

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 T J K M, 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

Nayan Amin
TJKM
4305 Hacienda Drive, Suite 550
Pleasanton, CA 94588

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.

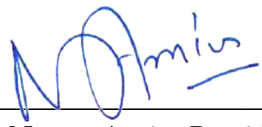
CITY OF ROSEVILLE, a
municipal corporation

T J K M, a
California corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

BY:  _____
its: Nayan Amin, President

and

BY:  _____
its: Ruta Jariwala, Secretary

[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



TAB C: QUALIFICATIONS OF TEAM

Team Member Qualifications

TJKM has assembled a skilled and talented group of transportation planners and engineers to provide on-call transportation impact studies for the City of Roseville. We are confident in our teams' ability to provide high-quality deliverables in a timely manner to the City. With strong bench-depth, TJKM will be able to augment staff support as needed. The table below shows the staff members nominated to this on-call and a summary of their role, qualifications and experience.

Name, Role, Years of Experience	Registration Number	Specialized Expertise	Qualifications & Experience
Chris Kinzel, PE, TE Principal-In-Charge 61 Years of Experience 47 Years with TJKM	CA CE 15347 CA TE 0023	- Transportation Impact Studies - Transportation Planning - Circulation Studies - Municipal Traffic Engineering - Arterial System Planning - General/Specific Plans - Corridor Studies - Safety Studies	- Bradshaw Road Traffic Impact Study, Sacramento County - Engineering & Traffic Surveys, Folsom - Cresleigh Homes TIA, Campbell - Downtown Parking Utilization Study, Danville - Shadelands Indoor Sports Traffic Impact Study, Walnut Creek - Traffic Study for Cresleigh Homes Mixed Use Development, Campbell - Three County Model Base Year Update, Stanislaus, San Joaquin, & Merced Counties - Seaside 2040 General Plan & Environmental Impact Report, Seaside - Traffic Impact Study Reports On Connect Menlo General Plan Update & Facebook Campus Expansion, Menlo Park - Downtown Parking Plan, Turlock 2747 & 3045 Park Boulevard Traffic Impact Study, Palo Alto - Quay Valley Traffic Studies, Kings County - Plus Over 250 Additional TIS Projects - On-Call Traffic/Transportation Engineering Services Cities of Walnut Creek, Orinda, San Carlos, Redwood City, Tracy/Tracy Hills, Dublin/Dublin Ranch, Patterson, Palo Alto, El Cerrito, and Town of Los Gatos, & Mountain House Community Services District

Name, Role, Years of Experience	Registration Number	Specialized Expertise	Qualifications & Experience
Nayan Amin, TE Project Manager 31 Years of Experience 13 Years with TJKM	CA TE 2290	- Transportation Impact Studies - Transportation Planning - Transportation Management Plans - Traffic Operations - Transit Priority - Freeway & Arterial Management Studies	- Rancho Murieta Community Residential Development, Sacramento County - Sequencing I-80 & SR 65 Transportation Improvements Project, Placer County - On-Call Traffic Engineering & Staff Augmentation, Napa County - Engineering & Traffic Surveys, Folsom - Local Roadway Safety Plan, Folsom - Travel Demand Model 2018 Update, Sonoma County - Three County Model Base Year Update, Stanislaus, San Joaquin, & Merced Counties - Seaside 2040 General Plan & Environmental Impact Report, Seaside - Transportation Modeling & Forecasting Services - Caltrans District 10 Staff Training, Stockton - ConnectMenlo General Plan Update & Facebook Expansion EIR, Menlo Park - Supermicro Traffic Impact Study, San Jose - Traffic Impact Study for Proposed Mixed-Use Development at 900-954 North First Street, San Jose - Traffic Impact Fee Study 2018 Update, Windsor - On-Call Traffic/Transportation Engineering Services for Cities of Millbrae, San Bruno, Palo Alto, Fresno, Tracy, San Luis Obispo, Walnut Creek, Orinda, Belmont, Redwood City, South San Francisco, Oakley, Town of Danville, Counties of Yolo, San Luis Obispo, Napa, & San Joaquin
Sayed Fakhry, PE, TE QA/QC Manager 34 Years of Experience 2 Years with TJKM	TR 2237 C 48249	- Neighborhood Traffic Management Plan - Traffic Circulation - Roadway Safety & Complete Street - Pedestrian & Bicycle Safety Improvements - General Plan & Precise Plan Mobility	- Castro Street Complete Street Project, Mountain View - Shoreline Boulevard Pedestrian & Bicycle Safety Improvements, Mountain View - General Plan Update, North Bayshore, El Camino Real, & San Antonio Precise Plans, Mountain View - San Antonio Development Traffic Circulation, Mountain View - Rivermark Project Traffic Circulation, Santa Clara

Name, Role, Years of Experience	Registration Number	Specialized Expertise	Qualifications & Experience
Janice Spuller Transportation Impact Study Task Lead 20 Years of Experience 6 Years with TJKM	N/A	- Transportation Impact Studies - Transportation Planning - Project Management - Community Outreach	- On-Call Traffic Engineering & Staff Augmentation, Napa County - Traffic Impact Analysis for Proposed Mixed-Use Development at 582 Hope Street, Mountain View - Seaside 2040 General Plan & Environmental Impact Report, Seaside - Downtown Parking Plan, Turlock 2747 San Pablo Avenue Traffic Impact Study, Berkeley - Ridgeline Development Traffic Impact Study, Tracy - On-Call Traffic/Transportation Engineering Services Cities of Palo Alto, Walnut Creek, Tracy, San Luis Obispo, Redwood City, Towns of Danville, Los Gatos, Counties of Napa, & Yolo
Vamsee Modugula Travel Demand Forecasting Task Lead 24 Years of Experience 3 Years with TJKM	N/A	- Travel Demand Modeling - Transportation Planning - Project Management	- Travel Demand Model 2018 Update, Sonoma County - Three County Model Base Year Update, Stanislaus, San Joaquin & Merced Counties - Transportation Modeling & Forecasting Services - Caltrans District 10 Staff Training, Stockton - Technical Transportation Planning, Modeling & Air Quality Planning & Conformity Analysis On-Call Services, Madera County 2016 Travel Model Update, San Joaquin, Merced Counties - SNABM On-Call Land-Use, Transportation, & Socioeconomic Modeling & Forecasting Services, Solano & Napa Counties
Praveena Samaleti Data Collection Task Lead 14 Years of Experience 6 Years with TJKM	N/A	- Signal Coordination - Transportation Impact Studies - Transportation Planning - Intelligent Transportation Systems - Data Collection - Level of Service Analysis	- Silver Gate Residential Development, Brentwood - New Life Community Church Development, American Canyon - Traffic Study at 29700 Ahern Road, San Joaquin County - LMK Petro Development at 1625 Buchanan Road, Pittsburg - Avila Ranch Winery, Livermore, CA, W Gilbert Engineering

Name, Role, Years of Experience	Registration Number	Specialized Expertise	Qualifications & Experience
Colin Burgett Transportation Planner 27 Years of Experience 6 Years with TJKM	N/A	- Transportation Impact Studies/EIRs - Mobility & Land Use Planning - Transit & Station Area Planning - Bicycle & Pedestrian Planning - Corridor Studies - Complete Streets - Campus Planning - Transportation Demand Management	- Local Roadway Safety Plan, Folsom - Seaside 2040 General Plan & Environmental Impact Report, Seaside - General Plan EIR & Facebook Expansion EIR, Menlo Park - Rancho Murieta Community Residential Development, Sacramento County 433 Mason Street Circulation Study, San Francisco 2670 Geary Boulevard TIS, San Francisco - Central Crossing TIS, Livermore - Camp Sweeney EIR, Alameda County - D Street Residential EIR, Alameda County - Fairview Residential EIR, Alameda County - On-Call Traffic/Transportation Engineering Services Cities of Alameda, San Francisco, & Town of Los Gato
Arthur Chen Project Planner 10 Years of Experience 4 Years with TJKM	N/A	- Travel Demand Model Development/Update - Travel Demand Model Application - ArcGIS Mapping	- Engineering & Traffic Surveys, Folsom - Mountain House Town Center Revision, San Joaquin County - Sperry Road at I-5 Interchange, Stanislaus County - Golden State Boulevard/Golf Road/Berkeley Avenue Intersection Improvement, Stanislaus County
Renee Powell, EIT Project Planner Assistant Transportation Planner 7 Years of Experience 4 Years with TJKM	EIT 159950	- Transportation Impact Studies - Transportation Planning - Pedestrian Safety - Multimodal Studies/Complete Streets - Parking Studies	- Bradshaw Road Traffic Impact Study, Sacramento County - Engineering & Traffic Surveys, Folsom - Terraces of Lafayette, Lafayette 840 El Camino Real Traffic Studies, Mountain View - SoHay Mixed-Use Development Traffic Impact Study, Hayward - On-Call Traffic Engineering Services, Los Altos Hills

Firm & Key Personnel Location

Work for this project will be performed out of our Corporate Office. The staff who will be involved in work for this project will be fully available from beginning to end. TJKM's corporate office is located at 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588.

Brief Resumes

Brief resumes of the project team are included on the following pages. Full resumes are included in the Appendix.



Chris Kinzel, PE, TE | Principal-In-Charge

Registration: CA TR0023 | CA C15347

Experience: 61 Years

Education: M.S., Transportation Engineering, University of California, Berkeley, Berkeley, CA |
B.S., Civil Engineering, California State University, Fresno, Fresno, CA

Mr. Kinzel has 61 years of experience in nearly all aspects of traffic engineering and planning. He has managed and performed hundreds of traffic studies over the years. A former municipal engineer, much of his career today is focused on working with city and county traffic engineers to determine the most effective strategies for reducing traffic congestion. He has also worked with many California developers and homebuilders, performing development studies and presenting study results.

Mr. Kinzel has made presentations at hundreds of city council/planning commission/public meetings to present traffic study recommendations, and has taught traffic-engineering courses for the University of California and the University of Santa Clara. He wrote the "Traffic Studies" chapter of the Traffic Engineering Handbook, published by Prentice-Hall, and he assisted ITE with updating their Parking Generation Manual that is now in circulation. Mr. Kinzel also conducted a peer review of the 7th, 8th, and 9th Editions of the ITE Trip Generation Manual.

Relevant Projects:

- Bradshaw Road Traffic Impact Study, County of Sacramento
- Engineering & Traffic Surveys, Folsom
- Cresleigh Homes TIA, Campbell
- Downtown Parking Utilization Study, Danville
- Shadelands Indoor Sports Traffic Impact Study, Walnut Creek
- Traffic Study for Cresleigh Homes Mixed Use Development, Campbell
- Three County Model Base Year Update, Stanislaus, San Joaquin, & Merced Counties
- Seaside 2040 General Plan & Environmental Impact Report, Seaside
- Traffic Impact Study Reports On Connect Menlo General Plan Update & Facebook Campus Expansion, Menlo Park
- Downtown Parking Plan, Turlock
- 2747 & 3045 Park Boulevard Traffic Impact Study, Palo Alto
- Quay Valley Traffic Studies, Kings County
- Plus Over 250 Additional TIS Projects
- On-Call Traffic/Transportation Engineering Services Cities of Walnut Creek, Orinda, San Carlos, Redwood City, Tracy/Tracy Hills, Dublin/Dublin Ranch, Patterson, Palo Alto, El Cerrito, and Town of Los Gatos, & Mountain House Community Services District



Nayan Amin, TE | Project Manager

Registration: CA TR 2290

Experience: 31 Years

Education: M.S., Civil Engineering, San Jose State University, San Jose, CA | B.S., Civil Engineering, Saurashtra University, Rajkot, Gujarat, India

Mr. Amin has 31 years of both public and private sector experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and intelligent transportation systems planning, design and construction oversight. He specializes in macro and microscopic model development and application for analysis of impacts across all modes of transportation. His projects range from traffic studies for developments, specific plans, general plans, corridor studies, and area-wide studies to long-term planning studies. Studies also include multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists and traffic safety and operations.

Relevant Projects:

- Rancho Murieta Community Residential Development, Sacramento County
- Sequencing I-80 & SR 65 Transportation Improvements Project, Placer County
- Engineering & Traffic Surveys, Folsom
- Local Roadway Safety Plan, Folsom
- Travel Demand Model 2018 Update, Sonoma County
- Three County Model Base Year Update, Stanislaus, San Joaquin, & Merced Counties
- Seaside 2040 General Plan & Environmental Impact Report, Seaside
- Transportation Modeling & Forecasting Services - Caltrans District 10 Staff Training, Stockton
- ConnectMenlo General Plan Update & Facebook Expansion EIR, Menlo Park
- Supermicro Traffic Impact Study, San Jose
- Traffic Impact Study for Proposed Mixed-Use Development at 900-954 North First Street, San Jose
- Traffic Impact Fee Study 2018 Update, Windsor
- On-Call Traffic/Transportation Engineering Services for Cities of Millbrae, San Bruno, Palo Alto, Fresno, Tracy, San Luis Obispo, Walnut Creek, Orinda, Belmont, Redwood City, South San Francisco, Oakley, Town of Danville, Counties of Yolo, San Luis Obispo, Napa, & San Joaquin



Sayed Fakhry, PE, TE | QA/QC

Registration: CA TR 2237 | CA CE 48249

Experience: 33 Years

Education: M.S. Transportation Engineering San Jose State University, San Jose, CA | M.S. Civil Engineering Hydraulics University of Newcastle upon Tyne, UK

Mr. Fakhry has over 33 years of experience in civil and transportation engineering working for public sector. He has worked in different capacities for the City of Santa Ana, County of Orange, City of Santa Clara and City of Mountain View. Before joining TJKM Transportation Consultants he worked as City Traffic Engineer for City of Mountain View. His experience is in highway design, traffic safety, transportation/traffic studies, signal design, land development reviews, pedestrian and bike improvements and complete street projects. He has worked closely with neighborhood groups, City Council, and Council Committees and Sub-committees. He also served as adjunct professor at San Jose State University for over 17 years.

Relevant Projects:

- Castro Street Complete Street Project, Mountain View
- Shoreline Boulevard Pedestrian & Bicycle Safety Improvements, Mountain View
- General Plan Update, North Bayshore, El Camino Real, & San Antonio Precise Plans, Mountain View
- San Antonio Development Traffic Circulation, Mountain View
- Rivermark Project Traffic Circulation, Santa Clara



Janice Spuller | Traffic Impact Study Task Lead

Experience: 20 Years

Education: B.A., Environmental Studies, University of California, Santa Barbara, CA

Ms. Spuller has over 20 years of experience in transportation planning, traffic impact studies, environmental impact reviews and project management. Janice has spent most of her career in the public sector with experience with major transportation infrastructure and transit projects, long-range transportation plans, transportation demand management and land-use planning.

Ms. Spuller's experience includes updating bicycle master plans and implementation, updating the circulation element of the general plan, applying and managing grant funding, and participation on regional transportation committees. During her tenure with local government agencies, she provided support as staff liaisons to bicycle and transportation committees and commissions.

Relevant Projects:

- Traffic Impact Analysis for Proposed Mixed-Use Development at 582 Hope Street, Mountain View
- Seaside 2040 General Plan & Environmental Impact Report, Seaside
- Downtown Parking Plan, Turlock
- 2747 San Pablo Avenue Traffic Impact Study, Berkeley
- Ridgeline Development Traffic Impact Study, Tracy
- On-Call Traffic/Transportation Engineering Services Cities of Palo Alto, Walnut Creek, Tracy, San Luis Obispo, Redwood City, Towns of Danville, Los Gatos, Counties of Napa, & Yolo



Vamsee Modugula | Travel Demand Forecasting Task Lead

Experience: 24 Years

Education: M.S., Transportation Planning & Engineering, University of Massachusetts, Amherst, MA | B.E., Civil Engineering, Osmania University, Hyderabad, Telangana, India

Ms. Modugula has 24 years of experience in leading transportation planning firms in the United States and India in the field of travel forecasting models. She is an expert in passenger and freight travel demand forecasting models, mobility plans, master plans, demand assessment, and public transport feasibility projects. She also has extensive experience in transportation planning software such as CUBE, TransCAD, and EMME. Ms. Modugula has conducted numerous training sessions in model development and Cube software. She has worked on several international public transport projects in countries such as India, Sri Lanka, Philippines, Turkey, and Kenya.

Relevant Projects:

- Travel Demand Model 2018 Update, Sonoma County
- Three County Model Base Year Update, Stanislaus, San Joaquin & Merced Counties
- Transportation Modeling & Forecasting Services - Caltrans District 10 Staff Training, Stockton
- Technical Transportation Planning, Modeling & Air Quality Planning & Conformity Analysis On-Call Services, Madera County
- Development Activity-Based Model, Tulare County
- 2016 Travel Model Update, San Joaquin, Merced Counties
- SNABM On-Call Land-Use, Transportation, & Socioeconomic Modeling & Forecasting Services, Solano & Napa Counties
- Caltrans Statewide On-Call Modeling Support



Praveena Samaleti | Data Collection Task Lead

Experience: 15 Years

Education: Master of Technology (Specialization in Transportation Engineering), Jawaharlal Nehru University, Hyderabad, India | B.E., Civil Engineering, Vasavi College of Engineering, Hyderabad, India

Ms. Samaleti has 15 years of experience in the area of transportation/traffic engineering. She has completed a variety of engineering tasks for signal coordination projects such as LOS and Collision analyses, performing travel time runs, data collection, field surveys, and preparation of reports related to signal coordination projects. She has also worked on TIS projects, Comprehensive Traffic and Transportation studies, and Feasibility studies in India. She has experience with a variety of software packages, including Synchro 10, SimTraffic 10 Vistro and Traffix.

Relevant Projects:

- Silver Gate Residential Development, Brentwood
- New Life Community Church Development, American Canyon
- Traffic Study at 29700 Ahern Road, San Joaquin County
- LMK Petro Development at 1625 Buchanan Road, Pittsburg
- Avila Ranch Winery, Livermore



Colin Burgett | Transportation Planner

Experience: 27 Years

Education: M.C.R.P, California Polytechnic State University, San Luis Obispo, CA | B.S., Political Science, University of Oregon, Eugene, OR

Mr. Burgett has over two decades of professional experience with expertise in multimodal transportation and integrated transportation/land use planning. He specializes in strategic planning for large-scale projects, including citywide transportation plans, large area plans, campus plans, bicycle and pedestrian master plans, EIR transportation studies, bus rapid transit (BRT) corridor studies, and transit station area plans. He has extensive experience with projects that emphasize corridor revitalization, transit-oriented development, and complete streets planning.

Mr. Burgett manages projects that place a strong emphasis on facilitating the interactions between transportation systems, land use patterns, and urban design components.

Relevant Projects:

- Local Roadway Safety Plan, Folsom
- Seaside 2040 General Plan & Environmental Impact Report, Seaside
- General Plan EIR & Facebook Expansion EIR, Menlo Park
- Rancho Murieta Community Residential Development, Sacramento County
- 433 Mason Street Circulation Study, San Francisco
- 2670 Geary Boulevard TIS, San Francisco
- Central Crossing TIS, Livermore
- Camp Sweeney EIR, Alameda County
- On-Call Traffic/Transportation Engineering Services Cities of Alameda, San Francisco, & Town of Los Gatos



Arthur Chen | Project Planner

Experience: 10 Years

Education: Master of Planning, University of Southern California, Los Angeles | B.A. Geography, University of California Berkeley

Mr. Chen has 10 years of experience in transportation planning. He has been working primarily as a transportation modeler at TJKM, with extensive experience on various travel demand models around the San Francisco Bay Area. He also has extensive experience with active transportation plans, such as making bicycle maps for the cities of Belmont and Seaside. Other experience include doing transportation impact studies for various projects in the Bay Area. He has worked for the Stanislaus Council of Governments as a transportation modeler, planner, and Census researcher. Mr. Chen has created various census maps for use in the federally mandated Unmet Transit Needs assessments for Stanislaus County. In addition, Mr. Chen has worked on the creation of a new GIS mapping layer for the Town of Danville and designating traffic signal locations along with DUI-related incidents in the town.

Mr. Chen has extensive experience with the San Joaquin – Stanislaus – Merced Counties Three-County transportation model. He also has experience in preparing full Regional Transportation Plans. He has extensive experience with Trafficware Synchro, ESRI ArcGIS, Citilabs Cube, and Adobe Creative Suite.

Relevant Projects:

- Engineering & Traffic Surveys, Folsom
- Mountain House Town Center Revision, San Joaquin County
- Sperry Road at I-5 Interchange, Stanislaus County
- Golden State Boulevard/Golf Road/Berkeley Avenue Intersection Improvement, Stanislaus County



Renee Powell, EIT | Assistant Transportation Planner

Registration: CA EIT 159950

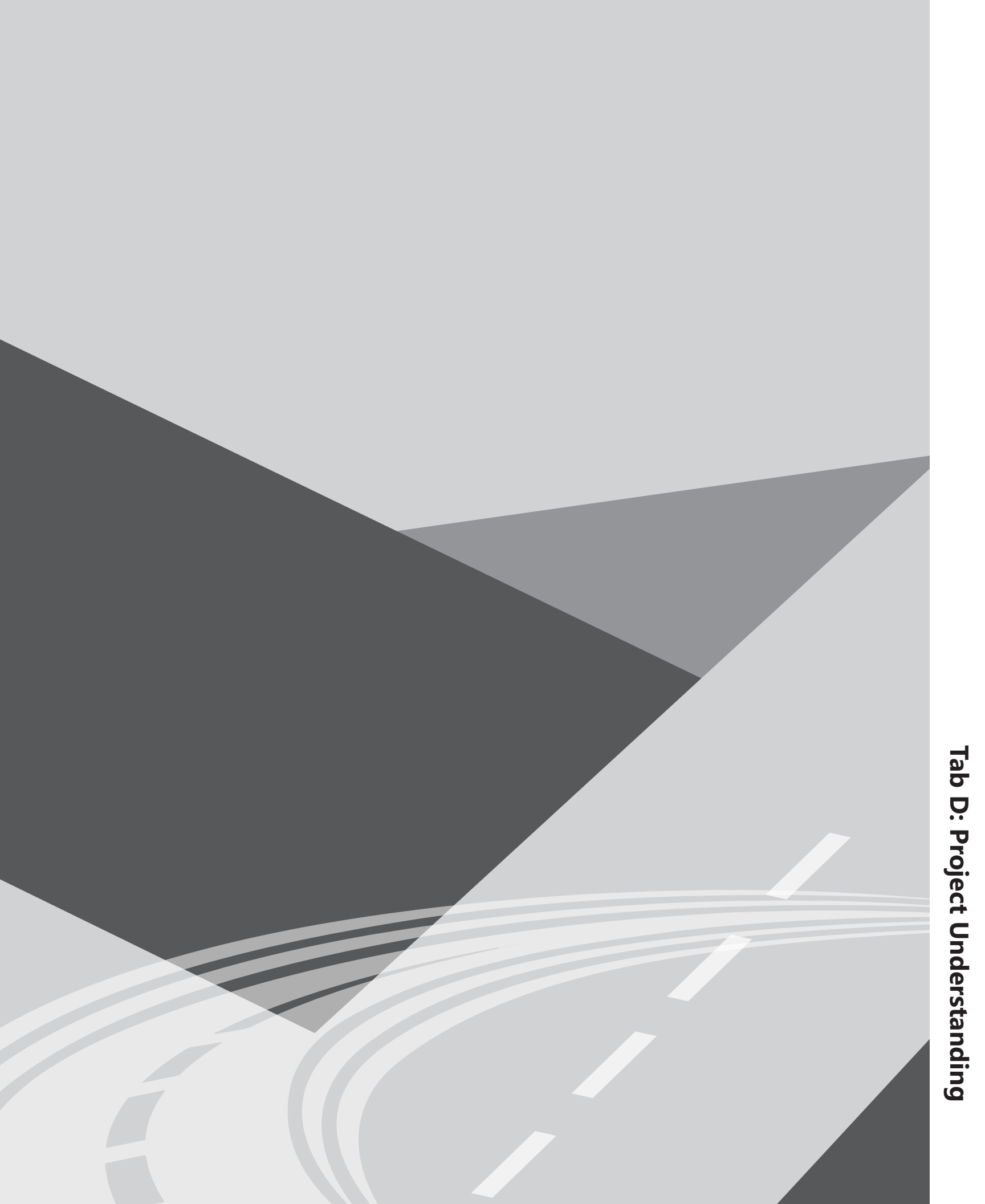
Experience: 7 Years

Education: M.S., Civil Engineering, San Jose State University, San Jose, CA | B.S., Mathematics, University of California, Santa Barbara, Santa Barbara, CA

Ms. Powell has seven years of professional experience working with private and public agency clients. She has conducted traffic impact studies, traffic operational analysis, pedestrian safety improvements studies, and multimodal planning studies. She has also assisted in the development of microsimulation traffic models using Synchro and SimTraffic software to evaluate traffic operations at study intersections and/or roadway segments.

Relevant Projects:

- Bradshaw Road Traffic Impact Study, County of Sacramento
- Engineering & Traffic Surveys, Folsom
- Terraces of Lafayette, Lafayette
- 840 El Camino Real Traffic Studies, Mountain View
- SoHay Mixed-Use Development Traffic Impact Study, Hayward
- On-Call Traffic Engineering Services, Los Altos Hills



TAB D: PROJECT UNDERSTANDING

TJKM has played an important role in the completion of numerous on-call contracts. Over the years, we have gained invaluable insight and experience in managing individual assignments and the overall on-call contract effectively. With this knowledge, TJKM will ensure that our service to the City will be timely, cost-effective, and of the highest quality, as we serve as an extension of City staff. A major goal for each assignment, will be to complete all phases within the agreed upon budget and schedule. Mr. Amin and the rest of the TJKM Team have proven their ability to adhere to contract agreements in numerous transportation projects.

General Approach

The TJKM Team provides the City with the full range of transportation impact study capabilities necessary to address the many and varied requirements of this contract. Our approach to providing the required services is focused on adequately responding to the following key points:

Ensure a Staffing Capacity With the Necessary Range of Expertise and Experience. TJKM is a leader in providing services in the fields of traffic engineering, transportation planning, operational analysis, and intelligent transportation systems. The experience offered by TJKM includes numerous local examples of traffic engineering relevant to this contract. Our proposed team has demonstrated the ability to successfully manage both large and small projects and resolve issues through a proactive management process throughout California and United States. TJKM's California operations include a full range of transportation engineers and planners with expertise necessary to meet the City's changing needs on a day-to-day basis.

Provide Experienced Project Manager and Task Leaders. The TJKM Project Team is comprised of highly qualified individuals with extensive project management experience. Mr. Nayan Amin has over 31 years of experience in the areas of transportation impact studies, transportation planning, transportation management plans, traffic operations, transit priority, and freeway and arterial management studies, and will serve as overall TJKM Contract Manager, providing a single point of contact for the City. Our proposed team also includes task leaders with extensive experience in their field of expertise. Our proposed team has worked together on numerous projects and successfully delivered the projects on time and within budget.

Understand City's Policies and Standards. Our ongoing involvement in the region's transportation and engineering projects, combined with our extensive national experience in conducting traffic studies and design work, gives the TJKM Team the knowledge and in-depth experience to efficiently complete task assignments. Our team members are very familiar with the City's Policies and Standards.

Ensure Responsiveness to both City Needs and Project Issues. With our available resources, TJKM can provide the level of responsiveness needed by the City. Our staff is adept to meeting client needs and being very responsive. The TJKM Team will develop an individualized approach to each assignment, specifically designed to the unique project issues and requirements. This, combined with an active project management and team-oriented approach, will ensure the delivery of timely, high-quality assignments.

Ensure Availability and Interest in the Projects. TJKM has dedicated traffic engineers who will be available to meet the City needs in being responsive and providing timely quality products. Our staff is adept at taking ownership in the projects they work on. This positive attitude provides a very high level of interest and assures the City a quality work product.

A Sound Approach. The TJKM project management approach has been consistently demonstrated to be effective through the success of past and current projects to be an effective manner in which to conduct on-call service contracts. Our approach to project management is characterized by three basic responsibilities:

- Ensure that each project assignment is completed on time;
- Ensure that the assignment is completed within budget; and
- Ensure that the assignment is completed with a high degree of quality and innovation.

Challenges & Unique Approaches

COVID-19 Pandemic

The current COVID-19 pandemic has brought many challenges to agencies as they re-think how to manage traffic impacts across their regions. We have noted, in some regions, traffic dropped by as much as 50 percent in mid-March 2020 at the beginning of the pandemic. Although traffic levels have been increasing since, it is unknown when traffic levels may return to pre-COVID levels. Our team can address potential irregularities in the data collected as it compares to pre-Covid conditions, and we will incorporate into the error checking process of future data collection efforts. TJKM has added a growth factor to previous counts, applied differences between previous data and recent data collected during the pandemic, or used approved data from agency staff.

Public Engagement during COVID-19

TJKM has performed virtual workshops and stakeholder meetings due to the COVID-19 Pandemic. We have successfully facilitated numerous stakeholder meetings, small group community meetings, and large group community workshops via Zoom with the use breakout rooms.

Transition to Vehicle Miles Traveled

Senate Bill 743 (SB 743) was signed into law in 2013 and codified in Public Resources Code 21099, which permitted the California Office of Planning & Research (OPR) to be tasked to establish new criteria for determining the significant of transportation impacts under CEQA in order to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and diversity of land uses. The main criteria shifted the methodology of measuring transportation impacts from LOS to VMT. In preparation of the required implementation July 1, 2020, TJKM noted some agencies prepare for embracing the new criteria through toolkits, mapping tools, methodologies, and thresholds, and revised General Plans and Transportation Impact Analysis Guidelines. Other agencies, are still working on determining regional thresholds and criteria.

One challenge with VMT is land use determination. The most recent OPR guideline: *Technical Advisory on Evaluating Transportation Impacts in CEQA* provides recommendations and describes various options for assessing VMT for transportation analysis purposes. The VMT analysis options described by OPR are primarily tailored towards single-use development residential, office or retail projects. This may provide challenges for projects that are not specifically one of these uses, such as hotels or mixed-use projects. Additionally, travel demand models, may not be tailored to these uses, providing traffic volumes that are not realistic to the actual land use. Though OPR provides some options for interpreting VMT, TJKM has assisted agencies with determining some significance criteria, reviewing forecasted data, providing specific trip data to land use, as well as providing communication with agencies in discussing the best way to interpret and modify data. If our findings show a significant net increase in VMT, TJKM can offer mitigation solutions including Transportation Demand Management strategies.



TAB E: PROJECT PLAN

Our formula for successful delivery of transportation impact studies are based on tried and true methodologies. With the understanding, that every project would be tailored to the specifics of the proposed project, our scope of work would be based on our knowledge of the project area and our experience with similar transportation impact studies.

Scope of Work

Task 1: Meetings & Coordination

During the course of the TIS, TJKM will work closely with City staff, including attending a kick-off project meeting to refine the scope and ensure key assumptions are agreed to before proceeding with any major traffic work. At this time, a determination of whether a project is considered a short-term or long-term traffic study will be required will be established with the appropriate tasks to be performed.

TJKM Staff: Nayan Amin, Project Manager | Janice Spuller, Transportation Impact Study Task Lead

Task 2: Data Collection

Based on our understanding of the project, TJKM will determine project study intersections and roadway segments. Data collection will be based on availability by the City of Roseville (online traffic volumes data base). If data collection is necessary, TJKM will utilize the preferred City of Roseville data collection agency or contract with a sub consultant for data collection services. TJKM can also the City of Roseville's travel demand forecasting model to provide future conditions data.

To note, TJKM will compare the traffic counts prior to the Covid-19 Pandemic and present traffic counts to establish a reduction factor at the study intersections. We will use this factor to project the traffic volumes as baseline conditions.

TJKM Staff: Praveena Samaleti, Data Collection Task Lead | Janice Spuller, Transportation Impact Study Task Lead | Vamsee Modugula, Travel Demand Forecasting Task Lead

Task 3: Document Existing Conditions

At a minimum, TJKM will document and discuss the relevant sections listed above:

- Map and text for the study areas, describing the street designations, street names, number of lanes, and traffic flow directions. Any planned improvements as part of the City's Capital Improvement Program will be identified.
- A map of the study intersections and lane geometries at each study intersection.
- Map and discussion of transit services within the study area, including route character, stop locations, bus routes and bus stop locations.
- Map and discussion for evaluation of parking and school drop-off and pick-up observations.

- Discussion of general pedestrian circulation conditions including crosswalks and pedestrian bulbs in the area, both safety and congestion. Any planned improvements as part of the City's Pedestrian Master Plan and Best Practices Manual will be identified.
- Discussion of general bicycle circulation conditions in the area, both safety and congestion, including a map of nearby bicycle routes. Any planned improvements as part of the City's Bicycle Master Plan will be identified.
- Intersection LOS conditions for the study intersections during the weekday p.m. peak hour, using the latest Highway Capacity Manual (HCM 2000) Operations Methodology (using Synchro software). The existing traffic volumes will be illustrated in a figure that also will show the critical movements and peak traffic volumes by turning movement. For each of the signalized study intersections, the critical lane groups (the lane groups that have the highest flow ratio for a given green signal phase) will be identified in the traffic volume figure. Any movement with existing Level of Service E or F will be identified.

TJKM Staff: Praveena Samaleti, Data Collection Task Lead | Janice Spuller, Transportation Impact Study Task Lead

Task 4: Traffic Impact Analysis

TJKM will identify transportation impacts associated with the Project. This will include impacts on the study intersections, plus impacts on transit, pedestrian and bicycle circulation, and internal circulation.

Project Description – The proposed project description will include a brief summary of the surrounding uses in the vicinity of the project site, existing uses on the project site, and a summary of the Project. A project site plan was provided. For the project, the amount, size and location of the various land uses will be described, plus the access to the parking facilities and loading spaces.

Trip Generation & Distribution – TJKM will develop project trip generation assumptions in accordance with the City of Roseville Design Standards, Section 4, Traffic Impact Studies and consistent with Institute of Traffic Engineers (ITE) Trip Generation Manual, 10th Edition. The net trip generation for the project will take into account any trip reduction for existing uses on the proposed project site.

The project trip distribution and assignment for each relevant land use of the proposed project will be developed based on TJKM's knowledge of the study area, existing traffic patterns, and input from City staff.

Level of Service – TJKM will calculate the intersection LOS for the study intersections using the latest approved Highway Capacity Manual methodology. The analyses will be based on the new vehicle trips that will be generated by the Project. The LOS will be calculated for the following scenarios:

- Existing Conditions
- Existing plus Project Conditions
- Cumulative Conditions
- Cumulative plus Project Conditions

Cumulative traffic impacts will be evaluated for long-term project using the latest version of the City's Capital Improvement Program (CIP) travel demand model. A LOS comparison of with and without project condition for all signalized intersections (existing and future) will be reported and intersections that degrade from acceptable to unacceptable, per the City's current LOS policy of C or better).

TJKM will identify project-generated impacts to the transportation network under the plus Project scenarios. New mitigation measures will be proposed to improve operations where significant project-related impacts have been identified, and improvement measures will be proposed where non-significant impacts have been identified. Any potential secondary effects of any recommended mitigation and/or improvement measures will be analyzed and included in the transportation report.

Site Circulation, Access, & Safety – TJKM will evaluate on-site circulation, safety and access relating to vehicles, pedestrians, and bicycles. On-site issues may include ingress and egress, maneuvering in drive aisles, and emergency vehicle access.

Sight distance from the project site will be evaluated using guidelines from Association of State Highway and Transportation Officials (AASHTO).

A collision analysis, as needed, for the past three years will be included in a TIS as needed. This analysis will include safety recommendations where necessary.

Traffic Signals – A signal warrant analysis based on the California Manual of Uniform Traffic Control Devices will be performed as needed.

Vehicle Miles Traveled – TJKM will calculate the VMT as per CEQA guidelines (Senate Bill 743 [SB 743]). TJKM will verify the applicability of SB 743 to this project and perform the necessary analysis to determine the traffic impacts (if any) due to the addition of the traffic from the proposed project.

TJKM Staff: Janice Spuller, Transportation Impact Study Task Lead | Colin Burgett, Transportation Planner | Praveena Samaleti, Data Collection Task Lead | Renee Powell, Project Planner | Vamsee Modugula, Travel Demand Forecasting Task Lead | Arthur Chen, Project Planner

Task 5: Report Preparation

TJKM will prepare a draft Transportation Impact Study Report as per the City of Roseville Design Standards Traffic Study format described in Section 4-5. TJKM will deliver one electronic copy and five hard copies (if applicable) incorporating the data, analysis and conclusions from the above tasks, stamped by a Registered Traffic Engineer.

TJKM will incorporate comments received from City staff and furnish a final evaluation to the City for approval. The report will include an appendix of complete sets of all required traffic and pedestrian counts, volumes, LOS calculations for all study scenarios and analysis assumptions. TJKM will provide one electronic version and three hard copies (if applicable) of the Final Study.

TJKM Staff: Nayan Amin, Project Manager | Janice Spuller, Transportation Impact Study Task Lead

Schedule

Our proposed team is an experienced team with specific strengths in each of the areas required to deliver this project on schedule and within budget to the satisfaction of City of Roseville. Our proposed team has a proven track record of successful similar projects and is dedicated to providing high-quality products. With our available resources and experience, TJKM is equipped to provide the level of responsiveness required by the City, all while providing professional and quality services. We have developed an individualized approach for each task that, combined with an active project management and team-oriented approach, will ensure the delivery of timely, high-quality services.

The personnel listed in our organization chart are available to work on the project for the entire duration of the project. Our proposed staff has the availability to accept and complete this key project on schedule and within budget.

TJKM will complete this project in accordance with the schedule shown below.

Data Collection	Within 3 weeks from Notice-to-Proceed (NOP)
Draft Report	Within 7 weeks from NOP
Revised Draft Report	Within 3 weeks from receipt of comments on Draft Report
Final Report	Within 2 weeks from receipt of comments on Revised Draft Report

EXHIBIT “B”



TAB F: COST PROPOSAL

Rate Schedule

Principal (Chris Kinzel, PE, TE).....	\$250/hour
Director (Sayed Fakhry, PE, TE, Vamsee Modugula).....	230/hour
Senior Project Manager (Colin Burgett).....	210/hour
Project Manager (Nayan Amin, TE).....	180/hour
Senior Transportation Engineer.....	165/hour
Transportation Engineer.....	145/hour
Assistant Transportation Engineer.....	125/hour
Transportation Planner (Janice Spuller, Arthur Chen).....	120/hour
Assistant Transportation Planner (Praveena Samaleti, Renee Powell, EIT)	115/hour
Graphics Designer	110/hour
Designer	100/hour
Technical Staff II.....	90/hour
Administrative Staff.....	80/hour
Production Staff	55/hour

Reimbursable Expenses

Plotting (per sheet).....	\$18.00
Travel Cost (per mile, subject to change; based on IRS standard mileage rates).....	0.56

All outside services are billed at cost plus a ten percent margin for handling.

Expert Witness charges available upon request.

Invoices are due and payable within 30 days. Invoices paid after 30 days will be subject to separate billings of one and one half percent per month of unpaid balance. Late charges are not included in any agreement for maximum charges.

Rates Effective January 1, 2021

Rates Subject to Change Annually

TJKM On-call Traffic Impact Studies-signed

Final Audit Report

2021-04-12

Created:	2021-04-12
By:	Brandy LeBeau (blebeau@roseville.ca.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAWdc5leXnPAE5Gd7eR4GUXIMMMMRHFcBs

"TJKM On-call Traffic Impact Studies-signed" History



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