

ON-CALL PROFESSIONAL SERVICES AGREEMENT

Services: Transportation Impact Studies

THIS AGREEMENT is made and entered into this ____ day of _____, 20__,
by and between the City of Roseville, a municipal corporation (“CITY”), and DKS Associates, a
California corporation (“CONSULTANT”); and

W I T N E S S E T H:

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

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

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

NOW, THEREFORE, the parties agree as follows:

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

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

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

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

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

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

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

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

COVERAGE

Workers' Compensation

LIMITS OF LIABILITY

Statutory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. Time is of the Essence. Time is of the essence of this Agreement.

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

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

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

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

14. Independent Contractor. CONSULTANT, inclusive of its agents, officers, employees, volunteers, independent contractors, and subcontractors, shall act as an independent

contractor, and covenants and agrees that it will conduct itself consistent with such status, that it will neither hold itself out as, nor claim to be, an officer or employee of CITY by reason of this Agreement.

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

15. Representations and Warranties. CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working for CONSULTANT, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, CITY shall have the right to

terminate as void this Agreement, without liability, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

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

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

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

18. Termination of Agreement. CITY may terminate this Agreement without cause by giving CONSULTANT ten (10) days advance written notice from the City Manager.

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

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

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

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

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

CITY OF ROSEVILLE

CONSULTANT

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

David Tokarski
DKS Associates
8950 Cal Center Dr. Ste., 340
Sacramento, CA 95826

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

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

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

CITY OF ROSEVILLE, a
municipal corporation

DKS ASSOCIATES, a
California corporation

BY: _____
DOMINICK CASEY
City Manager

BY: Peter L. Coffey
its: Peter Coffey, President

and

ATTEST:

BY: Mike Thomas
its: Mike Thomas, CFO

BY: _____
SONIA OROZCO
City Clerk

[SIGNATURES CONTINUED ON NEXT PAGE]

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY:  _____
MIKE ISOM
Development Services Director

EXHIBIT “A”

TAB C: QUALIFICATIONS OF TEAM

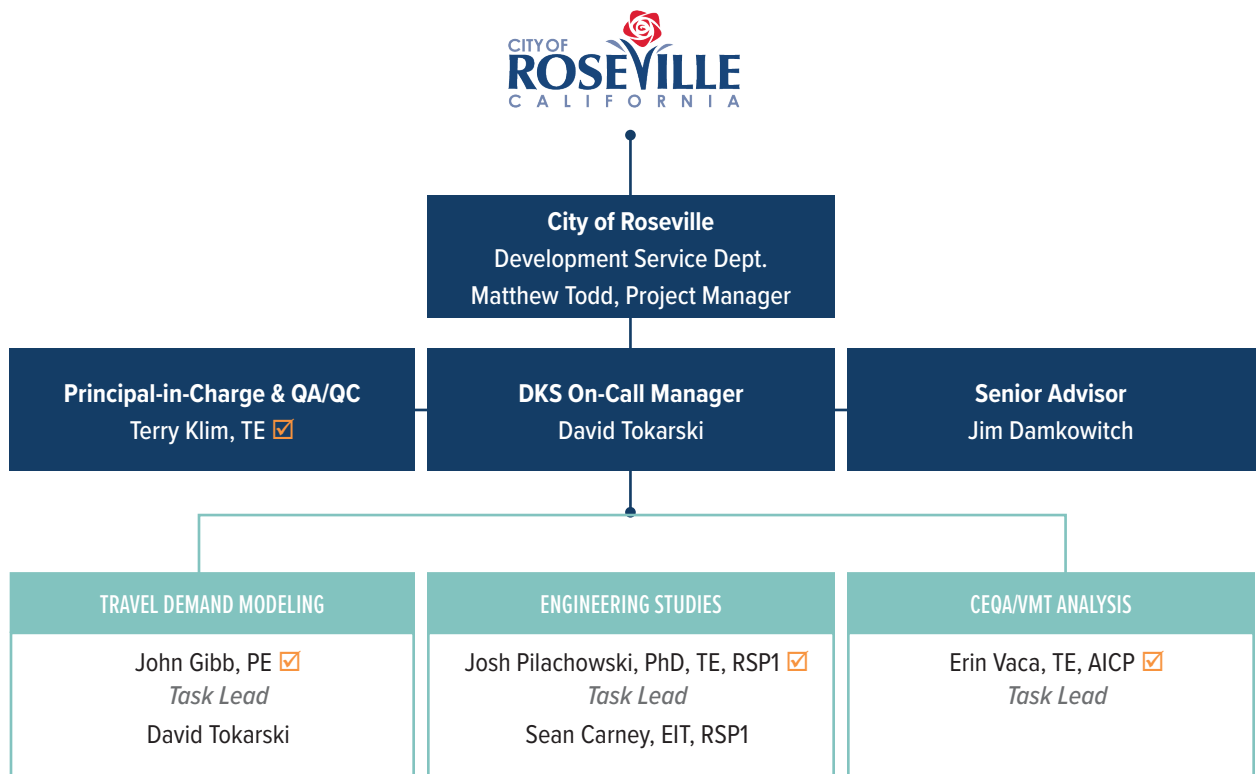
QUALIFICATIONS OF TEAM

TEAM ORGANIZATIONAL CHART

This on-call contract will be managed by David Tokarski as the On-Call Manager, with John Gibb, PE as the Travel Demand Modeling Task Lead; Josh Pilachowski, PhD, TE, RSP1 as the Engineering Studies Task Lead; Erin Vaca, TE, AICP as the CEQA/VMT Analysis Task Lead; and Jim Damkowitz as the Senior Advisor; with Terry Klim, TE as the Principal-in-Charge/QA-QC Manager. Services for this on-call contract will be performed out of DKS' Sacramento and Oakland, CA offices.

Each of the key staff listed in our organizational chart are available to be task order leaders and have worked successfully on an as-needed basis with many of our on-call clients. Our proposed task leaders (Josh Pilachowski, Erin Vaca, and John Gibb) are registered P/TEs with the ability to sign and stamp design plans where applicable, as is Terry Klim, our Principal-in-Charge/ QA-QC Manager.

The following pages contain brief resumes of our key staff. Full resumes can be found in the Appendix.



☑ Registered California Engineer

BRIEF RESUMES OF KEY STAFF

David Tokarski | On-Call Manager, Travel Demand Modeling



Education: MS, Civil and Environmental Engineering; BS, City and Regional Planning; California Polytechnic State University, San Luis Obispo

Years of Experience: 24 | **Years with Firm:** 24

Licenses/Certifications: N/A

Location: Sacramento, CA

Bio: David is a Senior Transportation Planner in DKS' Sacramento office with 24 years of experience specializing in traffic impact analysis, travel demand modeling, land use forecasting, and GIS applications. He has managed and prepared transportation impact analyses for public sector clients throughout the Sacramento region for over 20 years. He has long-standing relationships with local jurisdictions in Placer County, including Roseville, Lincoln, and Rocklin, as well as Sacramento County and the cities of Sacramento, Rancho Cordova, and Folsom. David has managed the DKS team for the City of Roseville since 2016 and has been actively supporting Roseville staff for over 20 years. David has led or participated in the preparation of a number of Roseville specific plan studies including the West Roseville Specific Plan (WRSP) EIR, the Sierra Vista Specific Plan (SVSP) EIS, the Fiddymont Ranch amended plan EIR, and the expansion of the Galleria at Roseville EIR. He has also led the last three updates to the City's Capital Improvement Program (CIP) and participated in numerous previous updates to the CIP. David has a strong, collaborative relationship with City of Roseville staff and has acted as an extension of staff for many years. He is skilled at applying various software packages for traffic analysis, including Synchro/SimTraffic, ArcGIS, and Cube.

Relevant Project Experience

- Roseville Transportation Impact Studies and EIR Section Preparation
- Roseville Capital Improvement Program (CIP) Updates
- Lincoln Transportation Impact Studies
- Rocklin Transportation Impact Studies
- Sacramento County Jackson Corridor Joint Traffic Impact Studies
- West Sacramento Transportation Impact Studies
- Sacramento County Transportation Development Impact Fee Program Update
- Rancho Cordova and Sacramento SB 743 VMT Implementation
- Sacramento County SB 743 VMT Implementation
- El Dorado County SB 743 Travel Demand Model Peer Review
- Teichert Quarry Transportation Impact Analysis

Terry Klim, TE | Principal-in-Charge, QA/QC



Education: MS, Transportation Engineering, University of California, Berkeley; BS, Civil Engineering, University of British Columbia

Years of Experience: 34 | **Years with Firm:** 21

Licenses/Certifications: California Professional Traffic Engineer No. 1872

Location: Oakland, CA

Bio: Terry, a Principal with DKS and a California Professional Traffic Engineer, brings more than 34 years of experience in traffic operations and engineering, ITS, travel demand forecasting, and transit planning. He is a recognized leader in traffic operational analysis and simulation modeling projects. Terry has managed and participated in numerous project study reports, project reports, environmental impact reports, corridor studies, and major investment studies. He is currently serving as DKS' program manager for the Caltrans District 3 Traffic Engineering and Transportation Planning On-call contract and is the Travel Forecasting and Analysis lead for Contra Costa Transportation Authority's (CCTA's) Innovate 680 program. Both of these efforts involve extensive forecasting elements, including development and application of procedures to meet SB 743 requirements.

Relevant Project Experience

- VTA I-280 Winchester Boulevard Improvements Project
- Caltrans District 3 Traffic Engineering Services On-Call
- CCTA Innovate 680 Program
- ACTC Oakland-Alameda Access Project

Jim Damkowitch | Senior Advisor



Education: MS, Geography; BA, Geography (Honors), University of California, Santa Barbara

Years of Experience: 30 | **Years with Firm:** 1

Licenses/Certifications: N/A

Location: Sacramento, CA

Bio: Jim has ample travel forecasting experience, having served as project manager for travel demand model development for state, regional, and local agencies. He has also served as project manager for travel demand modeling on-call contracts for Caltrans (District 5 and District 1) as well as for regional and local agencies. Jim specializes in the application of travel demand modeling output for Project Study Reports/EIRs, traffic impact mitigation fee programs and updates, air quality modeling, and transportation operational studies for a variety of clients including Caltrans, MPO's and local agencies. He has 15 years of MPO/RTPA transportation planning experience for the Tahoe Regional Planning Agency and the Santa Barbara County Association of Governments where he focused on the technical modeling requirements for congestion management, regional plan development and updates, and transportation-air quality conformity and on-road mobile source emission inventory development. He has resided in several conference proceedings on the travel demand modeling implications of SB 375 and SB 743.

Relevant Project Experience

- Santa Maria VMT Threshold Study
- Lompoc VMT Threshold Study
- El Dorado County Travel Model Update Peer Review
- El Dorado County SB 743 VMT Threshold Study Peer Review
- Goleta On-Call VISUM Modeling
- Goleta Model Update
- Goleta Developer Impact Fee Update
- Fairfield SB 743 Implementation
- El Dorado County Western Slope CIP and Traffic Impact Fee Program Update
- Goleta SB 743 VMT Threshold Study & Sketch Planning Tool
- Ventura County General Plan EIR SB 743 VMT Threshold Analysis

John Gibb | Travel Demand Modeling Task Lead



Education: BS, Civil Engineering, California State University, Sacramento

Years of Experience: 33 | **Years with Firm:** 30

Licenses/Certifications: California Professional Traffic Engineer No. 1627

Location: Sacramento, CA

Bio: John is a California Professional Traffic Engineer with 33 years of experience, most of which has involved the development and application of travel demand models. He played a key role in the development and implementation of SACOG's Activity-Based travel demand model SACSIM. He is also responsible for the development of major elements of SACOG's four-step model, SACMET in 1992 (and its updates in 1994 and 2001), as well as the CAMPO travel demand model (Carson City). John developed the travel demand model for Placer County that since 1992 has been used for EIRs on the General Plans of Placer County and the cities of Roseville, Rocklin, and Lincoln as well as many specific plans in those jurisdictions. He has conducted the travel demand modeling for transportation impact fee programs for Placer, Sutter and Sacramento Counties, as well as the cities of Roseville, Rancho Cordova, and Elk Grove.

Relevant Project Experience

- Rancho Cordova SB 743 VMT Implementation
- Placer County Travel Demand Model Services
- Carson City Travel Demand Model Development
- Sacramento County Area Travel Demand Model Update
- Shasta County Travel Demand Model Update
- SACOG South Sacramento (Phases 1 & 2) and Folsom LRT Corridors
- Caltrans District 3 Traffic Forecasting & Operations On-Call
- SACOG Activity-Based Model Application Development

Josh Pilachowski, PhD, TE, RSP1 | Engineering Studies Task Lead



Education: PhD, Civil and Environmental Engineering and Transportation; MS, Civil and Environmental Engineering and Transportation, University of California, Berkeley

Years of Experience: 12 | **Years with Firm:** 10

Licenses/Certifications: California Professional Traffic Engineer No. 2763; Road Safety Professional Level 1 No. 460

Location: Sacramento, CA

Bio: Josh is a California Professional Traffic Engineer and is currently managing multiple Regional and Local transportation engineering studies throughout the Sacramento and Bay Area Regions. He has experience as a project manager for engineering and planning projects, including project evaluation and prioritization, circulation and safety impact studies, climate resiliency projects, and regional planning documents. He has developed methodologies for large-scale data-based analysis and prioritization working with both urban and rural projects. While earning his doctorate in Civil Engineering, he focused primarily on the design and operation of transit and rail systems as well as highway operations.

Relevant Project Experience

- STA Transit Parking Demand and Mode Transition Study
- Caltrans District 3 Curve Warning Sign Evaluation and Recommendation
- San Mateo County Climate Change Preparedness Plan
- Solano Transportation Authority Travel Safety Plan
- Next Generation Arterial Operations Program AC Transit Line 97 TSP and Adaptive Evaluation)

Sean Carney, EIT, RSP1 | Engineering Studies



Education: BS, Civil Engineering, Cal Poly San Luis Obispo

Years of Experience: 6 | **Years with Firm:** 6

Licenses/Certifications: Engineer in Training (CA) No. 146088; Road Safety Professional Level 1 No. 461

Location: Sacramento, CA

Bio: Sean has six years of experience focused on transportation planning, traffic operations analysis, and transportation safety analysis. He works primarily with public agencies to identify and resolve the transportation issues of today and plan around the travel demand of the future. Sean is experienced in providing both quantitative and qualitative analysis for all methods of mobility and has worked on projects throughout Northern California, Oregon, and Texas to address the needs of growing traffic, transit, and active mobility demands. Sean is adept at applying various software packages for traffic analysis including Synchro/SimTraffic, Vissim, ArcGIS, and Cube.

Relevant Project Experience

- Sacramento Transportation Impact Analysis On-Call
- MTC Program for Arterial System Synchronization (PASS)
- Sacramento Grid 3.0 and Central City Specific Plan
- Sacramento Downtown Mobility Studies
- Sacramento Broadway Complete Street
- Sacramento North 12th St. Complete Street PA/ED
- Sacramento I-5 West End Viaduct Superstructure Strengthening
- Sacramento I-5/Richards Blvd. Interchange PA & ED
- Metro Southwest Corridor Draft EIS

Erin Vaca, TE, AICP | CEQA/VMT Analysis Task Lead



Education: MS, Transportation Engineering/ Master of City Planning, University of California, Berkeley; BS, Civil Engineering, Princeton University; Coursework in statistical programming and data science

Years of Experience: 14 | **Years with Firm:** 6

Licenses/Certifications: California Traffic Engineer No. 2819; American Institute of Certified Planners No. 32155

Location: Oakland, CA

Bio: Erin is a California Professional Traffic Engineer with over 14 years of transportation engineering experience and has focused on travel demand model application to support countywide transportation plans, multimodal planning studies, corridor studies, and traffic impact analyses. She is actively following and interpreting guidance on SB 743 to help clients set thresholds of significance for VMT impacts under CEQA. Erin has helped the City of Dixon assess VMT impacts of its draft general plan update and is currently working with the City of Fairfield to set VMT thresholds of significance and revise its transportation impact analysis guidelines accordingly. Erin is currently working with a California ITE SB 743 Task Force, a joint task force sponsored by California ITE Sections, to prepare a summary and guidance document on SB 743 and VMT analysis.

Relevant Project Experience

- Fairfield SB 743 Implementation
- Lompoc SB 743 Implementation
- Hercules Franklin Canyon Redevelopment VMT Analysis
- Sacramento Natomas Town Center VMT Analysis
- Dixon VMT Analysis

TAB D: PROJECT UNDERSTANDING

PROJECT UNDERSTANDING

UNDERSTANDING THE CITY'S NEEDS

DKS has had a strong working relationship with the City of Roseville for over 20 years.

The team has worked on a variety of projects for the City, including transportation impact analysis, travel demand modeling, operations analysis, corridor analysis, ITS implementation and documentation, and public outreach. DKS has worked closely with City staff in both public works and planning. We understand the City's need for comprehensive transportation planning services.

DKS understands that the City of Roseville places a significant responsibility on its on-call consultants to look after the interests of the City while at the same time prepare objective, cost-effective, and pragmatic impact analyses so as not to unreasonably burden development with an onerous process. The City puts its trust in its consultants to serve as an extension of staff and to maintain a high level of professionalism, expertise, and problem-solving mentality in a responsive, customer-oriented, collaborative environment. The goal of the on-call consultant is the same as that of City staff: to help create high-quality developments that are assets to the community and to lead a process of identifying and mitigating impacts. Consultants, like City staff, have an obligation to promote stewardship of the City's natural and built resources and direct investment towards sustainable and cost-effective solutions.

The City of Roseville sets high, but not unreasonable, expectations for its on-call consultants. Naturally, they must have the necessary expertise to conduct the work and the skills and resources to manage any manner of challenge or unanticipated obstacle. Conducting on-call transportation engineering, transportation planning, operations analysis, and environmental review is a primary service offered by DKS and, as such, the Sacramento office (and the entire firm) has focused on strengthening its expertise in the following skill areas to serve our client's most critical needs for on-call consultants:

- **Highest level of expertise in all fundamental aspects and methodologies** used in performing traffic impact analyses, and high proficiency in the state-of-the-practice, cutting edge analytical tools including:
 - » **Travel demand forecasting**—the ability to apply the region's most sophisticated forecasting models to projects without a learning curve—DKS' Sacramento office developed the majority of travel forecasting models in the region including SACOG's previous and current SACSIM model—one of the Country's first activity-based models.
 - » **Micro and macro-simulation**—a critical skill to have in today's computer-driven analytical environment and desire for visual representation and validation of complex performance measures. DKS hired, from the company that produces the world's most used micro-simulation software (VISSIM), the person who led the company's training in the use of VISSIM. DKS has the expertise to accurately model and simulate the most challenging geometric and operational circumstances.
 - » **Signal system optimization**—DKS is a national leader in using and understanding the complex and sophisticated software used to calculate level of service performance measures, as well as used to develop signal timing and synchronization parameters.
 - » **Network and area analysis using Geographic Information Systems**
 - » **Technologically advanced data collection techniques**
- **Significant knowledge of and expertise in the application of CEQA guidelines and preparation of environmental documents.** Our training emphasizes the preparation of "defensible" environmental documents, because DKS understands the time and cost ramifications of challenges based on "technical

inadequacy” and requiring redoing and re-circulating environmental reports. Our staff keeps up with CEQA related legislation, precedent-setting case histories, and court decisions.

- **Superior communication skills**—both verbal and written. As consultants, our expert recommendations are only as good as our ability to communicate them to decision-makers and the community. We place communication skills at the very top of our list of essential attributes in our engineering, planning, administrative, and marketing candidates for hire. Our on-call project managers are seasoned public presenters who can expertly explain complex topics understandable by everyone. DKS also specializes in visual communications that convey complicated information in a manner that is more easily understood by the community. Use of infographics, dashboards, and web-based interactive tools are routinely developed by DKS for this purpose.
- **Nationally recognized leaders in multimodal transportation planning and complete street design**—DKS has the expertise and practical experience in implementing active transportation and transit facilities to help cities with every aspect of active transportation from the development of policy to the development of performance measures, preparing grant applications, preparing master plans, conceptual design, preliminary engineering, and PS&E of traffic signal, signing, pavement marking, and Intelligent

Transportation System (ITS) elements of street design.

- **Unparalleled expertise in applying traffic impact study guidance** from the Institute of Transportation Engineers (ITE), including trip generation, parking generation, access and circulation analysis, site review and evaluation, and trip assignment and distribution. Our staff has either authored or were major contributors to ITE’s most respected sources of data, including their Trip Generation and Parking Generation manuals, and their recommended practices on preparing Traffic Impact Analyses and Design Walkable Urban Thoroughfares.

DKS believes that municipalities would like to operate with the absence of real or perceived conflicts of interest. Many consultants today work for both private development and public agencies, often the same agencies within which their private clients are developing land. The vast majority of these consultants have integrity and produce fair and objective analyses for both sides of the table. However, for a large part of the community there is a perceived, but legitimate, concern about possible conflicts and that the consultant will fail to look after the City’s interests. This can lead to mistrust and challenges of development applications. DKS’ Sacramento office recognized early on the benefit of working exclusively for public agencies thus eliminating even a hint of conflict of interest. DKS’ Sacramento office has maintained a policy of contracting only with public agencies in the Sacramento Metropolitan Region for nearly 30 years.

TAB E: PROJECT PLAN

PROJECT PLAN

APPROACH TO SERVICES

The City expects timely, quality services from its pre-selected consultants. DKS has been providing on-call services to the City for over 20 years and we understand your procedures, standards, guidelines, and expectations. We do not have a learning curve to get a project started. We can focus on defining a scope that meets the objectives of the City's specific project, including the unique requirements specified in the City's guidelines for short-term and long-term studies. DKS will work closely with City staff to determine if a short-term or long-term study is more appropriate for the project at hand. For short-term studies, DKS will document why a long-term study is not required. For long-term studies, DKS will scope to include all signalized intersections within the City to measure impacts against the City's 70% threshold.

❗ Two recent senior-level hires at DKS Sacramento add to our professional depth, Jim Damkowitch Managing Director of DKS Sacramento, and Kendall Flint Regional Lead Community Engagement & Strategic Planning. Jim, in his Senior Advisor role, brings 30 years of multimodal and performance-based transportation planning experience to DKS including management of state/regional/local transportation on-call services for numerous clients throughout California.

❗ Kendall, while not specifically identified as staff in this SOQ, is available to the DKS team and the City if community outreach, strategic planning, or interagency consultation emerges as a need for the City. She is an industry professional with more than 30 years of public engagement experience related to transportation planning efforts throughout California. Kendall has created and implemented a broad range of communication, economic development, and outreach campaigns for both public and private agencies.

DKS has strategically assembled a team of experienced professionals for the City of Roseville who have extensive, multi-disciplinary experience in traffic engineering analysis and transportation planning. David Tokarski will serve as the overall project manager for this on-call contract and

will serve as the City's primary (single) point of contact. This provides the City with quick access to transportation professionals with a single phone call or email. Once a task order project is received, David will discuss the project issues and needs to develop a cost-effective work scope, schedule, and budget for the City's review. Depending on the nature of the assignment, David will engage the key task leads to determine the extent and nature of the task and commit the required technical resources. This approach enables DKS to respond to any need quickly and effectively. David will then work with Jim, as the Senior Advisor, to finalize work order task distributions internally. For projects that are more complex, Jim will confirm that issues are understood and addressed in a responsive manner. For less complex projects, the level of his involvement will be commensurate with the needs of the particular project.

DKS is committed to working with City staff to define and provide the required scope, budget, and schedule information within one to two weeks depending on the complexity of the project. We are also committed to informing the City about needed and desirable work scope elements while looking for cost-effective ways to reduce study costs. This includes the new analysis requirements related to SB 743. DKS prefers to work closely with City staff on scoping and developing an appropriate study area for the project being analyzed. DKS fully understands the requirements of the RFQ intended to keep studies on track. DKS anticipates the following as a prototype project delivery schedule once a request for proposal is issued to DKS by the City:

- Prepare draft scope, schedule, and budget for City review within two weeks of receipt of RFP;
- Respond to City comments on scope, schedule, and budget within one week;
- Schedule kickoff meeting within two weeks of receiving written notice to proceed from City;
- If applicable, provide City with draft project land use and trip generation table within two weeks of receiving necessary project land use details from City;

- If applicable, provide City with brief memorandum describing scenario assumptions, including travel demand model assumptions to be used in study;
- Typically, provide City with draft forecasts, level of service results, and/or VMT data within six weeks of agreement upon background and project assumptions with City;
- Typically, provide City with administrative draft study within eight weeks of agreement upon background and project assumptions with City; and
- Prepare draft study in response to City comments on administrative draft study within two weeks of receipt of City comments.

It is important to state that while this is a prototype project schedule, development projects are all unique and schedules may vary from project to project. Issues that could impact the schedule of a given project could include modifications to land use or roadway assumptions after initial modeling has taken place, or modifications to intersection control assumptions after level of service calculations have been completed.

ON-CALL TRANSPORTATION IMPACT STUDIES SERVICES EXAMPLE PROTOCOL

DKS develops work plans for each project based on our understanding of the goals, objectives, and needs of the project. The tasks identified below are general tasks based on our past experience with similar projects and will be refined and tailored to each task order project. David will confirm roles and responsibilities with the project team and provide a detailed scope with tasks and deliverables to establish common expectations before any work begins.

In coordination with the City, DKS can use the following approach for providing traffic impact studies to support the City of Roseville. This example approach includes addressing the following:

- Determination if the project requires a short-term study, a long-term study, or both

- Determination if the count data available from the City's website is adequate or if additional data collection is required
- Determination of the utilization of the City's travel demand model is required or if project traffic will be assigned to the roadway network using other methods
- Determination if site or local street circulation studies are applicable
- Determination of applicable software and level of service calculation methodology
- Determination if VMT threshold evaluation required under CEQA (SB 743); and
- Operational determinations (i.e., level of service and intersection queuing) through General Plan consistency findings.

This approach ensures that: 1) open and continuous communication between the City and DKS will occur; 2) avoids surprises and ensures costly modeling do-overs are avoided; and, 3) allows for concurrent completion of modeling tasks to better ensure project costs are kept to a minimum.

- Schedule a kickoff meeting (by phone/Zoom until pandemic restrictions are lifted and in-person meetings are acceptable) to exchange the following requisite project information
 1. Proposed project description including all existing land uses on site and proposed land uses and demolitions reflected in the model land use file
 2. Receipt from Applicant, a project site plan map, and 2-D design renderings of intersection configurations under consideration including prohibited turn movements, and any existing other programmed roadway improvements or realignments affecting the study area
 3. Confirmation on traffic count data to be used

4. Confirmation on applicable cumulative land use and infrastructure project lists (if applicable)
 5. Confirmation of existing plus pending and approved project list (if applicable) relative to what's reflected in the model land use file.
- Operational determinations through General Plan consistency findings
 - Approval of preliminary modeling
 1. Cumulative land use comparison for project area TAZs
 2. Network coding description check
 3. Zone loading description check (including any recommended modifications to multi-point assignment percentages)
 4. Project trip origin and destination plots check (zone-based Flow Bundle plots)
 5. Project model trip distribution check (link-based Flow Bundle plots)
 6. AM/PM peak hour volume difference plots (with and without programmed CIP improvements)
 7. Concurrence of preliminary modeling of project by City
 8. Concurrence of preliminary modeling of project by City (possibly Stakeholders as well)
 - Develop AM/PM peak hour turn movement volume set forecasts
 1. Post-process per NCHRP-255 for generating future turn movement volumes
2. Address unbalanced turn movements, if necessary
 3. Balancing adjustments
 4. Quality control checks including:
 5. Reasonableness check for volume decreases to determine if justified by a new roadway or access
 6. Volumes checks with recently completed studies (differences should be anticipated given different cumulative project lists)
 7. Submittal of turn movement forecasts to the City
 8. Upon approval of the future year volume set (as applied to each alternative) - perform operational assessments for study area (i.e., signalized and non-signalized intersections, roadways and freeway system facilities).
- If Project requires formal CEQA Safety evaluation, coordinate with City and project applicant to:
 1. Evaluate access characteristics relative to City design standards
 2. Evaluate queue spill-back potential at study area intersections based on driveway throat depth analysis
 - If project requires CEQA VMT analysis per SB 743, coordinate with City and project applicant to:
 1. Determine appropriate tool to use for VMT evaluation (i.e. travel demand model, spreadsheet tool, sketch planning tool)
 2. Prepare and present potential VMT mitigation measures, including CAPCOA VMT mitigation strategies, where applicable

MONITORING SCOPE, SCHEDULE, AND BUDGET

DKS employs various measures to ensure accountability and provide the highest quality work in the most cost-effective manner. The foundation of controlling costs on all projects, regardless of location, relies on a project management structure that requires accountability at every step, resulting in on-time and within budget performance. Before the project begins, our process starts with an upfront mutual understanding of scope, task schedule, and budget to avoid costly course corrections. Our project manager, task leaders, and other key project staff members will review weekly project activity reports that show time and expenses to date for all project tasks. Weekly internal team meetings will be held to report on progress and upcoming needs so resources can be allocated as needed in a timely manner.

Our project management approach is key to meeting schedules and delivering a quality product within budget. The important elements of our approach that keep our projects on time include:

- Providing an experienced and effective project manager or task manager who fully understands the technical process.
- Using an online management tool to provide a constant view of the project's status and schedule
- Maintaining a constant view of upcoming deliverables in a shared online calendar
- Conducting bi-weekly (or weekly, if preferred by the City) project management calls to address issues early and maintain accountability to schedule
- Meeting weekly with the project team to report on progress and upcoming needs so resources can be allocated in a timely manner
- Frequently communicating with the agency's project manager to understand needs and coordinate the approach

COST CONTROL

DKS will review the project scope and budget at multiple staff levels to provide a range of perspectives on estimated costs. We will use existing data sources and plans as appropriate, identify innovations, use an appropriate balance of senior and junior level staff, and monitor recent costs of services provided by other firms to confirm our estimates are in line with industry practice.

We will review weekly project activity reports that show time and expenses to date for all project tasks. Where projected costs to complete tasks are greater than planned, immediate action will be taken. This involves meeting with the team to resolve the issue and get back on track. Where evolving project needs create a desire for unplanned tasks, our project manager will discuss potential budget implications with the City's project manager and agree on the course of action before proceeding.

PROJECT MANAGEMENT AND QUALITY ASSURANCE

Consistent and direct communication is critical to the success of any project. DKS will work in a transparent environment, allowing open communication of issues before they become problems, defining project expectations, offering alternative solutions, and if necessary, suggesting scope and schedule changes to proactively address our collective needs. This will ensure that, as a team, we will deliver the best value of services to the public.

We will use the following management approach and tools for on-call assignments:

- Use of both technical and administrative tools to manage projects with the maximum time available to serve the client and minimal time to effectively address administrative matters. Most importantly, DKS project managers have a thorough technical understanding of transportation tasks and are able to oversee projects from both the management and technical perspectives.

- A management information system (MIS) that gives all staff direct access to current information regarding any project's budget and status.
- Weekly staff meetings to ensure the necessary resources and technical staff are available to meet all project delivery commitments.
- A project management communication software called Basecamp allows the project team to share project status, action items, deadlines, review and comment logs, and deliverable progress. This software is available for use on projects and the client will be given the option of having the project set up in Basecamp and organized based on our client's preferences.
- Constant and continuous communication through email, memos, meetings, or work sessions. DKS staff will be available throughout the course of this project, manage communication effectively with the entire team, and quickly respond to any problems or changes in scope.
- Continuously monitor the budget, schedule, and scope to ensure the project is completed within budget and potential issues are identified early to allow any necessary actions to be taken quickly. Our team has the availability and resources to meet all of the needs of the project. DKS team members can be readily available to meet any of the client's needs at a moment's notice.
- Finally, DKS monitors client satisfaction annually through a survey of its clients. Clients are asked to rate DKS performance in meeting their needs, producing work on time, quality of work, and value to the client. The surveys are used in performance reviews with DKS project managers to assure constant and continuous improvement to customer service. Positive and negative comments are reviewed in detail to assure our commitment to high-quality client service and satisfaction.

Exceeding our clients' expectations is our top priority. We continuously adapt and refine our management strategies for each project to meet our clients' changing needs.

DELIVERING EXCELLENT CLIENT EXPERIENCE

DKS strives to deliver the highest quality client experience. We focus on building and strengthening our relationships by listening to our clients, understanding their needs, and improving our processes so that we can deliver the best experience possible. We do this by focusing on four different steps throughout our project schedule and relationships with agencies.

Discover – Determine client expectations by actively listening to client's needs, expectations, and challenges.

Perform – Communicate effectively with clients and deliver a positive client experience by proactively setting goals and delivering on them.

Feedback – Solicit feedback at project milestones and project completion. Discover and assess current project work expectations are being met. Make changes if necessary.

Improve – Strive to constantly improve by sharing lessons learned, and address change management strategy when necessary.

EXHIBIT “B”

TAB F: COST PROPOSAL

COST PROPOSAL

DKS will invoice monthly for work completed on a time and materials basis, with not-to-exceed amounts and scopes established with each authorized work/task order. Hourly billing rates for the DKS team members are shown in the attached tables. Reimbursement for project-related expenses will be billed at-cost, including (but not limited to) items such as transportation, subsistence, delivery/postage, reproduction/printing through outside services, and other vendor/subcontractor services.

Escalation will occur annually.

A summary of DKS' firm rates (shown in the attached table) by position are listed below:

POSITION	HOURLY RATE RANGE
Principal / Director	\$230 - \$330
Engineering/Planning Specialist	\$200 - \$280
Senior Project Manager	\$210 - \$260
Project Manager	\$180 - \$230
Senior Engineer/Planner	\$180 - \$235
Engineer/Planner	\$150 - \$195
Engineering/Planning Associate	\$135 - \$170
Engineering/Planning Assistant	\$125 - \$150
Intern	\$80 - \$105
Senior Engagement Specialist	\$220 - \$270
Senior Communications/Graphics Designer	\$150 - \$190
Communications/Graphics Designer	\$100 - \$150
Senior CAD Technician	\$135 - \$175
CAD Technician	\$70 - \$130
Senior Project Coordinator	\$125 - \$185
Project Coordinator / Admin	\$60 - \$120

TABLE 2: DKS RATE SUMMARY BY POSITION

DKS Associates

Fee Schedule

Effective January 1, 2021 through December 31, 2021

<i>ENGINEERS and PLANNER</i>				<i>TECHNICIANS and SUPPORT STAFF</i>	
Grade	Hourly Rate	Grade	Hourly Rate	Tech Level	Hourly Rate
Grade 1	\$ 55.00	Grade 32	210.00	Tech Level A	\$ 35.00
Grade 2	60.00	Grade 33	215.00	Tech Level B	40.00
Grade 3	65.00	Grade 34	220.00	Tech Level C	45.00
Grade 4	70.00	Grade 35	225.00	Tech Level D	50.00
Grade 5	75.00	Grade 36	230.00	Tech Level E	55.00
Grade 6	80.00	Grade 37	235.00	Tech Level F	60.00
Grade 7	85.00	Grade 38	240.00	Tech Level G	65.00
Grade 8	90.00	Grade 39	245.00	Tech Level H	70.00
Grade 9	95.00	Grade 40	250.00	Tech Level I	75.00
Grade 10	100.00	Grade 41	255.00	Tech Level J	80.00
Grade 11	105.00	Grade 42	260.00	Tech Level K	85.00
Grade 12	110.00	Grade 43	265.00	Tech Level L	90.00
Grade 13	115.00	Grade 44	270.00	Tech Level M	95.00
Grade 14	120.00	Grade 45	275.00	Tech Level N	100.00
Grade 15	125.00	Grade 46	280.00	Tech Level O	105.00
Grade 16	130.00	Grade 47	285.00	Tech Level P	110.00
Grade 17	135.00	Grade 48	290.00	Tech Level Q	115.00
Grade 18	140.00	Grade 49	295.00	Tech Level R	120.00
Grade 19	145.00	Grade 50	300.00	Tech Level S	125.00
Grade 20	150.00	Grade 51	305.00	Tech Level T	130.00
Grade 21	155.00	Grade 52	310.00	Tech Level U	135.00
Grade 22	160.00	Grade 53	315.00	Tech Level V	140.00
Grade 23	165.00	Grade 54	320.00	Tech Level W	145.00
Grade 24	170.00	Grade 55	325.00	Tech Level X	150.00
Grade 25	175.00	Grade 56	330.00	Tech Level Y	155.00
Grade 26	180.00	Grade 57	335.00	Tech Level Z	160.00
Grade 27	185.00	Grade 58	340.00	Tech Level AA	165.00
Grade 28	190.00	Grade 59	345.00	Tech Level AB	170.00
Grade 29	195.00	Grade 60	350.00	Tech Level AC	175.00
Grade 30	200.00	Grade 61	355.00	Tech Level AD	180.00
Grade 31	205.00	Grade 62	360.00	Tech Level AE	185.00
Rate escalation will occur annually in January.					
Staff may change grades/rates during the term of the contract due to performance review or promotion.					

SIGNATURE
CERTIFICATE



REFERENCE NUMBER
01AAC899-A00A-49AB-9E5E-D1C6C237A10E

TRANSACTION DETAILS	DOCUMENT DETAILS
Reference Number 01AAC899-A00A-49AB-9E5E-D1C6C237A10E	Document Name Roseville Traffic Impact Studies Final
Transaction Type Signature Request	Filename roseville_traffic_impact_studies_final.pdf
Sent At 04/09/2021 14:53 EDT	Pages 33 pages
Executed At 04/09/2021 17:50 EDT	Content Type application/pdf
Identity Method email	File Size 937 KB
Distribution Method email	Original Checksum 36b3b14f88a400a33eee34f3eadc02b9435bd304ad911bc62ff3caf41386f889
Signed Checksum a27f2f13931453eb1956b92d3725f7902b4846f03ed3033577a3b5a53f0fbaec	
Signer Sequencing Disabled	
Document Passcode Disabled	

SIGNERS

SIGNER	E-SIGNATURE	EVENTS
Name Peter Coffey	Status signed	Viewed At 04/09/2021 17:47 EDT
Email plc@dksassociates.com	Multi-factor Digital Fingerprint Checksum 55689b2f3cc5096fda4e095487203c6d6ca1d5fc69525779ee464cb36bb513e0	Identity Authenticated At 04/09/2021 17:50 EDT
Components 1	IP Address 76.115.116.145	Signed At 04/09/2021 17:50 EDT
	Device Chrome via Windows	
	Typed Signature 	
	Signature Reference ID 1692DB4D	
Name Mike Thomas	Status signed	Viewed At 04/09/2021 15:03 EDT
Email mike.thomas@dksassociates.com	Multi-factor Digital Fingerprint Checksum 1d4886e92d05253b5cb0c8d12463194617473dc9d0e7181d14861132ac2a5f3f	Identity Authenticated At 04/09/2021 15:03 EDT
Components 1	IP Address 68.107.13.7	Signed At 04/09/2021 15:03 EDT
	Device Chrome via Windows	
	Typed Signature 	
	Signature Reference ID CCF11AA8	

AUDITS

TIMESTAMP	AUDIT
04/09/2021 14:53 EDT	Elizabeth Aguilar (elizabeth.aguilar@dksassociates.com) created document 'roseville_traffic_impact_studies_final.pdf' on Chrome via Windows from 50.226.71.86.
04/09/2021 14:53 EDT	Peter Coffey (plc@dksassociates.com) was emailed a link to sign.
04/09/2021 14:53 EDT	Mike Thomas (mike.thomas@dksassociates.com) was emailed a link to sign.
04/09/2021 15:03 EDT	Mike Thomas (mike.thomas@dksassociates.com) viewed the document on Chrome via Windows from 68.107.13.7.
04/09/2021 15:03 EDT	Mike Thomas (mike.thomas@dksassociates.com) authenticated via email on Chrome via Windows from 68.107.13.7.
04/09/2021 15:03 EDT	Mike Thomas (mike.thomas@dksassociates.com) signed the document on Chrome via Windows from 68.107.13.7.
04/09/2021 17:47 EDT	Peter Coffey (plc@dksassociates.com) viewed the document on Chrome via Windows from 76.115.116.145.
04/09/2021 17:50 EDT	Peter Coffey (plc@dksassociates.com) authenticated via email on Chrome via Windows from 76.115.116.145.

TIMESTAMP**AUDIT**

04/09/2021 17:50 EDT

Peter Coffey (plc@dksassociates.com) signed the document on Chrome via Windows from 76.115.116.145.

DKS -Traffic Impact Studies _Final-Signed-Certified

Final Audit Report

2021-04-12

Created:	2021-04-12
By:	Brandy LeBeau (blebeau@roseville.ca.us)
Status:	Signed
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-  Document created by Brandy LeBeau (blebeau@roseville.ca.us)
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