Horn will endeavor to obtain readily available intersection turning movement traffic count data from the City's internet Traffic Count Tool.

Task 3: Trip Generation and Distribution

The number of trips anticipated to be generated by the proposed project will be approximated using Trip Generation Manual, 10th Edition, published by the Institute of Transportation Engineers (ITE). As deemed appropriate by Kimley-Horn and allowable by the City, adjustments will be made to the proposed project's trip generation to account for alternate mode trips, and the interaction between project and adjacent

land uses. Project traffic will be distributed to the roadway network based on existing traffic volumes, output from the City's travel demand model, or professional judgment.

In an effort to streamline the project, Kimley-Horn will summarize our proposed trip generation and distribution assumptions in a brief memorandum to be submitted electronically (in PDF format) to the City.

Task 4: SB 743 Assessment

Kimley-Horn will perform a qualitative evaluation of the Proposed Project's Vehicle Miles Traveled (VMT) characteristics in a manner consistent with the December 2018 guidance provided by the Governor's Office of Planning and Research (OPR)¹. OPR's guidance provides several screening criteria for projects in which a quantitative VMT analysis is deemed unnecessary, including retail projects that are less than 50,000 square-feet, such as the Proposed Project. Kimley-Horn will coordinate with the City to determine whether the project can be considered local-serving, and therefore not require a quantitative VMT analysis. For the purposes of this Scope of Services, we anticipate providing supporting documentation of the project's compliance with SB-743 and the City's VMT Impact Standards using a strictly qualitative approach.

Should a quantitative VMT analysis ultimately be required, Kimley-Horn will conduct an analysis consistent with the methodology included in the Final VMT Impact Standards recently approved by the City Council. These services are specified in optional Task 8 below.

Task 5: Technical Analyses

Offsite Operations

Because the proposed project is anticipated to have a net increase in project site traffic, the effect of this additional traffic will be evaluated to ensure the surrounding transportation facilities operate at acceptable levels. Consistent with the City's guidelines, a "Short-Term" traffic study will be performed to identify the project's effect on the external roadway network under existing conditions and to evaluate site access and operations. A short-term traffic analysis will be conducted for the following scenarios:

- » Existing (2021) Conditions
- » Existing (2021) plus Proposed Project Conditions

¹Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, State of California, December 2018.



This analysis will be performed for up to five intersections.

Delay, queuing, and Levels of Service will be determined using methods defined in the Highway Capacity Manual, using the Synchro® traffic analysis software. The interaction of project trips with other turning movements will also be considered and recommendations will be developed to maximize safety for all users of the roadway.

Onsite Operations

Kimley-Horn will review the proposed project's anticipated onsite operations. The primary focus of this evaluation will be the access, circulation, and queuing in the vicinity of the site driveways. Because the proposed project is proposing to alter site access and circulation, this evaluation will also consider the effect of the proposed onsite changes on offsite traffic operations in the vicinity of the site.

Task 6: Draft Report

Analyses completed in Tasks 1-5 will be documented in technical memorandum format. Kimley-Horn will prepare and submit an electronic (PDF) Draft Report to the City for review. We will participate in a face-to-face meeting with the City to receive and review comments on the Draft Report.

Quality Control: Kimley-Horn will provide an independent, internal quality control review of the Draft Report.

Task 7: Final Report

Kimley-Horn will address one set of consolidated, non-conflicting City comments on the Draft Report. If the comments require additional analysis or data collection beyond that provided for in this Scope of Services, this work will be considered as an additional service. Any additional comment responses, regardless of origin, will also be considered as an additional service. Kimley-Horn will prepare and submit an electronic (PDF) Final Report to the City.

Task 8: Quantitative VMT Analysis (Optional)

If requested and authorized, and as per the findings of Task 4 above, Kimley-Horn will prepare a quantitative VMT analysis consistent with the methodology included in the Vehicle Miles Traveled (VMT) Impact Studies guidelines recently approved by the City Council. This effort is anticipated to include a comparison of the net change in VMT between existing conditions and the addition of the proposed project. This effort will be completed using the City's Travel Demand Model (TDM) by comparing the region's VMT without the project to the region's VMT with the addition of the project. The addition of the project will be determined to result in a significant impact if the region's VMT increases by more than 1,000 daily VMT compared to existing conditions.

Typical Schedule

We will provide our services as expeditiously as practicable to meet the mutually agreed upon schedule. We anticipate delivery of the Draft Report within three (3) weeks of receipt of a Notice-to-Proceed and all required information.

Workload and Availability

The members of our project team have firsthand experience in responding effectively and efficiently to the needs and requirements of clients under many different types of projects. We constantly prepare plans and estimates from concepts all the way through construction. We not only have the detailed technical expertise that is required to complete your designs, we proactively plan and set aside adequate time and staff availability provide the City with a high level of responsiveness. Our proposed team all have detailed and intimate design experience working on projects of different sizes and complexity for agencies across California.

Our workload planning is a two-step process called Milestones and Cast-aheads, which look at short-term and long-term workload, respectively. Every week, each Kimley-Horn office meets to discuss workload for the following week and determine deliverables, staffing needs, and adjust staff hours accordingly. After each office meets, representatives from each office attend a conference call to determine if staff reallocation ("shift") are needed to meet deadlines. Since we have three major offices in the Bay Area, we can easily shift staff between offices and assign the most qualified staff to a particular project. If needed, we also have the ability to shift staff from throughout California and across the country if needed to work on larger or more complex projects.

Kimley-Horn's long-term workload planning is called cast-aheads. Our cast-ahead forecast summarizes every work plan for all Kimley-Horn projects and provides an accurate projection of staffing needs and overloads with detailed information for the upcoming month and summary information for the next six months. Kimley-Horn's production managers use this tool to facilitate the shifting and balancing of work across our entire firm. The cast-ahead process provides the following benefits:

- » Enables us to better serve our clients and meet their deadlines
- » Assigns specialists to tackle more complex project issues
- » Facilitates teamwork through a one-profit center approach
- » Keeps our people productive and our firm stable



Schedule and Cost Control Procedures

Kimley-Horn is well suited to manage and administer your projects. We are prepared to commit the necessary resources to ensure the success of your efforts. Moreover, we also have the tools that tell us exactly how and when to implement these resources. While this can be perceived as an internal issue to Kimley-Horn, the tools we use to manage and administer a project are really for the client's benefit because a firm basis is established for on-time, within-budget delivery of all services. Schedule and budget are extremely important to Kimley-Horn, and our resources will allow us to meet the goals established for your project. To assist our project managers in efficient administration of projects, Kimley-Horn maintains a detailed, integrated management information system (MIS). This system, designed primarily to focus on schedule adherence and cost control, has proved to be a valuable tool internally to Kimley-Horn and externally to our clients.

Schedule control begins with the preparation of a detailed schedule that includes milestone completion dates for specific tasks and the overall project. We will develop for your project, as we do for every project we undertake, a work plan that allocates item and person-hour commitments by individual for each task. Bi-monthly, the MIS generates a Project Effort Report showing actual effort expended by task. This internal control allows us to make, on a timely basis, any adjustments that may be necessary to maintain your schedule and stay within your budget.

Cost control is achieved through two independent processing systems within our MIS program that we integrate to provide a complete financial and report overview of each individual task, as well as the entire project. Project managers and task managers receive status reports twice each month as to the costs associated with the project. This level of tracking allows us to control project budgets and to keep our clients fully informed of the administrative aspects of each project.

EXHIBIT “B”

F: Cost Proposal

Rate Schedule

Effective September 1, 2020 to June 30, 2021

Classification	Labor Rate* (per hour)
Support Staff.....	\$85 - \$120
Technical Support.....	\$100 - \$135
Senior Technical Support.....	\$135 - \$205
Analyst.....	\$130 - \$180
Professional.....	\$185 - \$225
Senior Professional I.....	\$225 - \$315
Senior Professional II.....	\$295 - \$350

**Billing Rates are reviewed yearly and are adjusted as necessary on July 1st.*

Other Direct Costs: Outside Printing/Reproduction, Delivery Services/USPS, Misc. Field Equipment/Supplies, and Travel Expenses will be billed at cost plus 10 percent. Mileage will be billed at the Federal Rate.

Subconsultants: Billed at cost plus 10 percent.

Office Expenses: 5 percent will be applied to labor fees to cover direct expenses, such as in-house duplicating and blueprinting, local mileage, telephone/mobile calls, electronic messaging, postage, and word processing.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/27/2021

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

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

PRODUCER Greyling Ins. Brokerage/EPIC 3780 Mansell Road, Suite 370 Alpharetta, GA 30022		CONTACT NAME: Jerry Noyola PHONE (A/C, No, Ext): 770-220-7699 E-MAIL ADDRESS: jerry.noyola@greyling.com FAX (A/C, No):	
INSURED Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601		INSURER(S) AFFORDING COVERAGE INSURER A: National Union Fire Ins. Co. NAIC # 19445 INSURER B: Allied World Assurance Company (U.S.) 19489 INSURER C: Everest National Ins Co 10120 INSURER D: New Hampshire Ins. Co. 23841 INSURER E: Lloyds of London 085202 INSURER F:	

COVERAGES

CERTIFICATE NUMBER: 21-22

REVISION NUMBER:

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

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR ☒ Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PROJECT ☒ LOC OTHER:			GL5268169	04/01/2021	04/01/2022	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$25,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
A	AUTOMOBILE LIABILITY ☒ ANY AUTO OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS NON-OWNED AUTOS ONLY			CA4489663	04/01/2021	04/01/2022	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	☒ UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE DED ☒ RETENTION \$10,000			03127930 XC8EX00363211	04/01/2021 04/01/2021	04/01/2022 04/01/2022	EACH OCCURRENCE \$5,000,000 AGGREGATE \$5,000,000 \$
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	WC015893685 (AOS) WC015893686 (CA)	04/01/2021 04/01/2021	04/01/2022 04/01/2022	☒ PER STATUTE ☐ OTHER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
E	Professional Liab			B0146LDUSA2104949	04/01/2021	04/01/2022	Per Claim \$2,000,000 Aggregate \$2,000,000

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

Re: Ref. #R10000333; MW - All Projects. The City of Roseville, its officers, agents, employees & volunteers are named as Additional Insureds with respects to General Liability where required by written contract. The above referenced liability policies with the exception of workers compensation & professional liability are primary & non-contributory where required by written contract. Waiver of Subrogation in favor of Additional Insureds with respects to General Liability & Workers Compensation where required by written contract & (See Attached Descriptions)

CERTIFICATE HOLDER

CANCELLATION

City of Roseville
 Insurance Compliance
 P.O. Box 100085 - R1
 Duluth, GA 30096-0000

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

AUTHORIZED REPRESENTATIVE



DESCRIPTIONS (Continued from Page 1)

allowed by law. Should any of the above described policies be cancelled by the issuing insurer before the expiration date thereof, 30 days' written notice (except 10 days for nonpayment of premium) will be provided to the Certificate Holder.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

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

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

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

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

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

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

However:

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

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

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

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

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

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

1. Required by the contract or agreement; or

2. Available under the applicable limits of insurance;

whichever is less.

This endorsement shall not increase the applicable limits of insurance.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

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

SCHEDULE

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

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

However:

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

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

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

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

whichever is less.

This endorsement shall not increase the applicable limits of insurance.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY - OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

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

The following is added to the **Other Insurance** Condition and supersedes any provision to the contrary:

Primary And Noncontributory Insurance

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

(1) The additional insured is a Named Insured under such other insurance; and

(2) You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US (WAIVER OF SUBROGATION)

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
ELECTRONIC DATA LIABILITY COVERAGE PART
LIQUOR LIABILITY COVERAGE PART
POLLUTION LIABILITY COVERAGE PART DESIGNATED SITES
POLLUTION LIABILITY LIMITED COVERAGE PART DESIGNATED SITES
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART
RAILROAD PROTECTIVE LIABILITY COVERAGE PART
UNDERGROUND STORAGE TANK POLICY DESIGNATED TANKS

SCHEDULE

Name Of Person(s) Or Organization(s):

PURSUANT TO APPLICABLE WRITTEN CONTRACT OR AGREEMENT YOU ENTER INTO.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The following is added to Paragraph 8. **Transfer Of Rights Of Recovery Against Others To Us** of Section IV – Conditions:

We waive any right of recovery against the person(s) or organization(s) shown in the Schedule above because of payments we make under this Coverage Part. Such waiver by us applies only to the extent that the insured has waived its right of recovery against such person(s) or organization(s) prior to loss. This endorsement applies only to the person(s) or organization(s) shown in the Schedule above.

BLANKET WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

This endorsement changes the policy to which it is attached effective on the inception date of the policy unless a different date is indicated below.

(The following "attaching clause" need be completed only when this endorsement is issued subsequent to preparation of the policy).

This endorsement, effective 12:01 AM **04/01/2021** forms a part of Policy No. WC 015-89-3686

Issued to KIMLEY-HORN AND ASSOCIATES, INC.

By NATIONAL UNION FIRE INSURANCE COMPANY OF PITTSBURGH, PA.

We have a right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against any person or organization with whom you have a written contract that requires you to obtain this agreement from us, as regards any work you perform for such person or organization.

The additional premium for this endorsement shall be 2.00 % of the total estimated workers compensation premium for this policy.

