

PROFESSIONAL SERVICES AGREEMENT
[On-Call Traffic Engineering Services]

THIS PROFESSIONAL SERVICES AGREEMENT (the "Agreement") is made at Orange, California, on this _____ day of _____, 2025 (the "Effective Date") by and between the CITY OF ORANGE, a municipal corporation ("City"), and AGA ENGINEERS, INC., a California corporation ("Contractor"), who agree as follows:

1. Services. Subject to the terms and conditions set forth in this Agreement, Contractor shall provide general on-call traffic engineering services to the reasonable satisfaction of City the services set forth in Exhibit "A," which is attached hereto and incorporated herein by reference. As a material inducement to City to enter into this Agreement, Contractor represents and warrants that it has thoroughly investigated and considered the scope of services and fully understands the difficulties and restrictions in performing the work. The services which are the subject of this Agreement are not in the usual course of City's business and City relies on Contractor's representation that it is independently engaged in the business of providing such services and is experienced in performing the work. Contractor shall perform all services in a manner reasonably satisfactory to City and in a manner in conformance with the standards of quality normally observed by an entity providing such services to a municipal agency. All services provided shall conform to all federal, state and local laws, rules and regulations and to the best professional standards and practices. The terms and conditions set forth in this Agreement shall control over any terms and conditions in Exhibit "A" to the contrary.

Larry Tay, City Traffic Engineer ("City's Project Manager"), shall be the person to whom Contractor will report for the performance of services hereunder. It is understood that Contractor's performance hereunder shall be under the supervision of City's Project Manager (or his/her designee), that Contractor shall coordinate its services hereunder with City's Project Manager to the extent required by City's Project Manager, and that all performances required hereunder by Contractor shall be performed to the satisfaction of City's Project Manager and the City Manager.

2. Compensation and Fees.

a. Contractor's total compensation for all services performed under this Agreement, shall not exceed ONE HUNDRED THOUSAND DOLLARS and 00/100 (\$100,000.00) without the prior written authorization of City.

b. The above compensation shall include all costs, including, but not limited to, all clerical, administrative, overhead, insurance, reproduction, telephone, travel, auto rental, subsistence and all related expenses.

3. Payment.

a. As scheduled services are completed, Contractor shall submit to City an invoice for the services completed, authorized expenses and authorized extra work actually performed or incurred.

b. All such invoices shall state the basis for the amount invoiced, including services completed, the number of hours spent and any extra work performed.

c. City will pay Contractor the amount invoiced within thirty (30) days of receipt of all deliverables.

d. Payment shall constitute payment in full for all services, authorized costs and authorized extra work covered by that invoice.

4. **Change Orders.** No payment for extra services caused by a change in the scope or complexity of work, or for any other reason, shall be made unless and until such extra services and a price therefor have been previously authorized in writing and approved by City as an amendment to this Agreement. City's Project Manager is authorized to approve a reduction in the services to be performed and compensation therefor. All amendments shall set forth the changes of work, extension of time, and/or adjustment of the compensation to be paid by City to Contractor and shall be signed by the City's Project Manager, City Manager or City Council, as applicable.

5. **Licenses.** Contractor represents that it and any subcontractors it may engage, possess any and all licenses which are required under state or federal law to perform the work contemplated by this Agreement and that Contractor and its subcontractors shall maintain all appropriate licenses, including a City of Orange business license, at its cost, during the performance of this Agreement.

6. **Independent Contractor.** At all times during the term of this Agreement, Contractor shall be an independent contractor and not an employee of City. City shall have the right to control Contractor only insofar as the result of Contractor's services rendered pursuant to this Agreement. City shall not have the right to control the means by which Contractor accomplishes services rendered pursuant to this Agreement. Contractor shall, at its sole cost and expense, furnish all facilities, materials and equipment which may be required for furnishing services pursuant to this Agreement. Contractor shall be solely responsible for, and shall indemnify, defend and save City harmless from all matters relating to the payment of its subcontractors, agents and employees, including compliance with social security withholding and all other wages, salaries, benefits, taxes, exactions, and regulations of any nature whatsoever. Contractor acknowledges that it and any subcontractors, agents or employees employed by Contractor shall not, under any circumstances, be considered employees of City, and that they shall not be entitled to any of the benefits or rights afforded employees of City, including, but not limited to, sick leave, vacation leave, holiday pay, Public Employees Retirement System benefits, or health, life, dental, long-term disability or workers' compensation insurance benefits.

7. **Contractor Not Agent.** Except as City may specify in writing, Contractor shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Contractor shall have no authority, express or implied, to bind City to any obligation whatsoever.

8. **Designated Persons.** Only those qualified persons authorized by City's Project Manager, or as designated in Exhibit "A," shall perform work provided for under this Agreement. It is understood by the parties that clerical and other nonprofessional work may be performed by persons other than those designated.

9. **Assignment or Subcontracting.** No assignment or subcontracting by Contractor of any part of this Agreement or of funds to be received under this Agreement shall be of any force or effect unless the assignment has the prior written approval of City. City may terminate this Agreement rather than accept any proposed assignment or subcontracting. Such assignment or subcontracting may be approved by the City Manager or his/her designee.

10. **Time of Completion.** Except as otherwise specified in Exhibit "A," Contractor shall commence the work provided for in this Agreement within five (5) days of the Effective Date of this Agreement and diligently prosecute completion of the work in accordance with the time period set forth in Exhibit "A" hereto or as otherwise agreed to by and between the representatives of the parties.

11. **Time Is of the Essence.** Time is of the essence in this Agreement. Contractor shall do all things necessary and incidental to the prosecution of Contractor's work.

12. **Reserved.**

13. **Delays and Extensions of Time.** Contractor's sole remedy for delays outside its control, other than those delays caused by City, shall be an extension of time. No matter what the cause of the delay, Contractor must document any delay and request an extension of time in writing at the time of the delay to the satisfaction of City. Any extensions granted shall be limited to the length of the delay outside Contractor's control. If Contractor believes that delays caused by City will cause it to incur additional costs, it must specify, in writing, why the delay has caused additional costs to be incurred and the exact amount of such cost at the time the delay occurs. No additional costs can be paid that exceed the not to exceed amount stated in Section 2.a, above, absent a written amendment to this Agreement.

14. **Products of Contractor.** The documents, studies, evaluations, assessments, reports, plans, citations, materials, manuals, technical data, logs, files, designs and other products produced or provided by Contractor for this Agreement shall become the property of City upon receipt. Contractor shall deliver all such products to City prior to payment for same. City may use, reuse or otherwise utilize such products without restriction.

15. **Equal Employment Opportunity.** During the performance of this Agreement, Contractor agrees as follows:

a. Contractor shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, mental or physical disability, or any other basis prohibited by applicable law. Contractor shall ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, national origin, mental or physical disability, or any other basis prohibited by applicable law.

Such actions shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation and selection for training, including apprenticeship. Contractor agrees to post in conspicuous places, available to employees and applicants for employment, a notice setting forth provisions of this non-discrimination clause.

b. Contractor shall, in all solicitations and advertisements for employees placed by, or on behalf of Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, national origin, mental or physical disability, or any other basis prohibited by applicable law.

c. Contractor shall cause the foregoing paragraphs (a) and (b) to be inserted in all subcontracts for any work covered by this Agreement, provided that the foregoing provisions shall not apply to subcontracts for standard commercial supplies or raw materials.

16. Conflicts of Interest. Contractor agrees that it shall not make, participate in the making, or in any way attempt to use its position as a consultant to influence any decision of City in which Contractor knows or has reason to know that Contractor, its officers, partners, or employees have a financial interest as defined in Section 87103 of the Government Code. Contractor further agrees that it shall not be eligible to work as the design/build firm for the project that is the subject of this Agreement.

17. Indemnity.

a. To the fullest extent permitted by law, Contractor agrees to indemnify, defend and hold City, its City Council and each member thereof, and the officers, officials, agents and employees of City (collectively the "Indemnitees") entirely harmless from all liability arising out of:

(1) Any and all claims under workers' compensation acts and other employee benefit acts with respect to Contractor's employees or Contractor's subcontractor's employees arising out of Contractor's work under this Agreement, including any and all claims under any law pertaining to Contractor or its employees' status as an independent contractor and any and all claims under Labor Code section 1720 related to the payment of prevailing wages for public works projects; and

(2) Any claim, loss, injury to or death of persons or damage to property caused by any act, neglect, default, or omission of Contractor, or person, firm or corporation employed by Contractor, either directly or by independent contract, including all damages due to loss or theft sustained by any person, firm or corporation including the Indemnitees, or any of them, arising out of, or in any way connected with the work or services which are the subject of this Agreement, including injury or damage either on or off City's property; but not for any loss, injury, death or damage caused by the active negligence or willful misconduct of City. Contractor, at its own expense, cost and risk, shall indemnify any and all claims, actions, suits or other proceedings that may be brought or instituted against the Indemnitees on any such claim or liability covered by this subparagraph, and shall pay or satisfy any judgment that may be rendered against

the Indemnitees, or any of them, in any action, suit or other proceedings as a result of coverage under this subparagraph.

b. To the fullest extent permitted by law, and as limited by California Civil Code 2782.8, Contractor agrees to indemnify and hold Indemnitees harmless from all liability arising out of any claim, loss, injury to or death of persons or damage to property to the extent caused by its negligent professional act or omission in the performance of professional services pursuant to this Agreement.

c. Except for the Indemnitees, the indemnifications provided in this Agreement shall not be construed to extend any third party indemnification rights of any kind to any person or entity which is not a signatory to this Agreement.

d. The indemnities set forth in this section shall survive any closing, rescission, or termination of this Agreement, and shall continue to be binding and in full force and effect in perpetuity with respect to Contractor and its successors.

18. Insurance.

a. Contractor shall carry workers' compensation insurance as required by law for the protection of its employees during the progress of the work. Contractor understands that it is an independent contractor and not entitled to any workers' compensation benefits under any City program.

b. Contractor shall maintain during the life of this Agreement the following minimum amount of comprehensive general liability insurance or commercial general liability insurance: the greater of (1) One Million Dollars (\$1,000,000) per occurrence; or (2) all the insurance coverage and/or limits carried by or available to Contractor. Said insurance shall cover bodily injury, death and property damage and be written on an occurrence basis.

c. Contractor shall maintain during the life of this Agreement, the following minimum amount of automotive liability insurance: the greater of (1) a combined single limit of One Million Dollars (\$1,000,000); or (2) all the insurance coverage and/or limits carried by or available to Contractor. Said insurance shall cover bodily injury, death and property damage for all owned, non-owned and hired vehicles and be written on an occurrence basis.

d. Any insurance proceeds in excess of or broader than the minimum required coverage and/or minimum required limits which are applicable to a given loss shall be available to City. No representation is made that the minimum insurance requirements of this Agreement are sufficient to cover the obligations of Contractor under this Agreement.

e. Each policy of general liability and automotive liability shall provide that City, its officers, officials, agents, and employees are declared to be additional insureds under the terms of the policy, but only with respect to the work performed by Contractor under this Agreement. A policy endorsement to that effect shall be provided to City along with the certificate of insurance. In lieu of an endorsement, City will accept a copy of the policy(ies) which evidences

that City is an additional insured as a contracting party. The minimum coverage required by Subsection 18.b and c, above, shall apply to City as an additional insured. Any umbrella liability insurance that is provided as part of the general or automobile liability minimums set forth herein shall be maintained for the duration of the Agreement.

f. Contractor shall maintain during the life of this Agreement professional liability insurance covering errors and omissions arising out of the performance of this Agreement with a minimum limit of One Million Dollars (\$1,000,000) per claim. Contractor agrees to keep such policy in force and effect for at least five (5) years from the date of completion of this Agreement.

g. The insurance policies maintained by Contractor shall be primary insurance and no insurance held or owned by City shall be called upon to cover any loss under the policy. Contractor will determine its own needs in procurement of insurance to cover liabilities other than as stated above.

h. Before Contractor performs any work or prepares or delivers any materials, Contractor shall furnish certificates of insurance and endorsements, as required by City, evidencing the aforementioned minimum insurance coverages on forms acceptable to City, which shall provide that the insurance in force will not be canceled or allowed to lapse without at least ten (10) days' prior written notice to City.

i. Except for professional liability insurance coverage that may be required by this Agreement, all insurance maintained by Contractor shall be issued by companies admitted to conduct the pertinent line of insurance business in California and having a rating of Grade A or better and Class VII or better by the latest edition of Best Key Rating Guide. In the case of professional liability insurance coverage, such coverage shall be issued by companies either licensed or admitted to conduct business in California so long as such insurer possesses the aforementioned Best rating.

j Contractor shall immediately notify City if any required insurance lapses or is otherwise modified and cease performance of this Agreement unless otherwise directed by City. In such a case, City may procure insurance or self-insure the risk and charge Contractor for such costs and any and all damages resulting therefrom, by way of set-off from any sums owed Contractor.

k. Contractor agrees that in the event of loss due to any of the perils for which it has agreed to provide insurance, Contractor shall look solely to its insurance for recovery. Contractor hereby grants to City, on behalf of any insurer providing insurance to either Contractor or City with respect to the services of Contractor herein, a waiver of any right to subrogation which any such insurer may acquire against City by virtue of the payment of any loss under such insurance.

l. Contractor shall include all subcontractors, if any, as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor to City for

review and approval. All coverages for subcontractors shall be subject to all of the requirements stated herein.

19. Termination. City may for any reason terminate this Agreement by giving Contractor not less than five (5) days' written notice of intent to terminate. Upon receipt of such notice, Contractor shall immediately cease work, unless the notice from City provides otherwise. Upon the termination of this Agreement, City shall pay Contractor for services satisfactorily provided and all allowable reimbursements incurred to the date of termination in compliance with this Agreement, unless termination by City shall be for cause, in which event City may withhold any disputed compensation. City shall not be liable for any claim of lost profits.

20. Maintenance and Inspection of Records. In accordance with generally accepted accounting principles, Contractor and its subcontractors shall maintain reasonably full and complete books, documents, papers, accounting records, and other information (collectively, the "records") pertaining to the costs of and completion of services performed under this Agreement. City and its authorized representatives shall have access to and the right to audit and reproduce any of Contractor's records regarding the services provided under this Agreement. Contractor shall maintain all such records for a period of at least three (3) years after termination or completion of this Agreement. Contractor agrees to make available all such records for inspection or audit at its offices during normal business hours and upon three (3) days' notice from City, and copies thereof shall be furnished if requested.

21. Compliance with all Laws/Immigration Laws.

a. Contractor shall be knowledgeable of and comply with all local, state and federal laws which may apply to the performance of this Agreement.

b. If the work provided for in this Agreement constitutes a "public works," as that term is defined in Section 1720 of the California Labor Code, for which prevailing wages must be paid, to the extent Contractor's employees will perform any work that falls within any of the classifications for which the Department of Labor Relations of the State of California promulgates prevailing wage determinations, Contractor hereby agrees that it, and any subcontractor under it, shall pay not less than the specified prevailing rates of wages to all such workers. The general prevailing wage determinations for crafts can be located on the website of the Department of Industrial Relations (www.dir.ca.gov/DLSR). Additionally, to perform work under this Contract, Contractor must meet all State registration requirements and criteria, including project compliance monitoring.

c. Contractor represents and warrants that it:

(1) Has complied and shall at all times during the term of this Agreement comply, in all respects, with all immigration laws, regulations, statutes, rules, codes, and orders, including, without limitation, the Immigration Reform and Control Act of 1986 (IRCA); and

(2) Has not and will not knowingly employ any individual to perform services under this Agreement who is ineligible to work in the United States or under the terms of this Agreement; and

(3) Has properly maintained, and shall at all times during the term of this Agreement properly maintain, all related employment documentation records including, without limitation, the completion and maintenance of the Form I-9 for each of Contractor's employees; and

(4) Has responded, and shall at all times during the term of this Agreement respond, in a timely fashion to any government inspection requests relating to immigration law compliance and/or Form I-9 compliance and/or worksite enforcement by the Department of Homeland Security, the Department of Labor, or the Social Security Administration.

d. Contractor shall require all subcontractors or subconsultants to make the same representations and warranties as set forth in Subsection 21.c.

e. Contractor shall, upon request of City, provide a list of all employees working under this Agreement and shall provide, to the reasonable satisfaction of City, verification that all such employees are eligible to work in the United States. All costs associated with such verification shall be borne by Contractor. Once such request has been made, Contractor may not change employees working under this Agreement without written notice to City, accompanied by the verification required herein for such employees.

f. Contractor shall require all subcontractors or sub-consultants to make the same verification as set forth in Subsection 21.e.

g. If Contractor or subcontractor knowingly employs an employee providing work under this Agreement who is not authorized to work in the United States, and/or fails to follow federal laws to determine the status of such employee, that shall constitute a material breach of this Agreement and may be cause for immediate termination of this Agreement by City.

h. Contractor agrees to indemnify and hold City, its officers, officials, agents and employees harmless for, of and from any loss, including but not limited to fines, penalties and corrective measures City may sustain by reason of Contractor's failure to comply with said laws, rules and regulations in connection with the performance of this Agreement.

22. Governing Law and Venue. This Agreement shall be construed in accordance with and governed by the laws of the State of California and Contractor agrees to submit to the jurisdiction of California courts. Venue for any dispute arising under this Agreement shall be in Orange County, California.

23. Integration. This Agreement constitutes the entire agreement of the parties. No other agreement, oral or written, pertaining to the work to be performed under this Agreement shall be of any force or effect unless it is in writing and signed by both parties. Any work performed

which is inconsistent with or in violation of the provisions of this Agreement shall not be compensated.

24. Notice. Except as otherwise provided herein, all notices required under this Agreement shall be in writing and delivered personally, by e-mail, or by first class U.S. mail, postage prepaid, to each party at the address listed below. Either party may change the notice address by notifying the other party in writing. Notices shall be deemed received upon receipt of same or within three (3) days of deposit in the U.S. Mail, whichever is earlier. Notices sent by e-mail shall be deemed received on the date of the e-mail transmission.

“CONTRACTOR”

AGA Engineers, Inc
211 Imperial Highway, Suite 208
Fullerton, CA 92835
Attn.: Chalap K. Sadam, President

Telephone: (714) 992-4592
E-Mail: chalap@agaengineersinc.com

“CITY”

City of Orange
300 E. Chapman Avenue
Orange, CA 92866-1591
Attn.: Larry Tay, City Traffic Engineer

Telephone: 714-744-5525
E-Mail: ltay@cityoforange.org

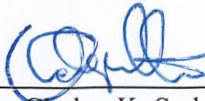
25. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Signatures transmitted electronically shall have the same effect as original signatures.

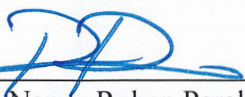
[Remainder of page intentionally left blank; signatures on next page]

IN WITNESS of this Agreement, the parties have entered into this Agreement as of the year and day first above written.

"CONTRACTOR"

AGA ENGINEERS, INC.,
a California corporation

*By: 
Printed Name: Chalap K. Sadam
Title: President/Secretary

*By: 
Printed Name: Ruben Perales
Title: Vice President

"CITY"

CITY OF ORANGE, a municipal corporation

By: _____
Daniel R. Slater, Mayor

ATTEST:

Pamela Coleman, City Clerk

APPROVED AS TO FORM:

Nathalie Adourian, City Attorney

- *NOTE:**
- City requires the following signature(s) on behalf of the Contractor:
 - (1) the Chairman of the Board, the President or a Vice-President, AND (2) the Secretary, the Chief Financial Officer, the Treasurer, an Assistant Secretary or an Assistant Treasurer. If only one corporate officer exists or one corporate officer holds more than one corporate office, please so indicate. OR
 - The corporate officer named in a corporate resolution as authorized to enter into this Agreement. A copy of the corporate resolution, certified by the Secretary close in time to the execution of the Agreement, must be provided to City.

√

EXHIBIT “A”

SCOPE OF SERVICES

[Beneath this sheet.]

SECTION III

SCOPE OF WORK

RFP NO. 24-25.24

SECTION III: SCOPE OF WORK

All work shall be conducted on an as needed basis when requested in writing by the City Traffic Engineer or designated representative and according to the timeframe specified by the City. Work performed by the Consultant that has not be specifically identified and authorized by the City, will not be compensated.

The scope of work includes, but is not limited to:

- Traffic studies for capital projects
- Traffic and/or parking study review for private developments
- Traffic signal design
- Traffic control plan preparations
- Plan check for capital/development projects and traffic control plans
- Street light design and plan check
- Signing and striping plan preparation and plan check
- Traffic signal and street lighting construction inspection
- Construction management and construction engineering
- Technical support for funding and grant application
- Grant funding oversight
- Intelligent transportation systems (ITS) design
- Traffic signal timing and coordination studies
- Traffic counts and data collection
- Neighborhood traffic calming studies, warrant studies, and traffic investigations
- Special studies, civil design, and on-site support services may be requested
- General municipal traffic engineering services

The City of Orange manages 160 traffic signals, over 8,000 streetlights, over 20 miles of fiber optic network, the Traffic Management Center (TMC), radar feedback signs, pedestrian crossing and overhead flashers, and other devices to facilitate the safety of the public and efficiency of traffic. The City of Orange expects consulting firms to have thorough knowledge in traffic signal, ITS systems, street light design to perform required services. Firms are also expected to understand federal/state/local funding and policies, as well as Orange County Transportation Authority (OCTA) Comprehensive Transportation Funding Program (CTFP) requirements. The ideal firm(s) will have expertise in the areas above or may specialize in one or more subareas and will be capable to provide technical services associated with the general traffic engineering needs of the City of Orange.

All design work and improvement plan check services shall be performed by or under the responsible charge of a California License Professional Engineer (Civil, Traffic, and/or California License Land Surveyor as applicable) eligible to prepare and sign such plans. Successful firms will be required to enter into the City's standard professional services agreement (attached) and obtain an Orange business license. Any changes requested to the City's standard agreement must be noted in the response to the RFP for the City's consideration.

Each specific assignment under an on-call engineering services contract will be compensated on either lump sum or time-and-materials basis. The method of compensation will be specified in writing by the City at the time the assignment is given.

Generally, response times related to plan checks for the initial review shall be completed within **ten (10) working days**, unless otherwise directed by the City. Each subsequent plan check shall be completed within 5 working days unless otherwise directed by the City.

The scope of work will vary by project, and will be further defined in a project specific request by the City of Orange, but may generally include the following:

- **Design Plans** – Develop or assist with development of final design plans associated with traffic signals and street light systems. These plans include, but are not limited to: traffic signal plans, Intelligent Transportation Systems plans, traffic signal interconnect plans, and street light plans.
- **Program Management / Construction Management / Construction Inspection** – Services related to the City's Capital Improvement Program, which will typically include traffic signal and street light improvements, but may also include ancillary roadway rehabilitation, roadway widening, ADA access and handicap ramps, parkways, drainage and drainage structures, storm drain utilities, signage and striping, parks, and other miscellaneous facilities. A thorough understanding of the NPDES regulations and grant regulations, including Federally funded program compliance is required. Project manager and inspector must be able to coordinate with outside agencies such as adjacent cities, Caltrans, and various utility companies.
- **Transportation Analysis** – Specialized traffic studies to assess proposed projects within a short time frame. Typical studies would include travel demand or traffic forecasting of proposed roadways, street widening or intersection improvement projects. Studies will analyze diversion of traffic due to substantial long term construction projects. Analysis will incorporate pedestrian and bicycles. Additional studies could be needed to provide technical support for grant and funding applications.
- **Traffic Signal Corridor Coordination Studies** – Conduct studies that analyze the performance of traffic signal timing on street corridors. These studies shall include before and after analysis to quantify the level of improvement to the expected as a result of the project.
- **Simulation Modeling** – Provide computer simulation of corridors or road networks as needed utilizing microsimulation software. Training may also be included with these projects.
- **Traffic Counts** – Perform data collection as needed within short time frames including ADT's, 12-hour counts, intersection turning movement counts, occupancy rates, speed/delay runs, pedestrian and bike counts, parking turnover, etc.
- **Statewide Planning Efforts** – Specialized studies and analysis in support of various regional and statewide initiatives involving traffic signal improvements, timing, and coordination.
- **Research and Outreach** – Assist staff in producing reports and making presentations on transportation related topics.
- **Neighborhood Traffic Calming** – Assist staff in processing requests for traffic calming measures. This includes but is not limited to street and neighborhood evaluation, data collection, recommendations, design, and coordination/communication with residents.
- **Review for Private Developments** – Assist staff in reviewing plans and reports for private development projects. This includes but is not limited to: traffic signal plans, striping plans, street light plans, and various traffic studies. Coordination with project owners or design teams on behalf of the City may be requested.

Deliverables

The specific scope of work for each task/project will be provided in a written transmittal from a City of Orange representative along with, in most cases, a follow-up phone call and, if necessary, a meeting to discuss the specific needs of the assignment. Within five business days of receipt of transmittal, the Consultant will be expected to provide the City with a proposed level of support along with a NOT TO EXCEED cost. A fully-executed amendment to the on-call contract may be required along with an authorization to proceed prior to commencement of work.

Consultant is expected to have a close working relationship with City staff and remain very accessible throughout the contract duration. The Consultant shall act as an extension of City staff.

A member of the consulting firm will be required to attend meetings with other jurisdictions, City departments, or public outreach events if an individual project requires extra coordination.

H. Work Plan

We fully understand the importance of dealing with traffic-related problems. Staff at AGA have completed many tasks similar or identical to those anticipated under this contract, and have completed such tasks on time, within budget, and in a manner that meets all the requirements of the agency for which the work was completed, while at the same time placing minimal time and effort requirements on agency staff. The AGA Team possesses all of the necessary qualifications and skills required to successfully provide the as-needed services listed in the RFP. It is always our goal to deliver projects that improve traffic operations, public safety, and the quality of life for residents and visitors. The following are typical traffic engineering services which AGA commonly provides to our municipal clients.

Traffic Engineering Studies

AGA staff have the experience to develop specific circulation plans, general circulation plans, and coordination of these plans with those developed by metropolitan planning organizations. Recommendations from study efforts can provide input for development of a city's CIP projects. Some examples of the various types of studies we have completed for our clients include:

Intersection Control Studies

AGA Team members have conducted hundreds of studies for the installation of traffic control devices. Such studies include traffic signal warrant analyses, traffic signal priority lists, pedestrian crossings, multi-stop application studies, and left-turn studies. The purpose of these studies is to evaluate the most appropriate control for the intersection in question.

Multi-Way Stop Warrant Analysis

The AGA Team is very familiar with the multi-way stop control warrant analysis. The AGA Team has conducted numerous multi-way stop control analyses throughout the years using the CA MUTCD Multi-Way Stop Application. Typically, the collisions at the intersection are reviewed and traffic counts are conducted and evaluated. For many studies, the number of collisions and side street traffic volumes are less than the requirements and therefore the warrant is not satisfied. However, many of the requests that an agency receives for all-way stop control are mainly due to sight-distance concerns.

Per direction from the City, the multi-way stop control analyses could also include a sight distance analysis. The sight distance analysis can either involve stopping sight distance or corner sight distance analysis. The sight distance analysis might recommend parking restrictions to alleviate any issues regarding sight distance. For any traffic warrant control analysis, a field review of the intersection/area is very important. Understanding traffic patterns and roadway layout/conditions are important and we recognize that often any obstructions that could interfere with sight distance may not show up in the data collected for the study. AGA is also well aware of the new California Assembly Bill 413 and how the new law can impact on-street parking and if on-street parking can be reassessed to limit the number of parking spaces removed due to the bill.

Traffic Signal Warrant Analysis

AGA has conducted many traffic signal warrant analyses and studies for agencies throughout Southern California. The analysis utilized the CA MUTCD guidelines for Studies and Factors for Justifying Traffic Control Signals (Section 4C.01) and all nine warrants, where applicable. AGA collects and carefully



evaluates the count and collision data. Many times, right turning vehicles can be discounted from the count data as vehicles turning right from the side street have adequate gaps in the main street traffic. For the collision assessment, AGA may also need to review the police report to determine the exact cause of an accident.

Along with conducting traffic counts and assessing the traffic collisions, AGA will also evaluate the total delay of an approach during the peak hour. AGA could evaluate the delays using the traffic counts and the Highway Capacity Manual methodology to determine the average delay of a vehicle or conduct traffic delay surveys to assess the delays for each vehicle. If only vehicle delays are the criteria that is satisfied for traffic signal control, AGA will also evaluate what the side street delays would be with a traffic signal. If the proposed traffic signal is to be synchronized with existing signal coordination along a corridor, the side street delay could be actually higher with the traffic signal due to the traffic signal coordination.

One study that the AGA Team evaluated for traffic signal control, showed that with the existing two-way stop control, the side street vehicles had morning and evening delays ranging from 19-36 seconds. If the intersection were to be signalized and part of the traffic signal coordination system (110 second cycle length), the side street delays could be in the 70-90 second range. Therefore, the installation of a traffic signal would cause even further delays than existing conditions. If collisions or sight distance is of concern, a sight distance analysis will also be evaluated. In lieu of a traffic signal due to sight distance, parking restrictions could be recommended. This is a more cost-effective solution than a traffic signal.

If a traffic signal is determined to be warranted, then an operational analysis will be conducted to determine the traffic signal phasing and operation (protected left turn phasing, split phase, pedestrian crossings, etc.). A cost estimate will then be conducted. Similar to the multi-way stop control analysis, a field review will be conducted to provide a better understanding of the intersection. A brief report summarizing the engineering analysis—both quantitative and qualitative—and providing recommendations as to the most appropriate traffic control measure for the intersection will be prepared and submitted to the city.

Engineering and Traffic Surveys

The objective of Engineering and Traffic Surveys is to review the existing speed limits and recommend changes to the speed limits (increase or decrease) in accordance with the requirements of the latest edition Section 627 of the California Vehicle Code (CVC). The purpose of these surveys is to provide sufficient information to document that the conditions of Section 627 have been satisfied and that other conditions not readily apparent to a motorist are properly identified. The recently adopted Assembly Bill No. 43 (AB43) amended and added sections to the CVC related to traffic safety and speed limits.

AGA staff have completed speed survey projects for the following cities: Buena Park, Burbank, Costa Mesa, Gardena, Garden Grove, Huntington Beach, Laguna Niguel, Redondo Beach, Santa Ana, Santa Clarita, Seal Beach, Tustin, Westminster, Whittier and Yorba Linda.

Safety Studies

The AGA Team has conducted numerous traffic safety studies from large citywide studies such as Systemic Safety Analysis Report Program (SSARP) and Local Roadway Safety Plan (LRSP), to corridor safety studies, intersection safety studies and school safety-circulation studies. Each study involves a full field review of the site and a review of the accident history. The study could be for all modes of transportation such as

vehicles and trucks, pedestrians, bicyclists and/or transit. Our recommendations for all studies will be summarized in a Memorandum which is submitted to the city for review.

- For an intersection analysis, the collisions will be assessed to determine if a traffic collision pattern exists, the sight distance analyzed, determine the proper intersection traffic control or traffic signal phasing/operation, and review of signage and striping. If the intersection is signalized, review of the traffic signal timing (local signal timing parameters and traffic signal coordination timing plans) is critical.

No.1 - Main Street at 1st Street						
Severe Injury/Fatal Collisions						
No.	Collision Type	Severity	Direction	Time of Day	Party at Fault	Date
1	Veh-Ped	Severe	EBL/NBT	Dark	Auto EBL	11/15/2018
2	Veh-Ped	Severe	WBL/NBT	Daylight	Auto WBL	3/6/2019
3	Veh-Ped	Severe	WBL/NBT	Dark	Auto WBL	10/31/2019
4	Veh-Ped	Severe	Not Stated	Dark	Ped	6/11/2020
5	Broadside	Severe	SBL/NBT	Daylight	Auto SBL	10/15/2020
6	Veh-Bicycle	Fatal	NBL/NBT	Dusk-Dawn	Not Avail	3/16/2021
Notes: Other Predominant Non-Fatal-Severe Collisions						
Rear End (7)	SB Thru	1	Broadside (8)		WB Left	2
	WB Thru	3	NB Left		EB Left	2
	EB Thru	3	SB Left		Other	2
REC: Upgrade Traffic Signal for the following: Add protected left turn signal phasing for all movements, Additional EB/WB through vehicle head indications, Add dilemma zone detection and red protect zones for red light running.						

Sample Intersection Collision Assessment

- For street segments, evaluate the signing and striping, especially lane merging/transitions and areas with horizontal/vertical curvatures.
- For school areas, it is important to coordinate with school staff, the school district and crossing guards. AGA will evaluate the circulation of traffic (vehicles, pedestrians and buses) both internally within the school parking lot and externally around the school.

An example from the City of La Habra is a School Safety Circulation Study. AGA staff worked with the city, the La Habra City School District, and Walnut Elementary School to design a new circulation plan to alleviate excessive vehicle queuing. The queue would often extend from the school to Walnut Street and vehicles travelling along Walnut Street would then need to drive on the opposite side of the street to avoid the waiting queue. We assisted with the design of the new parking lot, helped develop school staff duties for pickup/drop off, coordinated with the crossing guards, and developed the bulb-out crossing on Walnut Street. During implementation of the plan, AGA worked with the school's principal providing assistance to improve internal traffic flow and additional recommendations.



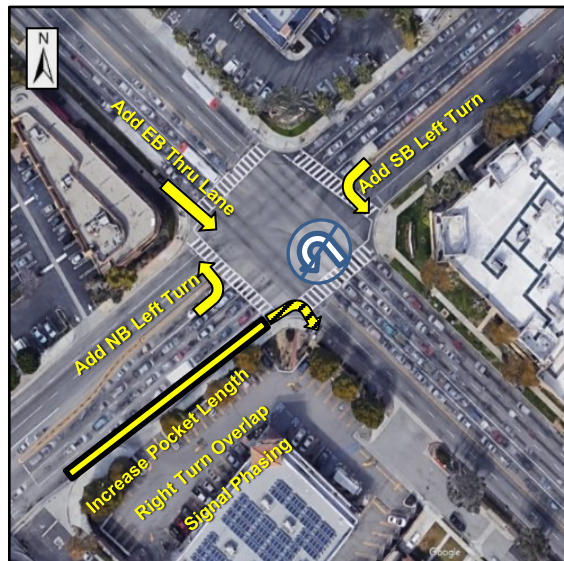
Walnut Elementary Safety Circulation Study Site Plan

Trip Generation Studies/Traffic Modeling

Given the potential for growth via commercial redevelopment in the City, assessment of the scope and timing of traffic infrastructure improvements to adequately serve this increased traffic demand is an ongoing issue. Short term traffic operational analysis can be combined with long term (10 to 20 years) planning data to evaluate and monitor the impact of urban growth in a dynamic way. For the long-term planning analysis, AGA will coordinate with Southern California Association of Governments (SCAG) to develop the future traffic volumes. Such analyses are critical for conducting feasibility studies and traffic impact studies/analyses, and for developing traffic impact sections of EIRs and EISs.

One way to address potential growth in a successfully proactive manner was developed and implemented by the AGA Team in the City of Fullerton. Based on the General Plan build-out conditions, we determined the ultimate transportation infrastructure needs. In effect, a Citywide Traffic Impact Analysis was developed, including calculation of overall costs to construct the required improvements. As development projects were proposed, AGA conducted individual Traffic Impact Analyses to more definitively determine the appropriate scheduling for implementation of such improvements. This traffic modeling and monitoring service is of tremendous long-term benefit.

A successful project the AGA Team conducted was the Citywide Traffic Analysis for the City of Torrance which evaluated both existing and future traffic conditions (level-of-service analyses), existing traffic signal infrastructure, and provided a citywide safety review aimed at improving traffic signal efficiency and resiliency, enhancing roadway safety, and mitigating both existing and project traffic congestion within the city. The report proposed near-term and long-term intersection improvements (with conceptual plans), included an extensive infrastructure plan covering traffic equipment improvements, and a traffic signal communications plan which included fiber optic upgrades.



Crenshaw Blvd/PCH, Torrance Improvements

Traffic Design Plans

AGA staff have developed and reviewed numerous traffic signal designs, traffic control plans, signing and striping plans, Intelligent Transportation System (ITS) plans, and communication plans for a large number of agencies. While completing traffic signal designs, our staff not only looks at the specific improvements identified but also conduct inventories of all the traffic signal components which may need to be modified or upgraded. Our experience with designing traffic signals, and our drive to keep up with the latest requirements of California Manual on Traffic Control Devices (CA MUTCD), Caltrans Standards, and the American Association of State Highway and Transportation Officials (AASHTO) Greenbook allows us to provide a comprehensive design for successful completion of a project. AGA staff are also up to date with current ADA requirements. Design activities consist of determining all aspects of right-of-way requirements for street improvements including providing raised median configurations, left and right turn pocket lengths, speed-controlled transitions, lane drops, etc.

Signing and Striping Plans

The AGA Team has prepared signing and striping plans for many of our client cities. Tasks involve conducting a field review to evaluate existing conditions then preparing a 40-scale drawing showing both existing and proposed signing and striping. Modifications might include dual left turn lanes, cat-tracking through the intersection for left turns, removal of a crosswalk, green conflict zones for bicyclists, etc.

Review Standard Details

AGA strives to keep up to date with the latest state and federal standards to ensure all requirements are being met when completing traffic-related designs. AGA's extensive experience working with a multitude of agencies throughout Southern California has allowed our team to review and work with various standard drawings. Throughout the years we have seen several updates to standard drawings such as revised curb ramp design standards (8.33% vs. 7.5% slopes), updates to traffic signal pole and foundation dimensions, etc. This experience will be valuable in assisting a city with the development of its own standard drawings.

When developing standard plans, it is important that all applicable state and federal standards, such as the CA MUTCD, Caltrans Standard Plans and Revised Standard Plans, Americans with Disabilities Act (ADA) Standards, and the Standard Plans for Public Works Construction, to name a few, be considered to ensure a city is in compliance with all mandated requirements.

Traffic Control Plans

AGA staff have extensive experience with both developing and reviewing traffic control plans, and we fully comprehend the details found in the WATCHBOOK. Our Engineers don't just review such plans from a technical perspective but also consider the context in which the lane and street closures are to be implemented, as well as the traffic characteristics and patterns in the area. Routinely, such reviews involve a site visit to ensure that the design considers all aspects of transportation including pedestrians, bicyclists, transit, motorists, traffic signals, land use, private property access, etc.

ITS Design Plans

The purpose of the projects was to develop a signal coordination plan to optimize traffic flow and travel conditions, including the timing plan development, implementation, fine-tuning, and monitoring. The projects consisted of preparation of traffic signal modification plans and traffic signal communication plans for installation of new fiber optic communication ITS systems including CCTV cameras, video detection systems, which were integrated with the respective Traffic Management Centers.

The AGA team has vast experience designing, implementing and operating multijurisdictional traffic signal synchronization projects throughout Southern California including Orange County (see map). A partial listing of recent Regional Traffic Signal System Program projects which AGA completed in the area includes the following:

- Alicia Parkway (Mission Viejo, Laguna Hills, Aliso Viejo, Laguna Niguel, Caltrans)
- La Paz Road (Mission Viejo, Laguna Hills, Aliso Viejo, Laguna Niguel, Caltrans)
- Bolsa Avenue/First Street (Westminster, Santa Ana, Tustin, Caltrans)
- Tustin Avenue/Rose Drive Corridor (Placentia, Anaheim, Orange, Santa Ana, Caltrans)



- Adams Avenue (Huntington Beach, Costa Mesa, Caltrans)
- Antonio Parkway (Rancho Santa Margarita, County of Orange, Caltrans)
- Lake Forest Drive (Lake Forest, Irvine, Laguna Hills, Caltrans)
- MacArthur Boulevard/Talbert Avenue (Santa Ana, Fountain Valley, Huntington Beach)

Grant Funding Preparation and Administration

Grant Funding Needs Analysis

AGA will work with City staff to review grant funding needs including CIP Projects identified by City departments, assess the validity of current funding priority areas, identify changes in funding priority areas, and identify new priority areas for grant related proposals based on funding viability. We will assist City staff in providing strategic outreach to relevant agency staff in determining how to competitively structure the City's funding needs.

Grant Funding Research

AGA will conduct research to actively assist in identifying grant resources including, but not limited to, federal/state, foundation, agencies and organizations that support the City's funding needs and priorities for transportation projects. Over the years, the AGA team has successfully assisted multiple cities with RTSSP grants for traffic signal synchronization and system improvements, Highway Safety Improvement Program (HSIP) grants for safety improvements, ATP grants for encouraging physical activity such as biking and walking, and MTA grant funds.

Grant Funding Application

AGA will provide technical assistance to City staff with developing the grant funding applications. We will complete all necessary forms in response to all grant requirements and evaluate the cost implications to ensure an executable project that will score favorably based on the funding criteria requirements. AGA will provide the City with a submittal-ready application. The AGA Team previously assisted the following cities with applying for grant funds:

Buena Park - \$1.3 million HSIP grant	Downey - \$3.5 million HSIP grant
Fountain Valley - \$1.9 million HSIP grant	Fullerton - \$11 million OCTA RTSSP grants
La Habra - \$13 million OCTA RTSSP grants	Placentia - \$1.2 million HSIP grant
Redlands - \$250,000 HSIP grant	Rialto - \$413,200 HSIP grant

Grant Funding Administration and Reimbursement

Upon receipt of a grant, the AGA team will assist a City with the implementation and day-to-day administration of the grant related project. We will comply with all grant administration requirements including periodic reporting of progress and expenses, semi-annual reviews, and any project related scope changes or unforeseen project extensions. At the close-out of the project, AGA will also provide the complete project expense documentation for total project expense reimbursement. The AGA Team assisted the Cities of Fullerton and La Habra with the complete project expense reimbursement for the OCTA RTSSP grants.

Traffic Safety and City Council Meetings

Establishing good working relationships with various city personnel and City Council members is of paramount importance for the successful and timely completion of each project. It is those good working relationships that can ultimately lead to reaching consensus on proposed project recommendations. AGA will assist the City to prepare agendas prior to each meeting. We will also assemble/prepare any presentation and/or handouts. Meeting minutes will be prepared after all meetings and will be provided to all meeting attendees.

AGA's Project Manager and key staff members have extensive experience with participating at various traffic forums, national industry conferences, and regional meetings. Not only do staff regularly attend these meetings, but key staff members have also participated by giving presentations to impart to fellow engineers the knowledge and techniques we have developed.

Review of Land Development Projects/Traffic Studies

AGA staff have reviewed numerous commercial developments and conducted parking studies, traffic impact studies, circulation studies, etc. It is very important to coordinate the initial study scope of work to determine what analysis is required. Whether it is a large development project or a small one, all projects require close attention as each is unique and can potentially have impacts to a city's roadways.

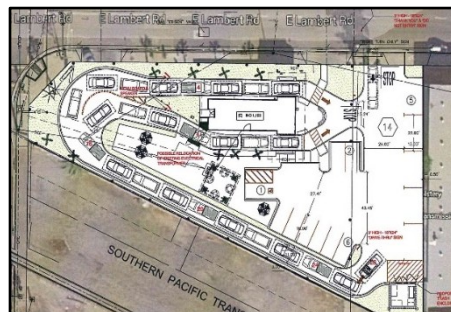
Reviewing land development projects cannot be done from the office by junior level staff alone. It is our senior level staff who have many years of experience with reviewing development projects of all types and sizes. They have the expertise to know what to be concerned about and what is inconsequential when it comes to traffic operations related to new development. The review requires hands-on evaluation of street conditions and detailed discussions with developers about the operational characteristics of the proposed development by experienced engineers who have been involved in reviewing and negotiating development projects from both the municipal and private side of the equation. We understand the importance of evaluating the internal circulation and ingress/egress of a site plan. We can identify if there will be any potential traffic (vehicles, pedestrians and bicyclists) related impact due to a project.

Below are some tasks AGA will conduct when reviewing traffic studies, site plans, and parking studies for land developments:

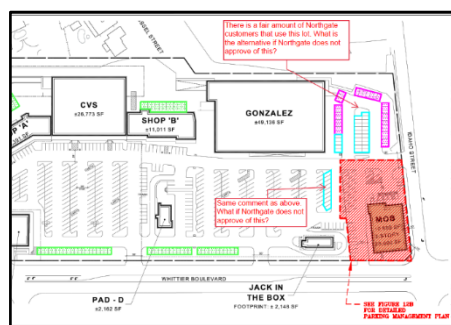
- With the new addition of CEQA's Vehicles Miles Traveled (VMT), AGA will assist city staff with the review for initial VMT screening to determine if a traffic impact analysis (TIA) is required per a city's TIA guidelines. If a project is expected to have VMT impacts, AGA will closely evaluate the feasibility of the proposed VMT mitigations.
- If applicable, AGA will coordinate with city staff to evaluate the proposed study intersections, trip generation via Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), traffic count data, Level-of-Service (LOS) analysis and potential improvements.
- AGA will evaluate the project site plan, ingress/egress movements along the local roadway(s), and the internal circulation. If there is truck traffic expected for the project, it is important to evaluate where and how the trucks enter and exit the project site. Depending on the roadway (curvature of road and curb lane width), typically a 45-50 foot curb radius is required for a large truck (WB-67) to enter/exit a driveway. As part of a study's initial scope of work review, AGA will ensure that all relevant turning templates will be included.

- AGA will assist city staff with preparation for Planning and/or Council meetings for presentation of a project. This includes attending both the preparation meeting with the project consultant and the actual city meeting.

One example of how AGA works closely with a city to evaluate land developments is the Lambert Road In-N-Out Proposed Site Plan in the City of La Habra. Drive-through queuing storage is a vital component of a fast-food restaurant and is often the critical element for the project's approval. For several years there were queuing problems from the In-N-Out drive-through queue which would extend on to Lambert Road and block traffic at the intersection of Lambert Road at Palm Street. AGA worked with both the City and In-N-Out on the development of a new site plan that would improve the drive-through capacity and internal circulation. The final approved plan increased the drive-through capacity by 14-15 vehicles.



In-N-Out Final Site Plan



Review of Parking Management Plan

AGA is also familiar with reviewing different parking studies from stand-alone projects to shared parking analyses. If a project does not provide sufficient parking per a city's Parking Code, AGA will assist the City with conducting a parking study that evaluates at least three similar existing sites. We understand the parking situation for business areas within a city and can quickly validate if the project will have parking impacts to the surrounding area.

Traffic Engineering Construction Support

The AGA Team has provided traffic engineering construction support to enable timely completion of all construction components for traffic engineering projects. Following are some services we can provide:

- Assist city and contractors with providing public construction notices to keep the public informed of project status and any impacts to motorists.
- Prepare for and conduct the pre-construction meeting with the city, contractor, and affected utility owners. Meeting minutes are prepared and distributed to all meeting attendees.
- Track and review all construction submittals, Requests for Information (RFIs), Request for Changes (RFCs), Contract Change Orders (CCOs), construction schedule, etc.
- Coordinate construction observations with city staff.
- Review construction schedule and ensure contractor is adhering to it.
- Review and recommend approval of contractor's progress payment invoices.
- Conduct regular meetings to discuss project status, as necessary.
- Prior to completion of construction, prepare punch list and coordinate with contractor to complete all outstanding items in a timely manner.

The AGA Team also provides overall system integration efforts which includes coordination with the construction contractor responsible for installing new traffic signal controllers and cabinets, communication hardware (cables, switches, Ethernet radios, etc.), Emergency Vehicle Preemption, video detection systems, CCTV cameras, etc. AGA will work hand-in-hand with the contractor in configuring all Internet Protocol (IP) devices installed as part of the different projects.



Traffic Signal System Monitoring and Support Services

A popular service AGA provides to a number of public agencies is real-time monitoring of a City's traffic signal system and its traffic signal timing performance. For several years, we have monitored and operated traffic signal and camera systems from our Traffic Management Center (TMC) located within our Fullerton office. AGA's contractual responsibilities include daily monitoring of signal operations, updating and fine-tuning signal timing, and responding to construction activities, emergencies, and citizen complaints. Development, implementation and maintenance of coordination timing plans are critical to optimizing the efficiency of the existing infrastructure. Since traffic patterns change when construction or additional development occurs, adjustments to timing plans are often required. Only by frequent monitoring of traffic operations can these timing plans be kept current.

In addition to AGA's expert traffic engineering staff, the company also employs several experienced traffic signal technicians who can troubleshoot and repair complex communications and traffic signal timing problems. These technicians are highly skilled and well versed on all types of traffic signal control hardware and systems, video equipment and control systems, communications, networking, and security systems. AGA can tailor a traffic signal monitoring and support services arrangement with the City to assist staff in keeping its traffic signal system functioning at its best and safe from cyber-attack.

Quality Assurance/Quality Control Program

An effective quality assurance/quality control (QA/QC) review will minimize or eliminate additional costs to the City related to reengineering or contractor claims during construction and liability after project completion. Delivering a quality product that is right the first time is the primary focus of AGA's comprehensive QA/QC process. It is an integral part of our regular engineering design and study processes and the delivery of every investigation, study, report, or document we produce. This added layer of independent work product review will be conducted at no additional cost to the City.

Our QA/QC program requires that all deliverables leaving our office be reviewed prior to submittal to the client. All personnel performing work on this project are responsible to ensure its implementation. We have the philosophy that QA/QC is a continuous process to be utilized on plan preparation from conceptual design to final PS&E, as well as when conducting various other professional engineering tasks. Our technical staff is trained to always review work products prior to finalization. Our experienced QC Manager, will conduct an objective review of the work product. When several disciplines are involved in a project, the QC Manager may also seek review assistance from other individuals specializing in those disciplines to verify that all project concepts are being met and all constructability issues are addressed prior to delivery of the project.



Schedule of Hourly Rates

May 2025

Our rates are all inclusive and will remain firm for the duration of the contract. All direct and indirect costs (i.e., mileage, equipment, materials, reproduction and printing, etc.) are included in our fees.

President / Executive Vice President	\$ 300
Vice President	\$ 280
Director of Project Development	\$ 260
Principal Transportation Engineer / Principal Engineer	\$ 260
Senior Design Engineer / Senior Transportation Engineer II	\$ 240
Senior Transportation Engineer I	\$ 225
Senior Project Engineer & Project Manager	\$ 220
Senior Project Engineer / Senior Associate	\$ 210
Transportation Engineer III / Advanced System Integrator	\$ 210
Transportation Engineer II	\$ 200
Transportation Engineer I / Senior System Integrator	\$ 190
Senior Signal Systems Specialist / Construction Inspector	\$ 190
Design Engineer/Signal Systems Specialist III	\$ 175
Associate Transportation Engineer III / Systems Engineer II	\$ 175
Associate Transportation Engineer II / Signal System Specialist II	\$ 165
Signal System Specialist I / Project Coordinator	\$ 155
Associate Transportation Engineer I / Associate Engineer II / Systems Engineer I	\$ 155
Associate Engineer I / Signal Technician II	\$ 145
Assistant Engineer / Assistant Project Coordinator	\$ 135
Signal Technician I	\$ 125
Transportation Engineering Assistant	\$ 115
Engineering Aide III	\$ 100
Traffic Enumerator / Engineering Aide II	\$ 85
Engineering Aide I	\$ 75
Council/Commission Meetings, Hearings, etc. (Billing Rate + \$50 Surcharge)	\$ 1,000
Subconsultants will be billed at cost plus 20%	

Conditions of Usage: The above rates are typically effective for a 12-month period, but AGA maintains the right to change the billing rates at any time for convenience of record keeping. Therefore, all billings will always be at the then current billing rates. This will not affect any agreed upon total or not-to-exceed fees.

AGA Engineers, Inc.

211 Imperial Highway, Suite 208,
Fullerton, CA 92835

(714) 992-4592 Email: aga@agaengineersinc.com