

PROPOSAL FOR

DESIGN OF CLASS II BIKE LANES ON MERRILL AVENUE AND SOUTH RIVERSIDE AVENUE FEDERAL PROJECT NO. HSIPL-5205(024)

Prepared for:

City of Rialto

Public Works Department

335 W. Rialto Ave.

Rialto, CA 92376

Attn: Robert G. Eisenbeisz, Public Works Director/City Engineer

Prepared by:

KOA Corporation

3190 C Shelby Street

Ontario, CA 91764

Contact: Ms. Ming Guan, Vice President

Phone: (909) 890-9693 Fax: (909)890-9694

mguan@koacorp.com

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October 26, 2017

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City of Rialto
Public Works Department
335 W. Rialto Ave.
Rialto, CA 92376

Attention: Robert G. Eisenbeisz, Public Works Director/City Engineer

Subject: **Proposal for Engineering Services for the Design of Class II Bike Lanes on Merrill Avenue and South Riverside Avenue**

Dear Mr. Eisenbeisz:

We appreciate the opportunity to submit a proposal to provide Professional Engineering Design Services for this project to the City of Rialto. The KOA team is well-qualified, fully prepared, and eager to provide the City of Rialto with the required services to complete the above-mentioned project.

KOA has helped design and plan hundreds of miles of trails, pedestrian facilities, bikeways, safe routes to schools, and complete streets locally in southern California. The KOA team has extensive experience coordinating projects through Caltrans local districts. The impetus for many of these projects is to improve public health and to increase safety and accessibility. Outreach, community presentations, education, and contact with stakeholders have been key aspects to nearly all of these projects.

KOA is excited about being involved with a project that fits well with our recent HSIP project experience for similar nearby Cities such as Highland, Redlands, Fontana, and Moreno Valley. Our firm's 30 year history in transportation engineering, along with the skills and experience from having worked on a wide variety of improvement projects, will be very beneficial to the City of Rialto. The KOA team is experienced with a wide range of state and federal-aid grant and funding programs, including FHWA and Caltrans requirements and regulations. We have prepared various Requests for Authorization for Construction and obtained E-76 approvals on behalf of local cities. Our staff is knowledgeable with the Caltrans' Local Assistance Procedures Manual (LAPM).

I will serve as the Project Manager for the project. I can be reached at our Ontario office at 3190C Shelby St., Ontario, CA 91764, (909) 890-9693, fax (909) 890-9694, or by e-mail at mguan@koacorp.com. I have been with KOA for 11 years, and recently completed preliminary design for a similar multi-use bike/pedestrian trail design project in the cities of Highland and Redlands. I am also the engineering task leader for the SBCTA (formerly SANBAG) Metrolink Station Accessibility Improvements project and Rialto ATP project. The extensive knowledge gained from both projects enables KOA to be the ideal candidate for this project.

I am authorized to bind the firm to any contracts and agreements. This proposal shall remain valid for a period of 120 calendar days from due date of this proposal. KOA Corporation looks forward to working with the City on this project.

Sincerely,

KOA Corporation



Ming Guan, PE, TE
Project Manager/Vice President

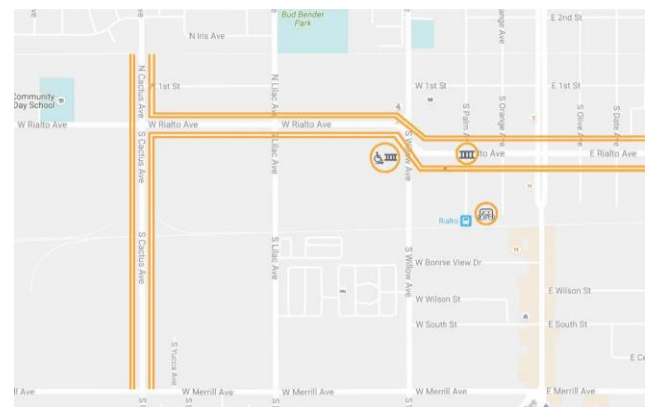
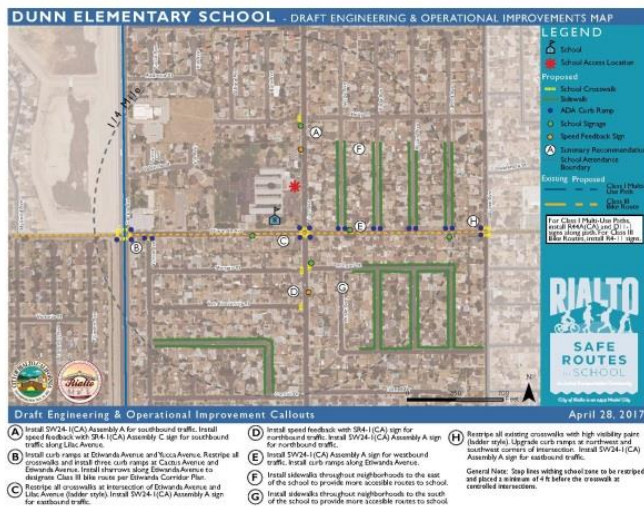
SECTION A – PROJECT UNDERSTANDING

A1. PROJECT UNDERSTANDING

Funded by HSIP Cycle 7, the City of Rialto desires to improve Bicycling Safety by installing 4.5 miles of Class II bike lanes on Merrill Avenue and South Riverside Avenue. Together with SBCTA (formerly SANBAG) Metrolink Station Accessibility Improvement Project, the proposed HSIP Cycle 7 bike lane project will eliminate gaps in the City's bicycle route network by providing connections to existing bicycle facilities. It will allow non-motorized users to be separated from motorized users, making the roadways a safer place to travel.

Recently, the same KOA team completed the PS&E package for the SBCTA Metrolink Station Accessibility Improvements project. As part of the project, KOA designed Class 2 buffered bike lanes on Cactus Avenue between Merrill and the Rails to Trails Bikeway entrance. These bicycle facility improvements will intercept and connect to the proposed bike lanes on Merrill Avenue and South Riverside Avenue. KOA also assisted with the presentation of the project to the Transportation and Economic Development Committees. To complete the PS&E in a timely manner, KOA diligently worked with the Traffic Engineer and the Public Works Director of the City of Rialto.

In addition, KOA is part of the Rialto ATP project team. We understand that the many schools will benefit from the proposed Class II Bike Lane improvement project. The City of Rialto was awarded Active Transportation Program (ATP) Cycle I grant funding for their non-infrastructure Safe Routes to School Program that educates students on safe bicycling and walking practices. Infrastructure projects have been implemented for Class I bike paths and Class II bike lanes throughout the city. The proposed bike lanes on Merrill Avenue and South Riverside Avenue will allow school children and bicyclists to travel throughout the city of Rialto more safely by differentiating non-motorized and motorized travel lanes for roadway users.



Improvement Toolbox

High Visibility Crosswalk

High visibility crosswalks will improve the guidance and safety for pedestrians.

Class II Bike Lanes

Class II Bike Lanes are on-road striped and signed bicycle lanes to delineate the right-of-way assigned to bicycle and motorists.

Bicycle Parking

Secure Bicycle lockers protect bicycles from theft, damage or inclement weather and promote bicycle commuting as a healthy lifestyle. Various door locking options are available to best serve the needs of the client.

Wayfinding Signage

Wayfinding signage that is properly placed on the path of travel to the Metrolink Station informs pedestrians and motorists how to navigate the area.

ADA Compliant Curb Ramp

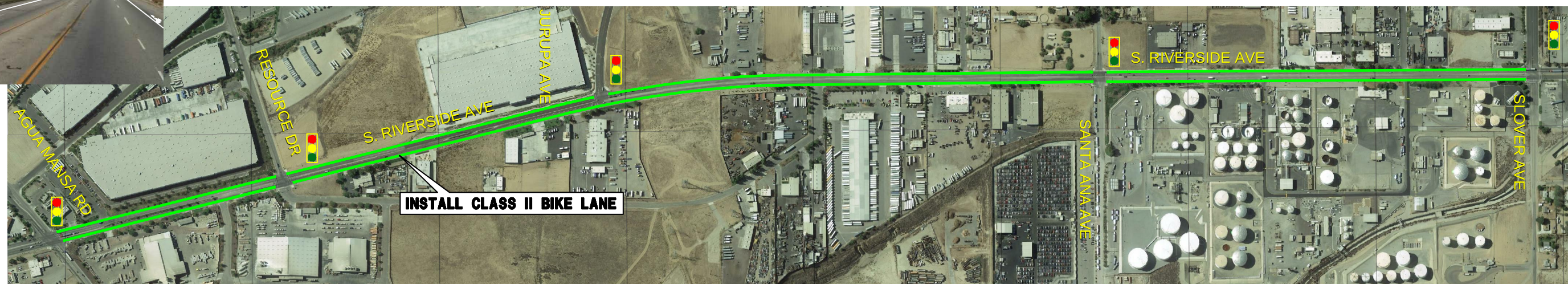
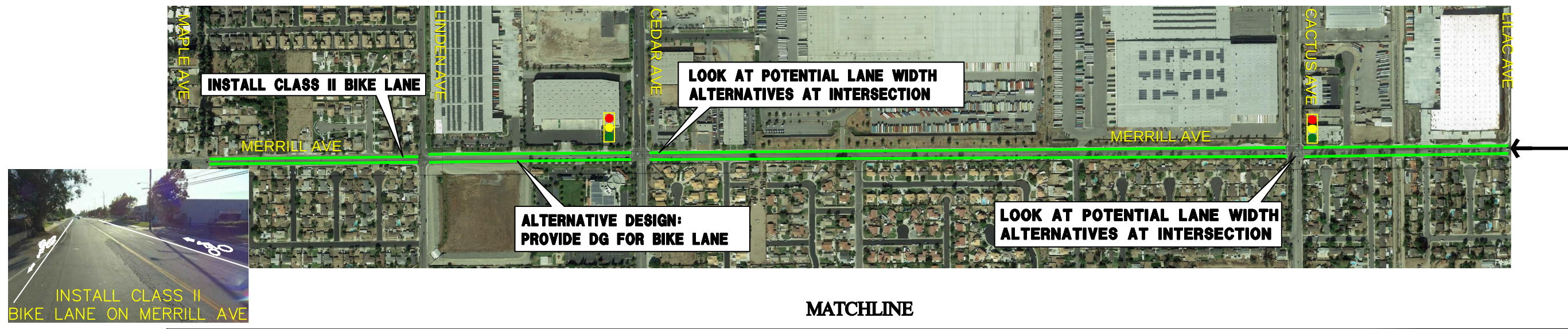
An ADA compliant curb ramp provides an accessible route for people with disabilities can use to safely transition from a roadway to a curbed sidewalk.



A2. KEY ISSUES

In order to develop a sound project approach, it is important to understand the project objective and correctly identify project challenges that will be encountered during project development. The extensive knowledge gained from the SBCTA Metrolink Station Accessibility Improvements project and Rialto ATP projects enable the KOA team to have an in-depth understanding of the project area, and identify potential project risks, as well as provide more cost-effective service. All key members of the KOA project team have visited the project site, and studied and researched the project area. Project key elements that will influence the design decisions related to project developments have been identified and presented in the exhibit on the following page.

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FEDERAL PROJECT NUMBER HSIPL-5205 (024)
 DESIGN OF CLASS II & CLASS III BIKE LANE
 CITY OF RIALTO, CA

- LEGEND:**
-  EXISTING SIGNALIZED INTERSECTION
 -  CLASS II BIKE LANE
 -  CLASS III BIKE LANE

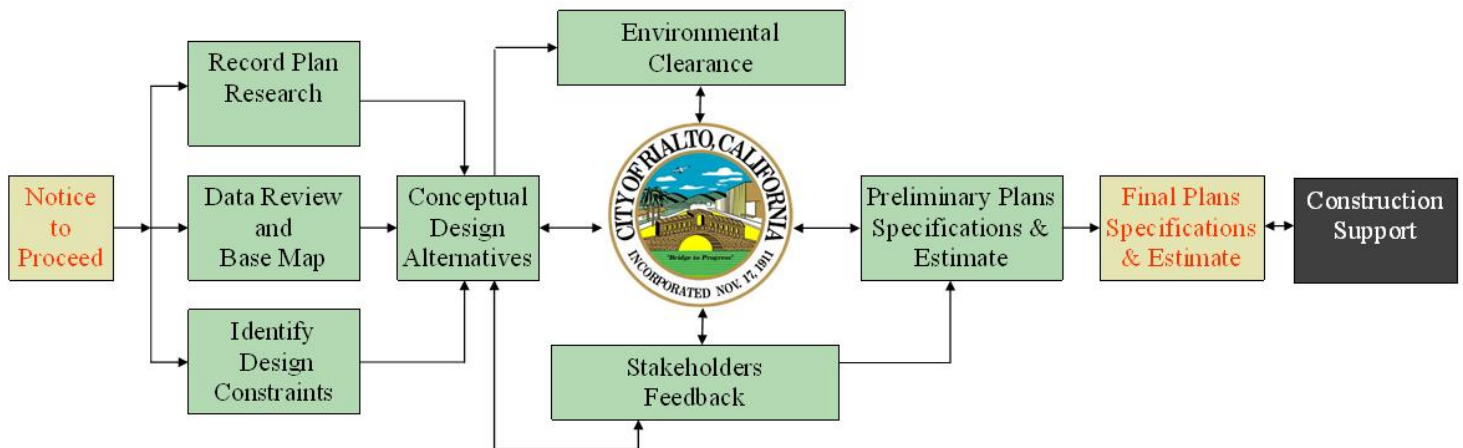


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PROJECT APPROACH

The KOA team has the resources and extensive experience in completing similar bike lane improvement projects. We are familiar with the required standards, procedures, and regulations. We have recently completed or are developing similar projects in Coachella, Port of Long Beach, Costa Mesa, Moreno Valley, Wildomar, Fontana, Highland, and Redlands.

At project commencement, KOA will meet with the City to discuss the project goals and scope of work in depth. We will establish an agreed-upon schedule and budget, and review the program with the City. The schedule and project cost will be monitored throughout project development, and regular updates provided to the City through reporting and/or at our regular project meetings. We will have detailed cost reports available each month at the reconciliation of our accounting system. It is anticipated that there will be one Project Development Team (PDT) meeting per month during the duration of this contract. The KOA team has developed a project flow chart that demonstrates our thorough understanding of the anticipated and required efforts from inception to completion of the project.



Our approach to this project will develop an organized, strategic plan that identifies and takes into account the specific project goals and objectives, with time and budget constraints in mind. The project is to be completed in four general phases, the first being Concept Approval and Environmental Clearance. The second phase will include completing the Plans, Specifications and Estimate (PS&E). The third phase will consist of construction bid support, followed by support during the actual construction phase.

KOA has an FAA waiver to conduct aerial drone photographic surveys. We will collect aerial imagery for documentation of the project area, and for presentation and public outreach purposes.

PROJECT MANAGEMENT

Our organizational approach will be based upon our knowledge of the City's objective, project requirements, and our subsequent translation of those into a project plan. It will provide structure for directing, controlling, and reporting project activities. KOA's management plan for the engineering services will provide a mechanism to ensure high-quality end products, in a timely and cost effective manner. The management plan elements include technical, schedule and cost control, progress reporting, coordination, and organization. Internal cost control procedures include budget control, which is facilitated by computerized management information reports that provide tabulations of actual cost and manpower expenditures incurred against those budgeted. The PM will be responsible for exercising cost control, manpower scheduling, resource allocation, and estimates of cost-to-complete, performed on a period-by-period basis.

A key aspect of a successful project is the ability of the consultant team's project manager and City project manager to work together both closely and effectively. To facilitate this, KOA's project manager will be responsive to questions and issues that may arise; be responsible for ensuring that the budget and schedule are maintained; and provide support and advice to the City's project manager, as needed. She will provide a single point of contact for questions and concerns and will ensure consultant team members are meeting standards for quality of work. Effective project management will include scheduled progress meetings and status updates via phone and e-mail as information becomes available. Status reports will accompany invoices, and summaries of meeting minutes will be provided to the City within one business day. KOA's PM will maintain a reasonable workload so that she can be responsive and available to the City while maintaining flexibility to deal with changes and adjustments to the project schedule.

Our approach to providing the City with the necessary high quality level of service involves the following key elements:

A STRONG AND FAST START

Prior to receiving the Notice to Proceed (NTP), KOA will study the project locations to understand the challenges and issues, project schedule, and the budget.

SKILLFUL COORDINATION OF THE PROJECT

KOA understands that prioritizing coordination with the project's stakeholders is the key to the project's success. The Project Manager, Ming Guan, will use the kickoff meeting with the City to share information about the design; to identify potential issues early on; and to gain consensus with the City staff as early as possible.

CONTINUING SUPPORT AND PROJECT COMMITMENT

As she has demonstrated on past projects, Ms. Guan is committed to this project from start to finish. She will provide overall project management, strategic coordination, and continuous supervision throughout the project duration.

MAXIMIZING TEAM STRENGTH

In addition to those listed in the Organization Chart, KOA's resource-pooling approach will take advantage of additional support from staff in the other KOA offices. Some of the potential tasks to be addressed include community toolboxes, preparation of display graphics and videos, and other traffic engineering issues.

GUARANTEED RESPONSIVENESS

Above all, KOA will be responsive to the needs of the City. Having worked with the City on previous design projects, KOA truly understands that the key step towards project success is to be responsive. All individuals listed on the organization chart are highly reliable and proficient within the KOA team. The KOA Project Manager and Principal-in-Charge will make all reasonable efforts and take the appropriate measures, within our means, to ensure that sufficient staffing resources are available to handle any of the City's requests. KOA will communicate on a regular basis with the City regarding project matters, and will notify the City of any anticipated difficulties, issues, or concerns, so that there are no surprises to the City. As needed, we will meet with City staff at key milestones to discuss project status and deliverables, and to resolve any project issues.

QUALITY ASSURANCE PROGRAM

KOA is focused on *continuous improvement*. Consequently, the company has a formal Quality Assurance program in place for all of our engineering design projects. Formal quality control checklists will be employed and will be provided to the City for review upon request. Ms. Min Zhou, PE, has been designated as the QA/QC Manager. To ensure adherence to budget and schedule, Min will conduct and be responsible for the quality control of the project, from inception to the completion of the final design, including the preparation of the PS&E.

SECTION B – SCOPE OF WORK

BI. SCOPE OF WORK

KOA Corporation will provide comprehensive design services, and prepare and complete all required environmental forms, base mapping, and construction documents, including plans, specifications, and cost estimates for the Rialto HSIP Cycle 7 Class II Bike Lanes Improvement Project. Tasks will also include bidding and construction assistance. In general, we agree with the Scope of Work as presented in the RFP. Without repeating the narrative detail included in the RFP, we have sequentially outlined the task and subtask activities to be undertaken by KOA and our Sub-Consultant team members.

PHASE I: PRELIMINARY DESIGN DRAWINGS, COST ESTIMATES & ENVIRONMENTAL CLEARANCE

Task 1 - Project Management and Administration

The KOA team will meet with the City to establish the design parameters for this project. KOA will also meet with the City and identify all applicable agencies with authority over any particular aspects of the project. KOA will develop a list and contact information. KOA will coordinate with each agency and determine permits or project specifications that are required. KOA will serve as the main coordinator and liaison between the City and agencies.

Under the project management task, KOA will be responsible for maintaining contact with the City's Project Manager to keep him/her informed of the developments on the project. It is anticipated that monthly PDT meetings will be held until the final completion of the project. The following specific subtasks will be performed:

- 1) *Management of project team including sub-consultant*
- 2) *Attend Project Start-up Meeting, Development and Agreement on Design Standards*
- 3) *Conduct PDT Meetings including Preparing Agenda and Meeting Minutes*
- 4) *Submitting of Monthly Progress Reports and Invoices including Updating Schedules*
- 5) *Quality Control of Submittals*

Deliverables:

- Meeting agendas, attendance rosters, and minutes
- Detailed project schedule
- Monthly project reports

Task 2 - Data Review, Field Review and Base Mapping

Under this main task, the following subtasks will be performed. KOA team will photograph the entire project area for our use during design, review, and as a pre-construction record. We can utilize our aerial camera ("drone") to obtain aerial imagery where beneficial.

The KOA team will obtain the available "As-Built" files. We will review the available data, proposed work, and develop a specific list of additional field data required for the project. The as-built information will also be field verified, as necessary, and the plans will be updated accordingly.

Upon completion of the field review, KOA will use all the data collected to prepare accurate base plans. The base plans will be prepared using record as-builts and measurements taken from our field review. For a project of this nature, it is more time and cost effective for our engineers to verify and measure the existing improvements at all the project locations than to provide a topographic survey by a licensed surveyor. Project base maps will be prepared at a scale of 1"=40'. Once the base plan is completed, we will begin preparing the preliminary design plan, cost estimates and draft specifications for submittal to the City. Subtasks include:

- 1) *Obtain and Review Existing Documents and Reports*
- 2) *Preparation of Base Map**

*Due to budget constraints, it is assumed that topographic survey will not be needed for this Class II Bike Lane improvement project. If topographic surveying is required, it will be performed as an optional task.

Task 3 - Environmental Document

Both state and federal environmental documentation will be required to satisfy the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), in compliance with Caltrans' Local Assistance Program. Projects that receive federal funding and are included in the Federal Statewide Transportation Improvement Plan (FSTIP) are required to complete a Caltrans Preliminary Environmental Study (PES) form which will recommend the appropriate NEPA documentation. It is assumed that the recommended document will be a NEPA Categorical Exclusion (CE). The CEQA Lead Agency will be the City of Rialto. CEQA documentation will consist of at CEQA Categorical Exemption (CE). ECORP will prepare the CEs. The KOA team will assist the City in preparation of PES, NEPA and CEQA forms. Subtasks are as follow:

1) *Preliminary Environmental Study (PES)*

As part of KOA's team, ECORP will prepare the PES form for the proposed project. The PES form will be used to consult with Caltrans/FHWA to determine the appropriate NEPA document for the project (in this case, a CE).

2) *NEPA Categorical Exclusion and CEQA Categorical Exemption **

NEPA Categorical Exclusion. ECORP will prepare a Draft CE checklist form in the most recent Caltrans format included in Caltrans' Standard Environmental Reference (SER), Chapter 30 – Categorical Exclusions. ECORP will also review the HSIP and FSTIP while preparing the CE. The Draft CE Checklist will be provided to the City for review. ECORP will make any revisions to the CE Checklist and provide a Revised Draft CE Checklist to the City for submittal to Caltrans. After Caltrans review, ECORP will revise the document and provide the final document to the City for submittal to Caltrans.

CEQA Categorical Exemption. After an initial review, it appears that the proposed project is likely exempt from CEQA under Class 1: minor alteration of existing facilities (CEQA Guidelines Section 15301) or Class 2: replacement or reconstruction (CEQA Guidelines Section 15302). ECORP will prepare the Exemption Form from Appendix E of the CEQA Guidelines. This form will be filed at the County Clerk's office and the State Clearinghouse. A receipt of filing will be obtained from both of these entities.

*This scope of work and cost estimate assumes one round of comments and responses for each version of the document (Draft and Revised Draft) and that no additional analysis or technical studies are required to respond to comments.

Deliverables:

- PES Form; NEPA Categorical Exclusion Form; CEQA Categorical Exemption (CE) Form

Task 4 - Preliminary Design Plans (35% Plans)

KOA will develop preliminary plans, and hold a workshop with City staff to review and modify as needed. Preliminary design plans will focus on issues that require general agreement before proceeding with detailed design work. These will be resolved during the preliminary phase of the project. KOA will review and refine the conceptual plan and preliminary alignment plan for the proposed improvements; and identify associated impacts and costs. The preliminary design plan will include existing right-of-way, curbs, striping and marking, and As-Built data. Additional subtasks for this task will include:

- 1) *Prepare Preliminary Design Plan (35%)*
- 2) *Prepare Preliminary Cost Estimates*

Deliverables:

- Four (4) full-size copies of plan submittals at 35%; Cost Estimates at 35%

PHASE II - FINAL PLANS, SPECIFICATIONS & ESTIMATES

Task 5 - Prepare Interim and Final Plans, Specifications and Estimate

KOA will prepare and assemble a set of drawings for this project in a bid package format for City review, in accordance with the City of Rialto Standards. These plans will be prepared in 60%, 90%, 100% and Final Stages. The plan will be assembled after individual tasks are completed as defined in the tasks above. Other plans not noted in the tasks will be completed under this task. These plans include Vicinity Map, Roadway Sections, etc. Plans include:

- Street Improvement Plans
- Signing and Striping Plans
- Traffic Signal Plans
- Flashing Beacon Plans

All approved plans will be provided to the City on compact disk in AutoCAD, as well as on “D” size Mylar. Specifications documents, including technical specifications, will be provided on digital medium disks in Microsoft Word format. The Engineers Estimate will be provided in Excel format. Specific sub-tasks include:

- 1) *Specifications and Special Provisions and Engineers Estimate*
- 2) *2nd Review 60% Submittal*
- 3) *3rd Review 90% Submittal*
- 4) *Final 100% Review and Submittal*

Deliverables:

- Four (4) full-size copies of plan submittals at 60%, 90%, and 100% completion milestones
- Cost estimates at 60%, 90%, and 100% completion milestones
- Project specifications at 90% and 100% completion milestones
- One full-size signed Mylar of approved 100% plan set
- Electronic files at every milestone
- One CD containing final signed plans (PDF and Autocad format), specifications, and estimate

Task 6 – Caltrans and Federal Forms

KOA will prepare all federal and Caltrans required forms and documents required for project approval. Specific forms will include environmental clearance, right-of-way certification, and the Request for Authorization to Proceed with Construction (E-76). KOA will assist the City to secure all required Caltrans’ approvals.

Upon completion of design, KOA will prepare the RFACON for submittal to Caltrans. Work includes the following:

- Prepare the Request for Authorization (LAPM Exhibit 3-D)
- Data Sheets (LAPM Exhibit 3-E)
- Preliminary Estimate of Cost (LAPM Exhibit 12-A)
- Finance Letter (LAPM Exhibit 15-N)
- PS&E Certification (LAPM Exhibit 12-C)
- PS&E Checklist (LAPM Exhibit 12-D)
- Local Agency Construction Contract Administration Checklist (LAPM Exhibit 15 -A)
- Local Programs Agreement Checklist (LAPM Exhibit 4-A)

Subtasks include:

- 1) *Prepare the Request for Authorization for Construction (RFACON)*

Deliverables:

- Caltrans RFACON submittal package

PHASE III – BIDDING AND CONSTRUCTION SUPPORT

Task 7 - Engineering Support during Bidding, Award & Construction Phase

KOA will assist the City in advertising for bids, and providing plans and specifications. Tasks may include answering questions from prospective bidders, providing responses to requests for information (RFI's), preparing addenda to the PS&E during the advertisement period, and providing consultation and interpretation of construction documents. KOA will attend the project pre-construction meeting. During construction, we will be available to answer requests for information, requests for clarification, and address interpretation needing comment. We will issue clarifications or addenda if necessary. We will be available to review and comment on project submittals. KOA will work closely with the City's appointed construction inspector. Subtasks will be as follows

- 1) *Bidding Services*
- 2) *Preconstruction meeting*
- 3) *Review Inquiries, submittals and change orders during construction*
- 4) *Prepare As Built Drawings*

SECTION C – STAFF QUALIFICATIONS

C.1 Ms. Ming Guan, PE, TE, has been assigned as Project Manager for this project. Ms. Guan has 11 years of experience with work in civil, traffic and highway design. Ms. Guan is an integral part of many KOA projects which have involved engineering design for interchange improvements, roadway improvements, bike/pedestrians facility improvements, parks, traffic signal designs, ramp metering, signing and striping, and traffic control plans. She has completed a number of roadway and traffic signal design projects for a number of agencies. She has managed projects from PID (PSR), PA&ED to final PS&E phase. She is also an adjunct professor at Cal Poly Pomona teaching Computer Programing, Traffic Engineering, Highway Engineering and Advanced Highway Engineering for Civil Engineering Department since 2008.

Other key staff members assigned to the project are identified in the Organization Chart.

C.2 Ms. Guan has successfully completed over dozen of Federal funded projects that involved environmental documents and approvals by various stakeholders. Below are some key projects that she managed:

Redlands HSIP Cycle 6 Traffic Signal System, Redlands, CA (2016-2017). Funded by Highway Safety Improvement Program (HSIP) Cycle 6, a new traffic signal system is to be installed at the intersection of Orange Street and Pioneer Avenue. Orange Street is a secondary arterial highway and Pioneer Avenue is a local street currently controlled with all-way stop signs. The intersection has experienced a significant increase in peak hour traffic due to the recent construction of the high school on Pioneer Avenue and Taxes Street. The signal is needed in order to accommodate the traffic and pedestrian movement. Signing and striping will be modified to accommodate signal operation.



Alessandro Blvd Improvement Project. HSIP Cycle 6, Moreno Valley, CA (2015-2017)

The Alessandro Blvd Improvement Project will construct various arterial highway improvements under a Cycle 6 Highway Safety Improvement Program (HSIP) administered through Caltrans District 8 Local Assistance. The project will eliminate an existing left turn pocket in the median at Chagall Court, and construct median infill with curb, landscaping and irrigation. At the intersection of Graham Blvd and Alessandro Blvd, the project will eliminate the existing right turn bypass lane and construct a typical arterial intersection including bike lanes and new traffic signal equipment.



ATP Cycle I, Highland-Redlands Connector Bicycle and Pedestrian Improvements (2017-Present). The proposed project would construct a non-motorized transportation project along 4.7 contiguous miles of streets and easements in the cities of Highland and Redlands. The project would construct bicycle and pedestrian improvements including pavement widening, curb and gutter, curb ramps, median curbs, sidewalks, pavement widening, pavement rehabilitation, slurry seal, pavement markings and striping, Class I and II bikeway/pedestrian paths, bicycle/pedestrian bridge, bike racks, bollards, bike signals, in-roadway bicycle detection, pedestrian heads, sharrows, enhanced crosswalks, warning beacons, roadway and bikeway signage, lighting, and speed feedback signs. KOA team is responsible for Conceptual Development,



Environmental Clearance, Right of Way engineering, and Final PS&E. KOA team conducted workshop and public outreach in June 2017. The conceptual design has been completed for the project.

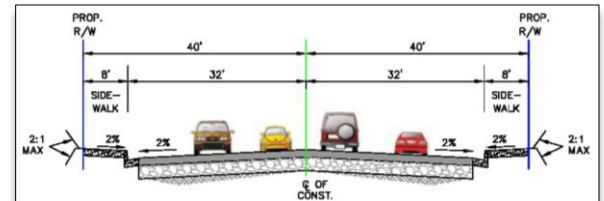
Safe Routes to School Project, Sidewalk Improvements and IRWL Installation for Merle Casey Elementary School, Rialto, CA. (2012-2014).

Federally funded by Safe-Routes-to-School (SRTS) Cycle 2, the City of Rialto desired to improve the sidewalk, curb & gutter, and ADA access ramp along 2nd Street located southwest of Merle Casey Elementary School. The City also proposed to install an In-Roadway-Warning-Light (IRWL) system to provide a safer pedestrian street crossing in the vicinity of the school. The scope of work included completion of base maps with right of way and utility information, and completion of design plans for sidewalks and IRWL installation. One of the most important components of the project included obtaining NEPA/CEQA clearance from Caltrans District 8 Local Assistance. Construction was completed in year 2014.



Citrus Avenue Street Widening including Minor Storm Drain Design from Santa Ana Ave to Slover Ave Street Improvement Project (2015-2017).

KOA Corporation was selected by the City of Fontana to improve Citrus Avenue from Santa Ana Avenue to Slover Avenue. The improvements will consist of street widening, curb, gutter, sidewalk, handicapped access ramps, commercial and residential driveways, storm drain improvement, and potentially utility pole relocations. The aerial map below shows the proposed project limits. Widening of Citrus Avenue will result in Right of Way impacts to 6 parcels. To complete the PS&E in a timely manner, KOA diligently worked with the residents and the City staffs. KOA team was able to complete this project within a short time frame.



CDBG Niagara Avenue & Athol Street Sidewalks, Access Ramps, and Driveway Approach Improvements, Fontana, CA (2014).

Funded by Community Development Block Grant (CDBG), the City of Fontana desired to improve existing sidewalk, access ramps and driveway approaches along Niagara Avenue and Athol Street. This roadway improvement project included completion of 2,500 feet of sidewalk improvements, ADA ramp upgrades, and driveway approach improvements. This project impacted over 50 households, and Public Outreach was important for sidewalk project. KOA assisted the City with Public Outreach in the early stage of the project. Another challenge of the project was to tie-in to existing resident driveway approach with minimum impact to its landscape, automatic gate, and wrought iron fences. The KOA team was able to complete the project on a fast-track basis, which helped the City meet the CDBG funding deadline.

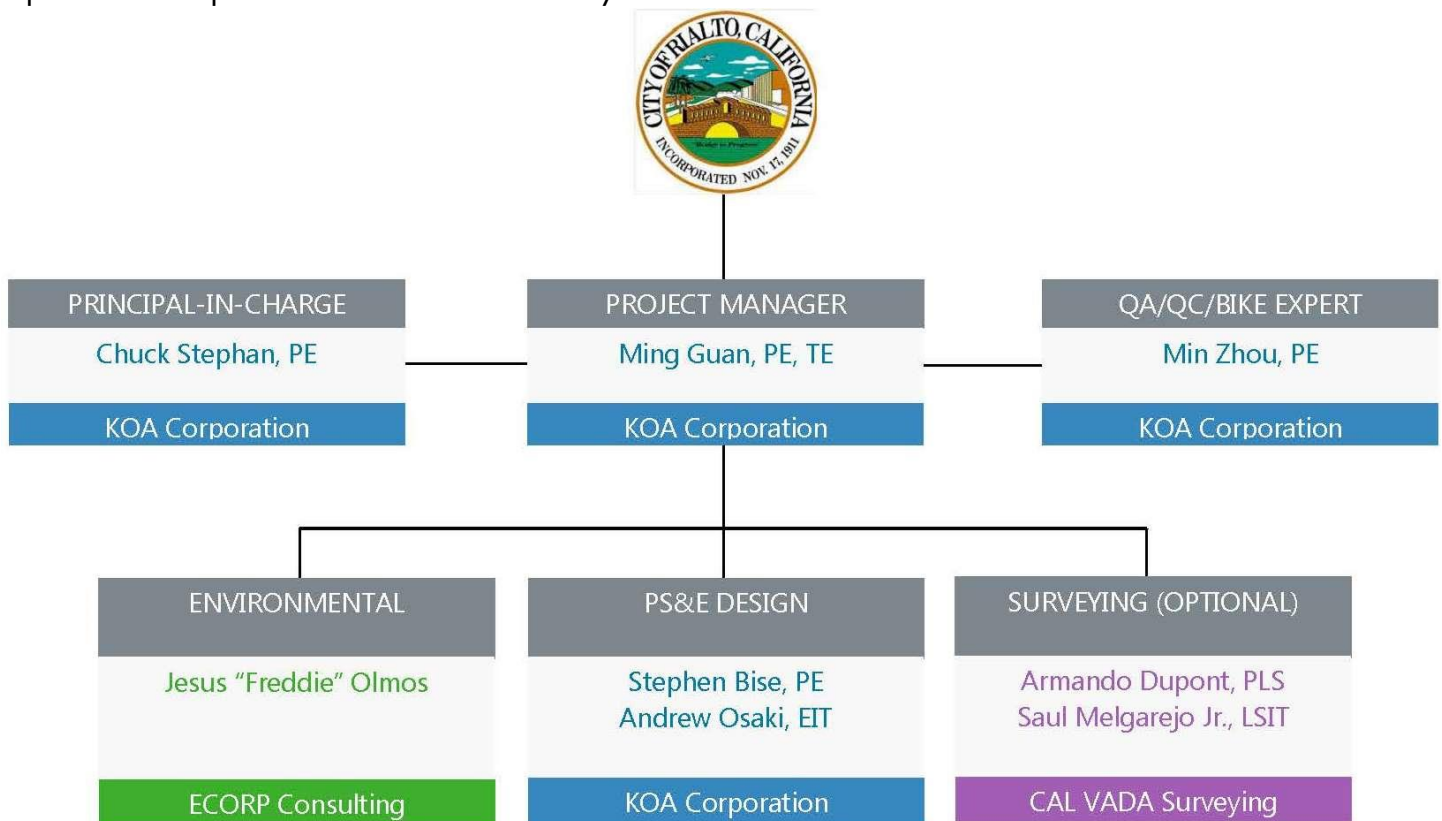


C.3 Ms. Ming Guan, PE, TE, has been with KOA Corporation for 11 years since graduating from Cal Poly Pomona. Mr. Chuck Stephan is her direct supervisor.

C.4 Ms. Ming Guan has just completed some major projects including the I-10 at Rancho Ave Eastbound On-Ramp and I-215 at Waterman Northbound On-Ramp projects. She is substantially available to fully commit to the Rialto Class II Bike Lane project.

ORGANIZATION CHART/STAFFING PLAN

Our organizational approach will be based upon our knowledge of the City's objective, project requirements, and our subsequent translation of those into a project plan. It will provide structure for directing, controlling, and reporting project activities. KOA's management plan for the engineering services will provide a mechanism to ensure high-quality end products, in a timely and cost effective manner. We have put together and organized the most qualified, knowledgeable, and experienced team to undertake this challenging assignment. We believe your expectations will be exceeded by the KOA team's performance. The key personnel shown below on the Organization Chart will be available to the extent proposed by the City of Rialto for the duration of the project. No key person shall be removed or replaced without prior written concurrence of City.



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QUALIFICATIONS OF PROPOSED STAFF

MING GUAN, PE, TE, VICE PRESIDENT

PROJECT MANAGER

KOA Corporation

Ms. Guan has 11 years of experience with work in civil, traffic and highway design. Ms. Guan is an integral part of many KOA projects which have involved traffic engineering design for roadway improvements, traffic signal designs, ramp metering, signing and striping, and traffic control plans. She has completed a number of roadway and traffic signal design projects for a number of agencies. She has hands-on experience in completing PS&E packages. She is also an adjunct professor at Cal Poly Pomona teaching Computer Programming, Traffic Engineering, Highway Engineering and Advanced Highway Engineering for Civil Engineering Department since 2008.

EDUCATION

MS, Civil Engineering, California State Polytechnic University, Pomona, 2011

BS, Civil Engineering, California State Polytechnic University, Pomona, 2006

REGISTRATIONS

Professional Engineer, Civil, CA #75793

Professional Engineer, Traffic, CA #2795

RELEVANT EXPERIENCE

Highland/Redlands Regional Connector Project, ATP Cycle I, Federal Project No. ATPL-5449. (PA/ED, PS&E), Highland/Redlands, CA. *Project Manager.* KOA is leading a team to improve the non-motorized transportation network by constructing regional bikeways and walkways. Bicycle and pedestrian improvements will be constructed along 4.7 contiguous miles of streets and easements in the cities of Highland and Redlands. Work will include pavement widening, curb and gutter, curb ramps, median curbs, sidewalks, pavement repairs, slurry seal, Class I and II bikeway/pedestrian paths, bicycle/pedestrian bridge, bike racks, bollards, bike signals, in-roadway bicycle detection, pedestrian heads, sharrows, enhanced crosswalks, warning beacons, roadway and bikeway signage, lighting, and speed feedback signs. Street widening and trail improvements include the incorporation of Class I, Class II, Class III, and Class IV facilities for bicyclists and other non-motorized forms of transportation. The improvements will accommodate students attending high school in the city of Redlands and the local bicycling community. The team's services include environmental clearance traffic engineering, utility research, surveying, hydrology, geotechnical engineering, and right-of-way analysis. KOA is providing conceptual plans and alignments; bicycle safety and awareness education; traffic calming design; street crossing designs for bicycle and pedestrian uses; and designs for incorporating ADA access.

Mt. Vernon Avenue over UPRR Bridge and Roadway Widening Project, Colton, CA. *Project Manager.* This project requires the existing bridge to be widened from existing 2 lanes to 4 lanes with bike lanes on each side including curb gutter and sidewalk. The roadway also intersects with EB Ramps of I-10 interchange which will also require modification and approval from Caltrans District 8. This is a federally funded project so NEPA and CEQA Clearance will be required through Caltrans District 8 which has been delegated the NEPA clearance responsibility by FHWA. Main challenges of the project include maintaining the required clearance over the UPRR tracks; obtaining approval of the design from UPRR; and project approval from Caltrans District 8. Other design features include geometric design of the bridge alignment including EB ramp modifications at the interchange, hydraulic studies, drainage design, bridge structure design, and geotechnical studies including Initial Site Assessment study (ISA).

Traffic Signal and Intersection Improvement Project, Fontana, CA. *Project Manager.* The City of Fontana desires to signalize the existing intersection which is currently operating as a four way stop. The project will require survey and mapping the intersection; designing a new traffic signal; and updating and constructing ADA ramps at all four curb returns of the intersection. The project will impact two properties in the northeast corner; therefore, right-of-way plans and legal descriptions will be required.

Safe Routes to School Project - Sidewalk Improvements and IRWLS Installation for Merle Casey Elementary School, Rialto, CA. *Project Manager.* Federally funded by Safe-Routes-to-School (SRTS) Cycle 2, the City of Rialto desires to improve the sidewalk, curb & gutter, and ADA access ramp located south-west of Merle Casey Elementary School. The City also proposed to install an In-Roadway-Warning-Light (IRWL) system to provide

safer pedestrian street crossing in the vicinity of the school. The scope of work included completion of base maps with right of way and utility information, and completion of design plans for sidewalks and IRWL installation.

Three Intersections and ‘C’ Street Improvement, Colton, CA. *Project Engineer.* The design included improving the intersections to comply with ADA standards and signalization. Additionally, ‘C’ Street was widened to connect the previously widened sections on both sides. This was needed for the south side of the street serving the eastbound traffic. The project required constructing new sidewalks and improving the driveway access to local properties. Right of way was required on this project including coordination with property owners.

SR-60/Perris Blvd. Lane Widening and Traffic Signal Modifications, Moreno Valley, CA. *Lead Design Engineer.* KOA completed the design and obtained permits from Caltrans for modifications at the interchange. The modifications included adding a southbound right-turn drop lane to the westbound on-ramp at the interchange. This project required traffic signal modifications; relocation of the Wendy’s sign; and impact to Wendy’s landscaping and drainage improvements. KOA completed a fact sheet for the project and obtained approval of the design variance from Caltrans.

Traffic Signal & Street Improvements to Linden Ave & Riverside Ave, Rialto, CA. *Project Manager.* The City of Rialto desires to install a new traffic signal system. The existing intersection is not currently constructed to the ultimate width, but the City plans to negotiate with the property owner to obtain additional right of way for proposed widening and to allow installation of the traffic signal equipment at their ultimate locations. Lanes will be added to provide turning lanes as needed. KOA is responsible for preparing the PS&E package for the intersection improvement and legal description for one parcel.

Safe Routes to School Improvement Projects, Desert Hot Springs, CA. *Project Manager.* This school improvement project is scheduled to improve a residential area walking distance to schools in the city of Desert Hot Springs. The professional engineering services for this project include new curb, gutter, sidewalk; ADA access ramps; residential driveway tie-ins; and an in-roadway warning light system at the elementary school crossing. Bike lanes will be designed along a mile of roadway. The project will also include coordination with utility agencies as existing power poles are present. Ms. Guan is responsible for preparation of plans, specifications, and estimate.

METRO I-710/I-5 Connectors PSR-PDS, Los Angeles County, CA. *Project Manager.* KOA Corporation was selected by Metro to complete the PSR-PDS for improvement at the interchange. Currently, the NB I-5 to NB I-710 and SB I-710 to SB I-5 connectors function as left exits. The existing connector geometry has many features which do not meet current Caltrans Highway Design Manual Standards. There are also a number of areas within the project limits with a high concentration of accidents. Purpose of the project is to realign the connectors to improve traffic operations and safety for the I-710/I-5 Interchange. The analysis will focus on the NB I-5 to NB I-710 connectors (and return move) but will include possible improvements to local and freeway- to-freeway interchange in the study area. Other aspects of the PSR/PDS include completion of the Traffic Engineering Performance Assessment (TEPA) and SWDR and preliminary cost estimates for the Capital Outlay Project and Support Estimates for design and right of way needs.

Preparation of Plans, Specifications and Estimate for Road Improvements in the Town of Thermal, Redevelopment Agency (RDA) for the County of Riverside, CA. *Lead Design Engineer.* Ms. Guan was the lead design engineer for this major roadway improvement project in Eastern Coachella Valley and the Town of Thermal. KOA was retained by Riverside County Economic Development Agency (EDA) to provide professional engineering services for improving the general road conditions in the area. The project consisted of the improvement of about 5 miles of roadway throughout the town vicinity and required road widening, drainage improvements, streetscape, and traffic signal design. Obtaining the community consensus for the proposed improvements was one of the important tasks of this project. Ms. Guan’s role included providing roadway plan and profile design including intersection design at multiple locations and preparing cost estimates and special provisions.

CHUCK STEPHAN, PE, VICE PRESIDENT

PRINCIPAL-IN-CHARGE

KOA Corporation

Mr. Stephan has 35 years of experience in civil engineering design and project management on projects for many municipalities and private firms. He has diverse project experience in planning, design, management, and construction of transportation, educational, institutional, industrial, aerospace, municipal, residential and commercial projects. Mr. Stephan has a great deal of experience in civil engineering design, and construction management for municipal capital improvement projects, including pavement design and rehabilitation; ADA improvements; water pipelines; storm drain and sanitary sewers; medians and landscaping; parking lots; site improvements; plan checking; NPDES requirements.

RELEVANT EXPERIENCE

Engineering Services, Program Management, Project Management, Design, and Construction Management, Torrance, CA.

Interim Project Manager. Mr. Stephan provided engineering services to the City of Torrance Department of Public Works for the management, design, and construction of various public works capital improvement projects and studies. Projects included: annual pavement rehabilitation projects; annual water main replacement projects, arterial rehabilitation projects with federal-aid funding, street widening and intersection improvements with federal-aid funding; pedestrian facilities, plan checking, bid assistance; federal-aid reimbursements and storm drain improvements.

190th Street Reconstruction Project, Torrance, CA. *Project Manager.* Mr. Stephan guided the design and construction of this Federally Funded \$4.5 million project in accordance with Caltrans Local Programs Procedures, including pavement rehabilitation marking and striping, median landscaping, sidewalk widening, signage, and water improvements.

City of Signal Hill Cherry Avenue Improvement Project, Signal Hill, CA. *Design Engineer.* Mr. Stephan was responsible for the project management associated with the new design for the widening of Cherry Avenue between 20th Street and 250-feet south of Pacific Coast Highway (PCH). The project included a new storm drain, traffic signal upgrade at the PCH/Cherry Avenue intersection, reconstruction of the street, PCC improvements and striping.

Off-Site Pedestrian and Traffic Improvements, Culver City Redevelopment Agency, Culver City, CA.

Design Engineer. This improvement project included new sidewalks, ADA compliant ramps, landscape median islands, new traffic signals, relocating utilities, repaving sidewalk enhancements, curb extensions, new crosswalks, traffic calming measures, and NTMP work in the neighborhood.

Lambert Road and Beach Boulevard Intersection Improvement Project, La Habra, CA. *Project Engineer.* Mr. Stephan provided project and construction management services for the Lambert Road Gap Closure project which filled missing gaps and completed the sidewalk system along both sides of Lambert Road across the entire City. The project also reconstructed the Lambert Road and Beach Boulevard intersection with new signals right turn lanes, and pavement rehabilitation within the Caltrans ROW. This project also included 15' retaining walls, right of way acquisition, curb & gutter, sidewalk, ADA improvements, utility pole relocation, railroad coordination, and landscape restoration in various locations. The project was partially funded with Safe Route to School and STPL funds administered through Caltrans.

Department of Public Works, Shafter, CA. *Assistant City Engineer.* Mr. Stephan assisted the City Engineer overseeing various public works projects, including the design and construction of sewer, water storm drain, street, curbs, sidewalks, lighting, traffic signals, parks, industrial park, street rehabilitation and surveying. Performed computer traffic modeling, GIS system development and water modeling analysis.

EDUCATION

B.S., Agricultural Engineering,
 California Polytechnic State
 University, San Luis Obispo (1982)

REGISTRATIONS

Professional Engineer, Civil, CA
 #C50481 (1993)
 Prof. Engineer, Civil, OR #1872,
 1995
 Prof. Engineer, Civil, HI #843,
 1996
 LEED Accredited Professional,
 2007

MIN ZHOU, PE, VP, SENIOR ENGINEER

QA/QC - PRELIMINARY ENGINEERING BIKE EXPERT

KOA Corporation

Ms. Zhou has 24 years of transportation engineering and planning experience with both private consultant companies and public agencies. She is knowledgeable in roadway design, traffic design, transportation modeling and studies, non-motorized transportation, database management, and statistical analysis. Ms. Zhou has managed several large-scale projects involving multiple stakeholder groups and has a reputation of delivering projects on-time and under budget.

RELEVANT EXPERIENCE

OCTA Orange County Bikeway Loop Planning Support, Orange County, CA. *Project Manager.* OCTA is reaching out to the community in support of SCAG's Orange County Bikeway Loop feasibility study to close five remaining gaps along the countywide 64-mile route. The goal is to provide a safe, convenient, and pleasant riding experience along the OC Loop for all users.

KOA is providing dedicated professional and support staff expertise to OCTA for the coordination and collaboration between stakeholders and is assisting with the implementation of the planning and programming for the completion of the loop. KOA's tasks on this project include project management; project support for the loop, such as with campaign branding, coordinating summits for elected officials, public outreach, and developing an action plan; and local agency assistance.

City of Wildomar Grand Avenue Bike Improvements & Multi-Purpose Trail Improvements Projects, Wildomar, CA. *Principal-in-Charge.* KOA is leading a team to improve bicycle facilities for the City of Wildomar along a five-mile span of Grand Avenue and Clinton Keith Road. Street widening and trail improvements include the incorporation of facilities for bicyclists and other non-motorized forms of transportation. The improvements will accommodate students attending a middle school on Grand Avenue and the local bicycling community. The work, which consists of three separate projects with different funding sources, is being completed concurrently as a single unit. The team's services include traffic engineering, utility research, surveying, hydrology, geotechnical engineering, and right-of-way analysis. KOA is providing conceptual plans and alignments, bicycle safety and awareness education, traffic calming design, street crossing designs for bicycle and pedestrian uses, and designs for incorporating ADA access.

Daisy Avenue Corridor Bicycle Boulevard PS&E Design SR2S Implementation Project, Long Beach, CA. *Project Manager.* KOA developed a 10-mile bike facility along Daisy corridor in the City of Long Beach, which included Class II and Class III bike lanes, along with other innovative solutions. KOA managed more than four sub-consultants for this project due to SBE requirements. A grant obtained via an SR2S application prepared by KOA was used for this project, due to an SR2S element of the corridor, which had the capacity to serve 2,000 students and five congressional districts throughout the area. Treatments such as roundabout, traffic circle, traffic signal, bicycle detector, and other greenway improvements were provided at the concept design stage of the project. Ms. Zhou managed the project and was the liaison between the consultant team, the City of Long Beach, and the project stakeholders. Relevance: Safe Routes to School grant funding/focus on safe school routes for local students | presentations.

City of Moreno Valley Aqueduct Trail System Including Missing Segments and Street Crossings - Preliminary Alignment and Environmental Document, Moreno Valley, CA. *Project Lead.* The project will upgrade and complete the entire 10-mile-long Aqueduct Trail system across the city, connecting to the Lake Perris State Recreational Area. The study examines the entire alignment, including users, trails, street crossings, and connections, and develops recommendations for typical cross sections, alignments, street crossing treatments, materials, wayfinding and landscaping, and connections, to maximize use and benefit of the trail for the public. We are making recommendations for follow-up work in the phased implementation of plans and specifications for actual construction development of the trail system. The trail alignment is fairly unique, in that it cuts through the heart of the City, providing a convenient corridor for transit and recreational uses to City residents.

EDUCATION

MS, Civil Engineering, Michigan State University, E. Lansing, Michigan, 1993

MS, Urban Planning, School of Architecture, Tsinghua University, Beijing, China, 1989

BS, Urban Planning, School of Architecture, Tongji University, Shanghai, China, 1986

REGISTRATIONS

Professional Engineer, Civil, CA #66448

STEPHEN BISE, PE, VP, SENIOR ENGINEER

PS&E DESIGN

KOA Corporation

Mr. Bise has managed/worked on a number of civil and traffic engineering projects. His recent projects involve roadway improvements, drainage modifications, low impact development (LID) implementation, traffic signal design, signing and striping, and planning for future development. He also has experience in providing survey, hydraulic and hydrology studies; roadway and drainage engineering design; traffic engineering design; and final plans, specifications and estimates for various street improvement projects.

EDUCATION

BS, Civil Engineering, California State Polytechnic University, Pomona, 2007

REGISTRATIONS

Professional Engineer, Civil, CA #76775

RELEVANT EXPERIENCE

San Fernando Bikeway, Burbank, CA. *Associate Design Engineer.* The proposed San Fernando Bikeway is a 3-mile bikeway that varies between Class I and III along San Fernando Boulevard, Victory Place, Lake Street, and the Burbank Western Flood Control Channel, generally parallel to the Metropolitan Transportation Authority's (Metro's) Union Pacific/Metrolink Valley Rail line. The project will include a separate Class I bicycle path for much of the proposed alignment. Most of the path will be constructed in Metro-owned rail right-of-way adjacent to the current Union Pacific/Metrolink railroad right-of-way. While the proposed improvements constitute a standalone project, the design and implementation must be carefully coordinated with the adjacent Interstate 5 HOV/Empire Avenue Interchange project and a planned railroad grade separation project at Buena Vista Street and San Fernando. These two (2) projects are currently being designed and the design of the San Fernando Bikeway will necessarily incorporate elements of these more substantial projects. Mr. Bise developed the typical sections and preliminary alignment to identified conflicts with existing infrastructure and utilities.

Vista Street Bicycle Boulevard Feasibility Study and PS&E Design, Long Beach, CA. *Project Engineer.* KOA developed the project concept; led public workshops; and prepared final Plans and Specifications for implementation of a bicycle boulevard along Vista Street in the city of Long Beach. The project provides an enhanced route for bicycling by eliminating stop signs and discouraging automobile through traffic. Urban compact roundabouts were provided at a couple of important cross streets, and several "Seattle-style" traffic circles were provided at the site of prior all-way stop intersections and other locations. All locations provide full landscape treatments on the circular islands and curb extensions. Resident reaction to the final concept plans was 95% favorable. Building upon the success of this project, Long Beach expects to construct 20-30 miles of bicycle boulevards in other appropriate areas of the city during the next five years. The City aspires to become the most bicycle friendly city in the nation, and KOA is advising them on project opportunities, securing demonstration project approvals, and preparing final plans for their most innovative facilities. Mr. Bise designed one of the two roundabouts for the City.

Los Angeles River Bike Trail: Whitsett to Riverside, Los Angeles County, CA. *Project Engineer.* KOA was the prime contractor to produce a Preliminary Scoping Report (PSR) which identifies the viability, opportunities and constraints associated with constructing an extension of the Los Angeles River Regional Bike Path. The PSR investigated alternative alignments and the impact each would have, which included road crossings, river-crossings, right-of way, proximity to access points, and existing or proposed improvements. A key component of the study was the elimination of at-grade crossings wherever possible. The PSR also included a construction cost matrix, which will assist decision makers in evaluating the entire project as well as individual segments.

Los Angeles River Regional Bike Path, Los Angeles, CA. *Project Engineer.* KOA assisted the LACDPW in preparing a Preliminary Scoping Report (PSR) to identify the issues and recommend alternatives needed to prepare a Project Design Concept (PDC) for the completion of the Los Angeles River Regional Bike Path Project. The PSR needed to consider right of way constraints, physical constraints, costs, schedule, alternatives, and recommendations for completion of the bike path through a project segment between the I34 Freeway and Riverside Drive in the city of Los Angeles; all part of the 51-mile transportation and recreation link between Canoga Park and Long Beach.

ANDREW OSAKI, EIT, ASSISTANT ENGINEER

PS&E DESIGN
KOA Corporation

Mr. Osaki has been with KOA for 4 years since graduating from Cal Poly Pomona. He has worked on a number of roadway design and traffic engineering projects as a part of the KOA team. Quickly rising to become an accomplished design engineer, Mr. Osaki is now an integral part of many KOA projects. He is very well skilled in the application of Civil Design Software and has been instrumental in preparing PS&E package for projects in various sizes.

EDUCATION

B.S., Civil Engineering, Cal Poly Pomona, 2013

REGISTRATION

Engineer in Training, Civil,
California #80532

RELEVANT EXPERIENCE

Traffic Signal and Intersection Improvement Project, Fontana, CA. *Design Engineer.* This project impacts one corner property and will require preparation of a right of way plan and legal description. ADA ramps also have to be modified to comply with standards. The project is in the final stages of completion.

Vista Chino at Farrell Drive Street Improvements for the City of Palm Springs, CA. *Design Engineer.* This street improvement project will improve the intersection at Vista Chino at Farrell Drive by adding a dedicated northbound right-turn lane. The professional engineering services for this project will include curb, gutter, sidewalk, ADA access ramps, a city bus turn-out design, traffic signal modification plan, and new signing and striping. The project will provide close coordination with the Department of Transportation and SunLine Transit Agency. Mr. Osaki is responsible for preparation of plans, specifications, and estimate.

Riverside Avenue Improvement at Linden Street for the City of Rialto, CA. *Design Engineer.* The City of Rialto desired to install a new traffic signal system and construct ADA ramps at the intersection of Riverside Avenue and Linden Avenue. The existing intersection is not currently constructed to the ultimate width, but the City plans to negotiate with the property owner to obtain additional right of way for proposed widening and to allow installation of the traffic signal equipment at their ultimate locations. Lanes will be added to provide turning lanes as needed. Mr. Osaki provided hands-on design for the project using AutoCAD and Civilsoft.

Cesar Chavez Road Improvement Project, Calexico, CA. *Design Engineer.* This is a federally-funded street widening project that requires NEPA Clearance from Caltrans District II. This project is required to meet the new Port of Entry that is planned to be constructed in the city in 2016. The project requires roadway improvements including three intersection modifications including traffic signal design. One of the intersections needs coordination with Caltrans District II, while the intersection at Cesar Chavez and Grant Street has a UPRR at-grade crossing so extensive coordination and approval is necessary with UPRR.

Niagara Avenue & Athol Street Sidewalks, Access Ramps, and Driveway Approach Improvements, Fontana, CA. *Design Engineer.* Funded by Community Development Block Grant (CDBG), the City of Fontana desired to improve existing sidewalk, access ramps and driveway approaches along Niagara Avenue and Athol Street. KOA was retained by the City to provide professional engineering services for the project. This roadway improvement project included completion of 2,500 feet of sidewalk improvements, ADA ramp upgrades, and driveway approach improvements. This project will impact over 50 households, and Public Outreach is important for sidewalk project. KOA assisted the City with Public Outreach in the early stage of the project. Another challenge of the project was to tie-in to existing resident driveway approach with minimum impact to its landscape, automatic gate, and wrought iron fences.

Martin Avenue, Sidewalks, Access Ramps, and Driveway Approach Improvements, Fontana, CA *Design Engineer.* Funded by Community Development Block Grant (CDBG), KOA was retained by the City of Fontana to provide professional engineering services for the project. This roadway improvement project included completion of 600 feet of sidewalk improvements, ADA ramps upgrades, and driveway approach improvements. KOA prepared detail resident frontage impact exhibit to help the City get censuses from residents.

JESUS “FREDDIE” OLMOS

SENIOR ENVIRONMENTAL SCIENTIST

ECORP Consulting, Inc.

Mr. Olmos’ professional experience involves California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) analysis and document preparation for government agencies and private clients. He has prepared and managed a variety of environmental documents, including Initial Studies/Negative Declarations (ISs/NDs), Mitigated Negative Declarations (MNDs), Environmental Impact Reports (EIRs), Environmental Impact Statements (EISs), Supplemental EISs/EIRs, Environmental Assessments (EAs), and Findings of No Significant Impact (FONSIs). While his experience focuses on environmental report writing and permit preparation, he also has experience with biological resources monitoring and surveying for public facilities construction and research projects. Proficient in oral and written Spanish. Mr. Olmos is experienced in the bilingual English-Spanish translation of notices, documents, and handouts for CEQA and biological/cultural resources projects.

EDUCATION

BA, Environmental Analysis & Design, with a minor in Urban & Regional Planning, University of California, Irvine

REGISTRATION

Caltrans Environmental Compliance Training Course for Local Agency Partners and Consultants – Categorical Exemptions and Categorical Exclusions, Caltrans, 2013

RELEVANT EXPERIENCE

CEQA and Air Quality Peer Review Services for a 500,000-Square-Foot Warehouse located within the Renaissance Specific Plan, Rialto, CA. *Project Manager and Lead Reviewer* for peer review services provided for a CEQA IS prepared for a 500,000-square foot (SF) warehouse (Golden Bear Regional Food Distribution Center) located within the Renaissance Specific Plan in the City of Rialto. The IS was reviewed to determine if it was complete, legally adequate, unbiased, and an objective statement of the proposed project’s environmental consequences. ECORP assisted the City in determining if the project impacts were addressed under the Renaissance Specific Plan Program EIR or if a new supplemental or focused EIR was required. In addition, the proposed project’s consistency with the adopted Renaissance Specific Plan was evaluated and the Air Quality Technical Report was reviewed.

CEQA, Air Quality, and Traffic Peer Review Services for the Proposed FedEx Ground Facility Expansion located within the Rialto Commerce Center (PPD No. 2235), Rialto, CA. *Project Manager and Lead Reviewer* for peer review services provided for an IS/MND prepared for the proposed expansion of a FedEx Ground Facility. The proposed facility would be located within the Rialto Commerce Center for which an EIR was prepared. The proposed project consisted of a 307,062 SF main building, a 5,180 SF maintenance building, and a 1,889 SF security building.

EIR and CEQA Plus Checklist for the Wastewater Treatment Plant Master Plan/Expansion, Rialto, CA. *Project Manager* for the CEQA EIR for the proposed Waste Water Treatment Plant expansion. Expansion and modernization of the facility will accommodate the projected population growth and future developed projects. The expansion would double the amount of waste water it could treat per day from 8 MGD to 16 MGD. After certification of the Rialto Wastewater Treatment Plant Master Plan/Expansion EIR, the City of Rialto/Chevron applied for Clean Water State Revolving Funds from the State Water Resources Control Board. Since State Revolving Funds are from the federal government, additional CEQA Plus documentation was required to comply with federal environmental regulations. The Rialto Wastewater Treatment Plant Master Plan/Expansion EIR and technical studies were used to complete the majority of the CEQA Plus Checklist. Additional services included a National Historic Preservation Act Section 106 evaluation, Native American Consultation, and Clean Air Act conformity determination. The checklist was completed on an accelerated schedule in order to meet funding deadlines.

PES, Joint CE/CE, and Cultural Resources Documentation for the Wildomar Bike and Multi-Purpose Trail Improvement Project, Wildomar, CA. *Project Manager* for a Caltrans PES and Joint CE/CE for the Proposed Project. Phase I would provide an on-street Class II bike lane along Clinton Keith Road from George Avenue to Grand Avenue (1.3 miles) and continue on Grand Avenue to Pasadena Street (1.4 miles). Phase 2 would provide a Class II or Class III bike lane along Grand Avenue from the City limit (Richard Lane) to Pasadena Street (2.3 miles). A Categorical Exemption was also prepared for the Multi-Purpose Trail proposed along a portion of Grand Avenue. Additional cultural resources documentation (APE, ASR, HPSR, Native America Consultation) was also prepared at the request of Caltrans.

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SECTION D – FIRM QUALIFICATIONS

D.1: FIRM INTRODUCTION

Founded in 1987, KOA Corporation (KOA) is a leading provider in civil and traffic engineering, transportation planning, and construction management services for public agencies and private-sector clients. Driven by our mission, “Changing the Future of Travel”, we offer our clients technical knowledge, creative solutions, and responsive services. The hallmark of our success is our dedication to each and every project being designed to leave a legacy of extraordinary contributions to our communities. As a 100% employee-owned firm, our staff includes certified transportation planners and registered civil and traffic engineers. With four Southern California offices, KOA has provided engineering services for the largest public works and transportation planning projects throughout California.

KOA is a **California** Corporation, a regional firm based and working primarily in California. The office assigned to this project will be our Ontario office located at 3190 C Shelby Street, Ontario, CA 91764, (909) 890-9693.

The KOA team is well-qualified, fully prepared, and eager to provide the City of Rialto with the required services to provide engineering design and project management services.

KOA Corporation has a strong financial history and a positive financial outlook. The firm is in excellent financial condition and has no bankruptcies, pending litigations, planned office closures, or pending mergers. We have no prior or ongoing civil or criminal litigations or investigations pending in which KOA has been judged guilty or liable in the past five years.

D.2 FIRM’S PRINCIPAL OFFICERS

The following are officers of the firm that have authority to bind the firm in agreement:

Joel Falter	Ming Guan
Alan Braatvedt	Chuck Stephan
Walter Okitsu	Min Zhou

TYPES OF SERVICES

Traffic Engineering
 Transportation Planning
 Highway & Transportation Design
 Program Management
 Construction Management

YEAR FOUNDED

1987

SIZE/LOCATION OF OFFICES

Monterey Park (46 employees)
 Ontario (8)
 Orange (18)
 San Diego (11)

PROJECT OFFICE LOCATION

3190 C Shelby Street
 Ontario, CA 91764
 Tel: (909) 890-9693
 Fax: (909) 890-9694

KEY INDIVIDUALS

Ms. Ming Guan, PE, TE
 Project Manager
mguan@koacorp.com

Chuck Stephan, PE
 Principal-in-Charge
cstephan@koacorp.com

D.3 KOA RELEVANT EXPERIENCE

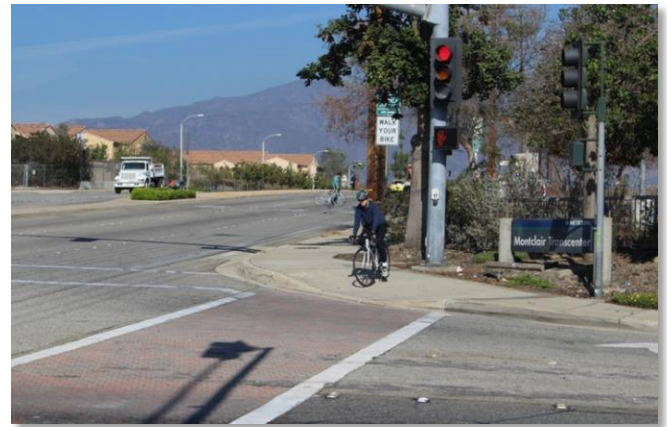
KOA has helped design and plan hundreds of miles of ADA compliant trails, pedestrian facilities, safe routes to schools, and streets and bikeways locally in southern California. The impetus for many of these projects is to improve public health and to increase safety and accessibility. Outreach, community presentations, education, and contact with stakeholders have been key aspects to nearly all of these projects.



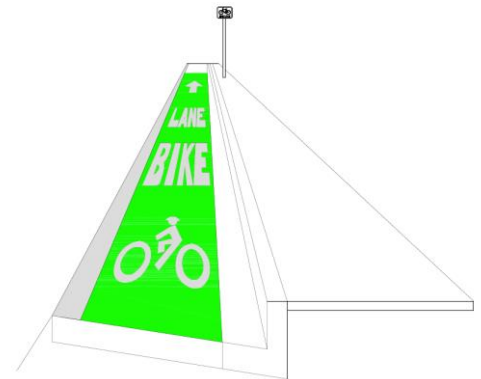
In recent years, KOA has developed a reputation for planning, designing, and implementing innovative pedestrian, bicycle, and transit facilities to promote Active Transportation. The table below lists examples of Active Transportation Projects which KOA and its key staff members have conducted.

PROJECT TYPE	AGENCY	PROJECT NAME	5/6 Es CAMPAIGN									
			PLANNING	ANALYSIS	ENGINEERING DESIGN	SAFETY IMPROVEMENTS	FEDERAL COORDINATION	GRANT WRITING	OUTREACH (BILINGUAL)	STAKEHOLDER / EVENT	FACILITATION & WORKSHOPS	
ADA Transition	Anaheim	Family Justice Building & Facility	X	X								
ADA Transition	UC Riverside	UC Riverside Campus	X	X								
ATP	Barstow	Active Transportation Program	X	X		X		X	X	X		
ATP	Colton	Active Transportation Plan	X	X		X		X	X	X		
ATP	Multiple Agencies	ATP Cycle 2 Grant Applications	X	X				X				
Bike	Costa Mesa	W. 19th St. Bike Facility Design Services	X		X	X		X		X		
Bike	Long Beach	2nd Street Green Paint Sharrows					X	X		X		
Bike	Long Beach	3rd and Broadway Cycle Track		X	X					X		
Bike	Long Beach	Vista Street Bike Blvd. Feasibility Study & PS&E Design	X			X		X		X		
Bike	OCTA	66-Mile OC Loop Planning Support	X			X				X		
Bike	OCTA	OC S. County Bike Strategic Plan & Feasibility Study		X						X		
Bike	Pasadena	Bikeway Analysis & Feasibility Study	X	X		X				X		
Bike	Pasadena	Bikeway Transportation Action Plan	X					X		X		
Bike	San Diego	Uptown Regional Bike & Ped Corridor Design		X						X		
Bike	SANDAG	SANDAG Uptown Regional Bike Corridor Project			X					X		
Bike	South Pasadena	El Centro Cycle Track	X	X	X	X						
Bike	South Pasadena	Mission Street Bike Improvement	X	X	X	X	X			X		
Bike	Temple City	Rosemead Blvd Cycle Track			X							
Bike & Ped	Big Bear	Big Bear Valley Bike, Ped, & Equestrian Master Plan		X						X		
Bike & Ped	Irvine	Oak Creek Village JOST Engineering & Design			X							
Bike & Ped	Long Beach	Ocean Blvd Class I Bike/Ped Path						X		X		
Bike & Ped	Los Angeles	Los Angeles River Regional Bike Path										
Bike & Ped	Moreno Valley	Juan Bautista De Anza (Aqueduct) Trail Master Plan		X			X			X		
Bike & Ped	Port of Long Beach	South Waterfront/Pier J Bike and Pedestrian Path		X	X			X		X		
Bike & Ped	San Clemente	N. El Camino Real Class I Bike & Ped Path Design	X			X						
Bike & Ped	Wildomar	Bike Lanes and Multi-Purpose Trail Design	X		X	X	X	X		X		
Complete Streets	Pasadena	Avenue 64 Complete Street			X					X		
Complete Streets	Santa Ana	Central Area Complete Streets Plan	X		X	X			X	X		
Complete Streets	Santa Ana	Downtown Complete Streets Plan	X	X		X				X		
Multimodal	Long Beach	2030 Mobility Element of the General Plan Update		X				X		X		
Pedestrian	Coachella	Safe Routes to School Cycle 2 Project	X	X		X						
Pedestrian	Costa Mesa	Citywide School Zone Traffic Calming & SR2S		X	X			X	X	X		
Pedestrian	Desert Hot Springs	Safe Routes to School Cycle 8 Project	X	X		X		X				
Pedestrian	Santa Ana	Ped. Awareness/Safety Campaign & Task Force		X						X		
Pedestrian	South Pasadena	HSIP Flashing Crosswalk Design	X		X	X	X					
SR2S	Anaheim	Weir Canyon Rd./Running Springs Dr. SR2S Design			X			X				
SR2S	Apple Valley	SR2S Master Plan	X	X		X			X	X		
SR2S	County of LA	LA County Wide SR2S Maps	X			X						
SR2S	Long Beach	10-Miles North & South Bike Blvd Design	X	X	X		X	X	X	X		
SR2S	Long Beach	SR2S Grant Applications						X				
SR2S	Malibu	Point Dume Elementary School SR2S Walkways			X			X		X		
SR2S	Moreno Valley	SR2S Program - Suggest Route Maps 28 Schools				X			X			
SR2S	Rancho Cucamonga	SR2S Traffic Congestion Strategic Plan	X									
SR2S	Rialto	Sidewalk Imp. & In-Roadway Warning Light Installation	X		X	X						
SR2S	Rialto	SR2S Program-Walk Audits, Enforcement, Engineering	X		X	X			X	X		
SR2S	San Jacinto	SR2S Program - Suggest Route Maps 12 Schools				X			X			
SR2S	SANBAG	SR2S Phase II Plan	X	X		X		X	X	X		
SR2S	Santa Clarita	SRTS Non-Infrastructure Program										
SR2S	South Gate	Safe Routes to School Design Project	X		X							
SR2S	Thousand Oaks	Los Feliz SR2S Design	X		X							
SR2S	Thousand Oaks	Safe Routes to School Traffic Calming		X								
SR2S	Vista	SR2S Master Plan	X			X			X			

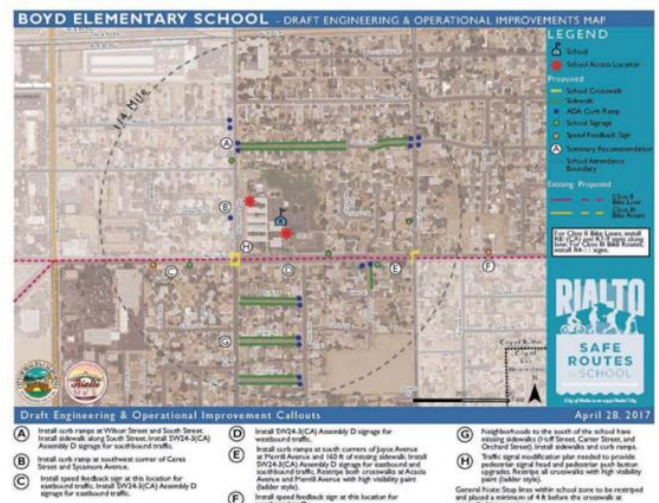
SBCTA METROLINK STATION ACCESSIBILITY IMPROVEMENT PROJECT PS&E, ROW ENGINEERING & DESIGN SUPPORT SERVICES DURING CONSTRUCTION, SAN BERNARDINO, CA (2016-2017). SBCTA prepared a report that recommended first and last-mile access improvements to transit stations based on a planning-level analysis. Subsequently, SBCTA conducted environmental clearance studies and submitted an ATP Cycle I grant application, which was approved for \$4.6 million to fund the design and construction of the proposed improvements. Six Metrolink stations, located in the cities of Montclair, Upland, Rancho Cucamonga, Rialto, and San Bernardino, have been determined to be the first set to receive the improvements. KOA was selected to put together a construction bid package for accessibility improvement projects for six stations and to provide assistance during construction. The improvements includes road diets, traffic signal modifications, enhanced crossings, trail extensions, sidewalk design, wayfinding signage, striping, automated rail crossing gates for pedestrians, bicycle lockers, bicycle parking, bicycle facilities, pavement repairs, and lighting. The implemented designs will provide enhanced station access to pedestrians and bicyclists. **Reference:** *SBCTA, Mr. Brian Smith, SBCTA Project Manager, 1170 W. 3rd Street, San Bernardino, CA 92410, (909) 884-8276 x195, bsmith@gosbcta.com*



COACHELLA GREEN BIKE LANE PROJECT, COACHELLA, CA (2016-2017). KOA provided engineering design services for the City of Coachella for Green Bike Lane Class II Improvement Project. The project encompassed almost 4 miles of new bike lanes for Calhoun Street, Van Buren Street, Avenue 50, and Harrison Street. KOA evaluated the project area, developed alternatives for Green Bike Pavement Marking, Prepared construction plans, specifications, cost estimate, and assisted the City in preparing this project for construction bidding. **Reference:** *Mr. Oscar, Espinoza, Senior Civil Engineer, City of Coachella, 1515 Sixth Street, Coachella, CA 92236, (760) 398-5744 x168, oespinoza@coachella.org.*



SAFE ROUTES TO SCHOOL, RIALTO, CA (2016-PRESENT). The City of Rialto, in partnership with the Rialto Unified School District, is implementing a Safe Routes to School Program. This program is an opportunity to evaluate school access and related safety considerations. As a part of this project, KOA conducted GPS enabled field work inventory that included school crossing locations, school warning signs, on-street parking restrictions, bicycle and pedestrian detection at nearby signals and beacons, traffic signal and flashing beacon locations, school pavement markings, missing sidewalk, and ADA ramps. This work led to the facilitation of meetings at each school (29) to discuss concerns regarding existing infrastructure conditions, school safety, and school circulation patterns. Through this task, we identified a number of engineering and operation improvements for enhancing the pedestrian and bicyclist environments and infrastructure surrounding the 29 schools and developed a recommended improvement plan with associated cost estimates. KOA developed a policy document in order to set forth uniform application and processing procedures to request traffic safety improvements or traffic control devices within school boundaries. The overall goal for the project was to help engage the school community on the necessary improvements and implement fun activities such as Walk & Bike to School Days, Walking School Buses, and Bicycle Rodeos. **Reference:** *City of Rialto, Katie Nickel, Public Works Program Coordinator, 335 W. Rialto Ave., Rialto, CA 92376, (909) 820-2507, knickel@rialtoca.gov*



DESIGN OF CLASS II BIKE LANES ON MERRILL AVE AND SOUTH RIVERSIDE AVE, CITY PROJECT NO. HSIPL-5205(024)

ATP CYCLE I, HIGHLAND-REDLANDS CONNECTOR BICYCLE AND PEDESTRIAN IMPROVEMENTS, SAN BERNARDINO COUNTY, CA (2017-PRESENT).

The proposed project would construct a non-motorized transportation project along 4.7 contiguous miles of streets and easements in the cities of Highland and Redlands. The project would construct bicycle and pedestrian improvements including pavement widening, curb and gutter, curb ramps, median curbs, sidewalks, pavement widening, pavement rehabilitation, slurry seal, pavement markings and striping, Class I and II bikeway/pedestrian paths, bicycle/pedestrian bridge, bike racks, bollards, bike signals, in-roadway bicycle detection, pedestrian heads, sharrows, enhanced crosswalks, warning beacons, roadway and bikeway signage, lighting, and speed feedback signs. KOA team is responsible for Conceptual Development, Environmental Clearance, Right of Way engineering, and Final PS&E. KOA team conducted workshop and public outreach in June 2017. The conceptual design has been completed for the project. *Reference: Dennis Barton, Project Manager, City of Highland, 27215 Base Line, Highland, CA 92346, (909) 864-8732, dbarton@cityofhighland.org*



KOA team conducted workshop and public outreach in June 2017. The conceptual design has been completed for the project. *Reference: Dennis Barton, Project Manager, City of Highland, 27215 Base Line, Highland, CA 92346, (909) 864-8732, dbarton@cityofhighland.org*

GRAND AVENUE BIKE IMPROVEMENTS & MULTI-PURPOSE TRAIL IMPROVEMENTS PROJECTS, WILDOMAR, CA (2015-PRESENT).

KOA is leading a team to improve bicycle facilities for the City of Wildomar along a five-mile span of Grand Avenue and Clinton Keith Road. Street widening and trail improvements include the incorporation of Class I, Class II, and Class III facilities for bicyclists and other non-motorized forms of transportation. The improvements will accommodate students attending a middle school on Grand Avenue and the local bicycling community. The team's services include traffic engineering, utility research, surveying, hydrology, geotechnical engineering, and right-of-way analysis. KOA is providing conceptual plans and alignments, bicycle safety and awareness education, traffic calming design, street crossing designs for bicycle and pedestrian uses, and designs for incorporating ADA access.

Reference: City of Wildomar, Dan York, Assistant City Manager, 23873 Clinton Keith Rd., Ste. 201, Wildomar, CA 92595, (951) 677-7751, dyork@cityofwildomar.org.

SEVEN TRAFFIC SIGNALS AND STREET IMPROVEMENT DESIGN SERVICES, FONTANA, CA (2014-2016).

KOA was selected by the City of Fontana to provide design services and complete PS&E package for the following intersections:

1. Valley Boulevard at Oleander Avenue
2. Juniper Avenue at Randall Avenue
3. Valley Boulevard at Almond Avenue
4. San Bernardino Avenue at Cypress Avenue
5. Merrill Avenue at Oleander Fontana Avenue
6. Juniper Avenue at Ceres Avenue
7. Sierra Avenue and Riverside Avenue

The project design services included intersection modifications at a couple of locations, construction of ADA Ramps, and signing and striping. Juniper Avenue at Randall Avenue is funded by HSIP fund. The KOA team was responsible for both Environmental Clearance and Final PS&E Preparation.

Reference: City of Fontana, Noel Castillo, Engineering Manager, 8353 Sierra Ave., Fontana, CA 92335, (909) 350-7632, ncastillo@fontana.org.



BEECH BLVD IMPROVEMENT PROJECT FROM FOOTHILL BOULEVARD TO NORTH OF P.E. TRAIL, FONTANA, CA (2016-PRESENT).

KOA prepared plans and cost estimates for the design of Beech Avenue. The project included new road construction plans for connecting Beech Avenue from Foothill Blvd. and just north of the Pacific Electric Trail. Traffic signals and interconnection are proposed along Beech Ave. at Foothill Blvd., the Pacific Electric Trail, and at Miller Ave. These plans proposed construction of ADA access ramps, bus bay, road widening, storm drain, signing and striping, fiber optic interconnection, and the installation of traffic signals. *Reference: Mr. Noel, Castillo, Engineering Manager, City of Fontana, 8353 Sierra Ave, Fontana, CA 92335, (909) 350-7632, ncastillo@fontana.org.*

AQUEDUCT MULTI-USE TRAIL SYSTEM: JUAN BAUTISTA DE ANZA TRAIL; TRAIL PLAN; ATP GRANT FUNDING; MORENO VALLEY, CA (2015-PRESENT).

The 9.5-mile-long Juan Bautista de Anza Pedestrian and Bicycle Path transects Moreno Valley from the northwest to the southeast corners of the city, providing a safe and viable commuter and recreation trail for the entire city. The trail connects schools and parks, dining, shopping, entertainment, office, commercial, and residential areas along the route, leading to the Lake Perris State Recreation Area and the City of Perris regional trail system to the south, and major shopping centers to the north. The project will provide an off-street Class I bike path, walking, and jogging facility for most of the length, on-street connections at two schools, and improved crossing at local and arterial streets. KOA is preparing the major planning and engineering basis of design, and environmental document for the project. During document development, KOA assisted the City in applying for, and winning, two Active Transportation Program (ATP) grants for significant portions of the project, which will connect several schools and parks along the corridor. *Reference: City of Moreno Valley, Margery Lazarus, PE, Senior Engineer, 14177 Frederick St., Moreno Valley, CA 92553, (951) 413-3133, margeryl@moval.org.*



LOS ANGELES RIVER REGIONAL BIKE PATH, LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS, LOS ANGELES, CA (2014).

KOA assisted the LACDPW in preparing a Preliminary Scoping Report (PSR) to identify the issues and recommend alternatives needed to prepare a Project Design Concept (PDC) for the completion of the Los Angeles River Regional Bike Path Project. The PSR needed to consider right of way constraints, physical constraints, costs, schedule, alternatives, and recommendations for completion of the bike path through a project segment between the I34 Freeway and Riverside Drive in the City of Los Angeles, all part of the 51-mile transportation and recreation link between Canoga Park and Long Beach. *Reference: Los Angeles County Department of Public Works Allan Abramson, Principal Engineer, Programs Development Division, (626) 458-3902, AABRAMS@dpw.lacounty.gov.*



WEST 19TH STREET BICYCLE FACILITY (2015 - PRESENT). The City of Costa Mesa is taking the lead to improve its bicycle connectivity by providing new bicycle facilities along 19th Street, from Placentia Avenue to Balboa Boulevard, continuing through Talbert Regional Park to the Santa Ana River Banning Channel Bikeway. The new facilities will transit existing streets, partially developed streets, and natural habitat areas, within the jurisdictions of the County of Orange and the cities of Costa Mesa and Newport Beach. The project length includes a Class II bike lane, a Class I bike trail, and a multi-purpose trail. Funding is through Federal Active Transportation Program (ATP) grants administered through the State of California. KOA is providing “turn-key” project design services, which includes preliminary engineering and alternatives analysis; the preparation of construction-ready bid documents consisting of complete plans, specifications, and a construction cost estimate; and the completion of required federal forms, including the Request for Authorization to Proceed with Construction, among others. The 19th Street bikeway will provide an important east-west connection within Costa Mesa, as well as access to the regional bike system along the Santa Ana River. *Reference: City of Costa Mesa, Transportation Services Department, David Cho, Assistant Engineer, 77 Fair Drive, Costa Mesa, CA 92626, (714) 754-4017, dcho@ci.costa-mesa.ca.us.*

SAFE ROUTE TO SCHOOL MULTIPLE SIDEWALK IMPROVEMENT, RIALTO, CA (2008-2009)

The City of Rialto received Safe Route to School funds to complete missing links for sidewalks in three separate school locations. KOA was selected by the City to provide engineering services for these sidewalk and pedestrian signal improvement projects. The projects have all been constructed except for the pedestrian traffic signal at Carter High School; the City plans to construct this project in tandem with other traffic signal projects. Each of the project scopes is supplemented with actual before and after photos below:

Task 1 – Zupanic High School/Adult Education Center, 266 West Randal Avenue, Rialto, CA.

Constructed a 300-foot by 6-foot-wide sidewalk, curb/gutter, and provided drainage improvements on the north side of Randall Avenue. Also reconstructed 250 feet of chain link fence in order to construct the new sidewalk, and install two wheelchair ramps to comply with ADA requirements. This project required particular consideration of drainage as the runoff from the school was flowing into the street catch basin. Specific catch basin modification plans were prepared to maintain the current storm water runoff (Safe Routes to School Grant).



Task 2 – Carter High School, 2630 North Linden Avenue, Rialto, CA. Installed sidewalk curb and gutter, accessible ramps, and striping on the east side of Linden Avenue. This project was challenging in that local residents had extended their yards onto city property. KOA researched right-of-way data and a determination was made for negotiations with the property owners which lead to construction completion of the project.



Task 3 – Carter High School, 2630 North Linden Avenue, Rialto, CA. Installed sidewalk curb and gutter and accessible curb ramp on the east side of Maple Avenue from the south side of Persimmon Avenue to Carter High School. Determined ROW requirements and completed documents for right-of-way acquisition.



Task 4 – Carter High School, 2630 North Linden Avenue, Rialto, CA. The City's initial intent was to construct mid-block, in-pavement warning lighted crosswalk on Linden Avenue, with advanced warning signs, and reconfigure existing 1,400 feet of Linden Avenue to a four-lane street with center striped median. Advanced warning sign shall flash yellow beacon for north- and southbound Linden Avenue. However, after careful consideration, the City decided to construct a pedestrian traffic signal instead of the in-roadway flashing lights at the location (Safe Routes to School Grant).

Reference: City of Rialto, Mr. Hector Gonzalez, P.E., Associate Civil Engineer, 335 W. Rialto Ave., Rialto, CA 92376, (909) 421-4986, hgonzalez@rialtoca.gov.

D.4 RELEVANT SUBCONSULTANT EXPERIENCE

ECORP CONSULTING INC.

ECORP Consulting Inc. (ECORP) is experienced in the preparation of Preliminary Environmental Study (PES) forms for projects per Caltrans' Local Assistance Procedures Manual (LAPM). ECORP has used the PES form to consult with Caltrans/FHWA to determine the appropriate NEPA and CEQA document for a project. ECORP staff have prepared Categorical Exclusions/Exemptions (CE/CEs), Environmental Assessments (EA), joint Initial Study/Environmental Assessments (IS/EAs), and Mitigated Negative Declaration/Finding of No Significant Impacts (MND/FONSI) for a series of projects with Caltrans involvement. In addition, ECORP has prepared technical studies in support of the PES and NEPA/CEQA documents per the requirements from Caltrans' Standard Environmental Reference (SER) and FHWA. These include, but are not limited to: Section 106 National Historic Preservation Act (NHPA) compliance, Natural Environment Studies, Community Impact Assessments, Section 4(f), and Clean Air Act compliance. Based on their experience with similar projects with Caltrans involvement and federal funding, ECORP understands the added level of effort for NEPA documentation and coordination, including public participation, which needs to be factored into overall schedule for a successful project. They have experience working on CEQA/NEPA, biological, and cultural projects for several districts of Caltrans. The technical studies will be primarily be managed from the Redlands office located at 215 North Fifth Street, Redlands, CA 92374; (909) 307-0046; fax: (909) 307-0056.

Bike and Multipurpose Trail Improvement Project, Wildomar, CA (2015-2016). ECORP prepared a Caltrans PES and Joint CE/CE for Phases 1 and 2 of the proposed project. The purpose of the proposed project was to install Class II and Class III bike lanes to promote non-motorized transportation for the City of Wildomar. Proposed improvements would include the widening of existing pavements, re-striping, and other safety improvements along the roadway segments. The project would not require any additional right-of-way. A CEQA CE was also prepared for the multipurpose proposed along a portion of Grand Avenue. Additional cultural resources documentation (APE, ASR, HPSR, Native American consultation) was also prepared at the request of Caltrans. **Reference:** *City of Wildomar, Kev Tcharkhoutian (951) 677-7751, ktcharkhoutian@interwestgrp.com*



Pepper Avenue Extension Project, Rialto, CA (2011-Present). ECORP provided biological and cultural resources survey and monitoring services, general construction monitoring, and habitat restoration for the Pepper Avenue Extension Project for the City of Rialto. The project extended Pepper Avenue from its northernmost extent to Highland Avenue north of State Route 210. The project entailed construction of approximately 0.75 mile of new roadway, crossing the Frisbie Wash (a tributary to Lytle Creek). The project involved lengthy environmental documentation and a complex regulatory permit process with the resource agencies, including USFWS, CDFW, and the USACE. Prior to project initiation, ECORP provided assistance with obtaining the needed permits. As part of the permit compliance, ECORP prepared a Habitat Mitigation and Monitoring Plan (HMMP) that describes the mitigation of biological resources on site. This plan was submitted and approved by resource agencies prior to initiation of work activities for the project. The HMMP outlined the woolly-star mitigation and restoration of Riversidean Alluvial Fan Sage Scrub within the Frisbie Wash. **Reference:** *City of Rialto, Gina Gobson (909) 421-7240, ggibson@rialtoca.gov*



CAL VADA SURVEYING, INC. (OPTIONAL)

CAL VADA Surveying will be added to our team should surveying services be needed.

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SECTION E – PROJECT SCHEDULE

E.1 PAST PROJECT PERFORMANCE:

KOA has completed projects in the past that have involved environmental clearance and pedestrian /bike trail PS&E design. Some of the projects and specific schedules are noted below:

1) SBCTA METROLINK STATION ACCESSIBILITY IMPROVEMENTS

NTP: May 2016

Phase I: Conceptual Plans/ Public Outreach Completed: January 2017

Phase II: FINAL PS&E: Completed July 2017

2) SAFE ROUTES TO SCHOOL PROJECT, SIDEWALK IMPROVEMENTS AND IRWL INSTALLATION FOR MERLE CASEY ELEMENTARY SCHOOL, RIALTO, CA

NTP: November 2010

Phase I: 30% Plans/ Environmental Completed: August 2011

1. Preliminary Environmental Study (PES)
2. Natural Environment Study - Minimal Impact (NES-MI)
3. Initial Site Assessment (ISA)
4. Categorical Exemption/Exclusion Determination Form

Phase II: Final PS&E: Completed November 2012 (Extra Revisions January 2013)

3) GREEN BIKE LANE, COACHELLA CA

NTP: June 2016

Phase I: Conceptual Plans/ Bike Lane Alternatives Completed: September 2016

Phase II: FINAL PS&E: Completed March 2017

4) WILDOMAR GRAND AVENUE AND MULTI-PURPOSE TRAIL DESIGN

NTP: June 2015

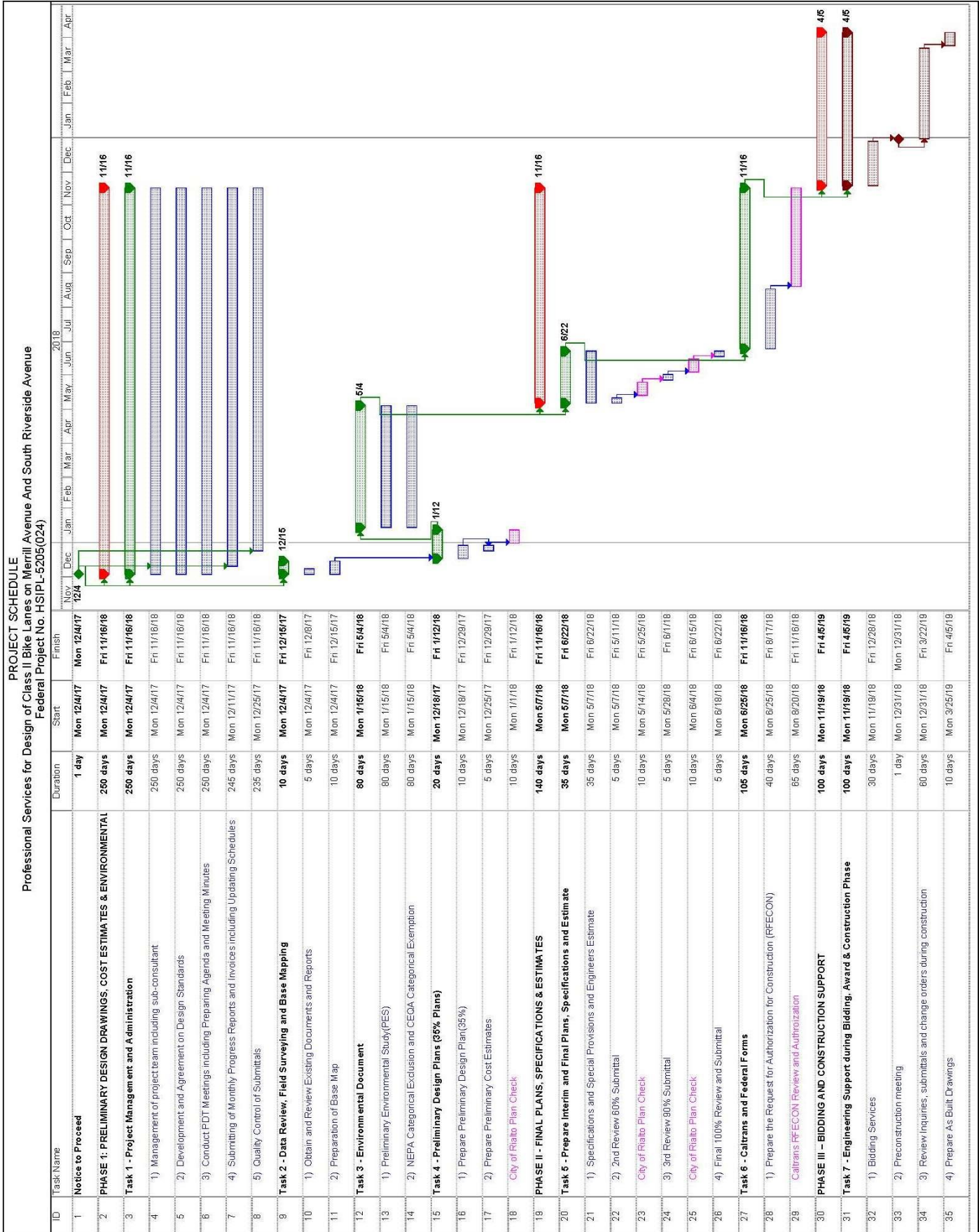
Phase Ia: Conceptual Plans Completed: September 2015

Phase Ib: Environmental Completed CEQA: December 2016

Phase II: FINAL PS&E: Completed July 2017

E.2 PROJECT SCHEDULE:

A **preliminary Project Schedule** is included on the following page. The design schedule is very conservative and includes all of the necessary tasks to complete the project. While this schedule reflects our ideas regarding the most efficient and expeditious manner for taking on this project, we are open to suggestions from the City's staff and will modify our schedule accordingly.



ATTACHMENT A

ATTACHMENT "A"

NOTE: THIS FORM MUST BE COMPLETED AND INCLUDED INSIDE ENVELOPE #1, "WORK PROPOSAL"

**DESIGN OF CLASS II BIKE LANES ON MERRILL AVENUE AND
SOUTH RIVERSIDE AVENUE
PROJECT ID: HSIPL-5205(024)**

SIGNATURE AUTHORIZATION

PROPOSER: KOA Corporation

- A. I hereby certify that I have the authority to submit this Proposal to the City of Rialto for the above listed individual or company. I certify that I have the authority to bind myself/this company in a contract should I be successful in my proposal.



SIGNATURE

- B. The following information relates to the legal contractor listed above, whether an individual or a company. Place check marks as appropriate:

1. If successful, the contract language should refer to me/my company as:

☐ An individual;
☐ A partnership, Partners' names: _____

☐ A company;
☒ A corporation

2. My tax identification number is: 95-4515908

ADDENDA ACKNOWLEDGMENT:

Acknowledgment of Receipt of any Addenda issued by the City for this RFP is required by including the acknowledgment with your proposal. Failure to acknowledge the Addenda issued may result in your proposal being deemed non-responsive.

In the space provided below, please acknowledge receipt of each Addenda: N/A

Addendum(s) # _____ is/are hereby acknowledged.

The "Small Business Concerns Information" sheet shall be included as part of Attachment "A".

Attachment "A" - Business Concerns Information

The Proposer shall furnish the following information. Additional sheets may be attached, if necessary.

- (1) Name: KOA Corporation
- (2) Address: 3190 C Shelby Street, Ontario CA 91764
- (3) Phone No.: (909) 890-9693 Fax No.: (909) 890-9694
- (4) E-Mail: mguan@koacorp.com
- (5) Type of Firm: (Check all that apply)
 Individual Partnership X Corporation
 Minority Business Enterprise (MBE) Women Business Enterprise (WBE)
 Small Disadvantaged Business (SDB) Veteran Owned Business
 Disabled Veteran Owned Business Other
- (6) Business License: X Yes No License Number: 64660
- (7) Tax Identification Number: 95-4515908
- (8) Names and Titles of corporate members of the firm:

<u>Jimmy Lin, CEO</u>	<u>Ming Guan, Vice President</u>
<u>Joel Falter, COO</u>	<u>Chuck Stephan, Vice President</u>
<u>Walter Okitsu, Vice President</u>	<u>Min Zhou, Vice President</u>
- (9) Three (3) projects of this type recently completed:
 Type of project: SBCTA Metrolink Station Accessibility Improvements
 Contract Amount: \$547,990.45 Date Completed: June 2017
 Owner: SBCTA Phone: Brian Smith, (909) 884-8276, x195
 Type of project: Wildomar Grand Avenue and Multi-purpose Trail Design
 Contract Amount: \$35,915 Date Completed: July 2017
 Owner: City of Wildomar Phone: Daniel York, dyork@cityofwildomar.org
 Type of project: San Juan Capistrano Bicycle Gap Closure
 Contract Amount: \$51,890 Date Completed: May 2017
 Owner: City of San Juan Capistrano Phone: Joe Mankawich, (949) 487-4313

ATTACHMENT B**ATTACHMENT "B"**

NOTE: THIS FORM MUST BE COMPLETED AND INCLUDED INSIDE ENVELOPE #1, "WORK PROPOSAL"

**REQUESTS FOR PROPOSALS (RFP # 18-031)
DESIGN OF CLASS II BIKE LANES ON MERRILL AVENUE AND
SOUTH RIVERSIDE AVENUE
PROJECT ID: HSIPL-5205(024)**

DEBARMENT AND SUSPENSION CERTIFICATION

TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29

The Consultant, under penalty of perjury, certifies that, except as noted below, he/she or any other person associated therewith in the capacity of owner, partner, director, officer, and manager:

- Is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency;
- Has not been suspended, debarred, voluntarily excluded or determined ineligible by any federal agency within the past 3 years;
- Does not have a proposed debarment pending; and
- Has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.

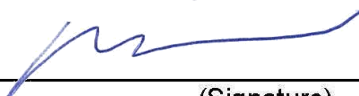
If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining Proposer responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of action.

Notes: Providing false information may result in criminal prosecution or administrative sanctions.

Consultant Name: KOA Corporation

10/24/17
(Date)


(Signature)

Ming Guan, Vice President/Project Manager
(Name & Title)

Attachment B

ATTACHMENT E

ATTACHMENT "E"

NOTE: THIS FORM MUST BE COMPLETED AND INCLUDED INSIDE ENVELOPE #1, "WORK PROPOSAL"

Local Assistance Procedures Manual

Exhibit 10-O1

Consultant Proposal DBE Commitment

EXHIBIT 10-O1 CONSULTANT PROPOSAL DBE COMMITMENT

1. Local Agency: City of Rialto 2. Contract DBE Goal: 0
 3. Project Description: Design of Class II Bike Lanes on Merrill Ave and South Riverside Ave
 4. Project Location: Rialto, CA
 5. Consultant's Name: KOA Corporation 6. Prime Certified DBE: ☐

7. Description of Work, Service, or Materials Supplied	8. DBE Certification Number	9. DBE Contact Information	10. DBE %	
Surveying Services (Optional)	41281	Calvada Surveying, 411 Jenks Circle, Ste 205 Corona, CA 92880, (951) 280-9960	TBD	
Local Agency to Complete this Section		11. TOTAL CLAIMED DBE PARTICIPATION	TBD %	
17. Local Agency Contract Number: _____				
18. Federal-Aid Project Number: _____		IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Written confirmation of each listed DBE is required.  12. Preparer's Signature <u>Ming Guan, PE, TE</u> 14. Preparer's Name <u>Vice President</u> 16. Preparer's Title		
19. Proposed Contract Execution Date: _____				
Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate.		10/23/17		
20. Local Agency Representative's Signature	21. Date	13. Date		
22. Local Agency Representative's Name	23. Phone	(909) 890-9693		
24. Local Agency Representative's Title		15. Phone		

DISTRIBUTION: Original – Included with consultant's proposal to local agency.

ADA Notice: For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.