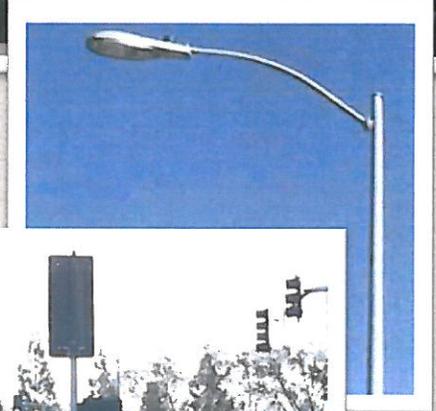
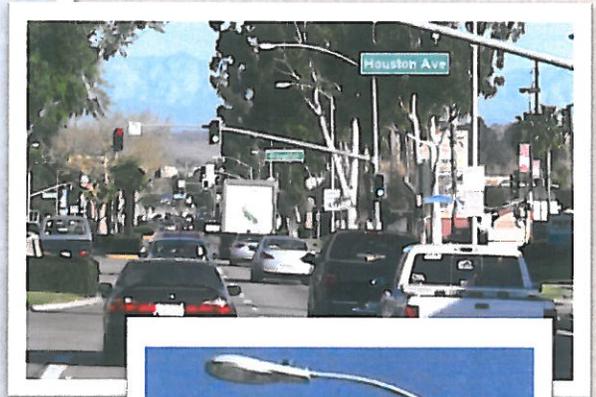


STATEMENT OF QUALIFICATIONS AND SERVICES OFFERED

2015

**ALBERT
GROVER &
GA ASSOCIATES**





**SCHEDULE OF HOURLY RATES
EFFECTIVE JULY 1, 2014**

| | | | |
|---|----|-------|---------|
| Principal/President | \$ | 275 | |
| Vice President | \$ | 250 | |
| Director of Project Development | \$ | 250 | |
| Principal Transportation Engineer | \$ | 225 | |
| Senior Transportation Engineer | \$ | 200 | |
| Senior Design Engineer/Project Development Manager | \$ | 185 | |
| Advanced System Integrator | \$ | 180 | |
| Senior Associate | \$ | 170 | |
| Transportation Engineer/Senior Project Coordinator | \$ | 165 | |
| Design Engineer/Senior Signal Systems Specialist/Construction Inspector/System Integrator | \$ | 150 | |
| Associate Transportation Engineer/Civil Engineering Associate | \$ | 140 | |
| Transportation Engineering Associate | \$ | 135 | |
| Signal Systems Specialist | \$ | 135 | |
| Signal Systems Technician | \$ | 125 | |
| Senior CADD Operator | \$ | 125 | |
| Project Coordinator/Associate Engineer | \$ | 110 | |
| CADD Operator | \$ | 110 | |
| Assistant Transportation Engineer/Assistant Engineer | \$ | 90 | |
| Traffic Enumerator, Engineering Aide | \$ | 75 | |
| Engineering Aide II | \$ | 50 | |
| Council/Commission Meetings, Hearings, etc. (Billing Rate + \$50 Surcharge) | \$ | 1,000 | Minimum |
| Expert Witness (Billing Rate + \$50 Surcharge) | \$ | 1,000 | Minimum |
| Expert Witness - Deposition/Court (Billing Rate + \$100 Surcharge) | \$ | 1,000 | Minimum |
| 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.

INVOICES WILL BE SUBMITTED MONTHLY AND SHALL BE DUE AND PAYABLE WITHIN 30 DAYS. FINANCE CHARGES MAY BE ACCRUED DAILY ON UNPAID BALANCES BASED ON A 10% ANNUAL PERCENTAGE RATE.

TRANSPORTATION CONSULTING ENGINEERS

211 E. Imperial Hwy., Suite 208, Fullerton, CA 92835
(714) 992-2990 FAX (714) 992-2883 E-Mail: aga@albertgrover.com

CAPABILITIES AND SERVICES OFFERED

Albert Grover & Associates (AGA) is a multidiscipline engineering firm specializing in municipal and transportation engineering, and is a State of California Small Business Enterprise (SBE #39313). Through the utilization of today's most sophisticated computer-aided equipment by highly skilled and tenured professional engineers, AGA is able to provide its clients with quality, cost effective professional services in a timely manner. AGA's success can be attributed to the firm's commitment to provide clients with personalized, quality service. AGA's services are not just routine, but rather the application of experience and knowledge to first properly identify a problem and then to provide the most appropriate and cost-effective solution. Each project is carried out with the highest degree of pride and professionalism and a dedication to satisfy the client's need. AGA offers professional services that range from the planning and conceptual design stage through the construction supervision and "as-built" stage, placing us among the forerunners in the total service concept.

AGA personnel, many of whom are former governmental employees, have provided services to clients ranging from design and construction management of full freeway interchanges, at costs exceeding a million dollars, to minor traffic impact studies, at costs of only a few thousand dollars. Whatever the project, our management approach is to complete the project to the satisfaction of the client in as quick a time frame as possible while still producing quality work products.

AGA is not a company that provides only labor service for client designated tasks; rather, AGA provides a high level of intellectual support to accomplish client objectives. AGA's unique blend of Civil Engineers, Traffic Engineers, and skilled technical field maintenance/monitoring personnel provides a synergy that typically results in project success beyond expectations.

AGA's wide range of services offered can be divided into six primary areas of expertise: traffic engineering, day-to-day traffic signal operations, transportation planning, civil engineering/construction management, communication and control of traffic signals systems, and actual onsite City Traffic Engineer staffing.

TRAFFIC ENGINEERING

AGA's designers have both public and private experience and have been part of the AGA team for over 20 years. AGA personnel have designed hundreds of new and modified traffic signals and traffic signal interconnect projects (including fiber optic, twisted pair, and wireless technologies) for a large number of cities and counties throughout California. Other traffic engineering services provided by AGA include various Intelligent Transportation System (ITS) component designs (including changeable message signs, closed circuit television, etc.), traffic safety studies, speed zone surveys, "red light" camera investigations, parking studies, demonstration projects, bicycle studies and facilities design, transit studies, truck studies, traffic studies for new development, traffic signal coordination timing development, pedestrian facilities studies, and expert witness testimony.

In addition to signal system component design, AGA also provides striping plans for intersections and extended length arterials. AGA is up-to-date on meeting ADA requirements and can provide various alternative solutions. Design activities also include determining all aspects of right-of-way requirements for

street improvements and providing raised median configurations, left and right turn pocket lengths, and all speed controlled transitions, lane drops, etc.

Street lighting design is another specialty, wherein AGA does complete field inventory, designs for desired lighting levels, and documents lighting system details using ArcView GIS mapping, which provides extensive querying and reporting capabilities. Such GIS mapping has been set up for the Cities of Beverly Hills, Orange, and Baldwin Park. The GIS mapping capability has also been used by AGA to provide large scale traffic signal monitoring for Coachella Valley Association of Governments (CVAG) and San Bernardino Associated Governments (SANBAG), as well as various cities.

For private developers and contractors, AGA's experience in "design/manage" and "design/build" operations is invaluable. AGA's staff of design experts manage all aspects of the project for the developer, from concept to completion.

AGA has developed various custom-designed software packages to assist traffic engineers in analyzing data such as traffic flow, accident statistics and signal operating characteristics. The software is also used on an on-going basis by AGA staff to efficiently provide engineering services for clients.

One example is HCM (Highway Capacity Manual) software developed by AGA staff to provide an interactive simulation and analysis of traffic signals based on state-of-the-art HCM delay methodology. The program, WEBSTER, is a direct application of the 2010 Highway Capacity Manual. It provides for signal timing development, capacity analysis and Level of Service determination. The signal timing feature, which is not typical of most HCM software, allows for very efficient signal operation, and is critical for determining proper system cycle lengths for coordinated signals.

WEBSTER is available free to anyone who registers on AGA's Web site. In addition to typical capacity analysis by other software, WEBSTER actually "optimizes" signal timing by minimizing delay, considering timing both with and without crosswalk time restraints, and includes local agency minimum green times (for both vehicles and bicycles).

AGA develops and prepares local traffic signal timing plans for all types of traffic signal controllers. We are also well known and respected for our extensive expertise and experience in the field of developing and implementing highly efficient coordinated timing plans, and more specifically multijurisdictional traffic signal coordination timing. We conducted the Euclid Street Traffic Signal Synchronization Demonstration Project (Euclid Street Project), the first multijurisdictional signal coordination project funded and overseen directly by OCTA. This project served as the "test" project for OCTA to assess the overall feasibility and effectiveness of similar future projects. The significant improvements in all Measures of Effectiveness (MOEs) obtained by AGA, due in no small part to our project management expertise, our ability to achieve consensus among multiple cities and Caltrans, and signal timing expertise, became the standard that subsequent projects were measured against.

AGA was selected by OCTA to conduct subsequent corridor projects for Chapman Avenue, Orangethorpe Avenue, Tustin/Rose Avenue, Bolsa Avenue/First Street, Adams Avenue, and Antonio Parkway. AGA has also been responsible for City-led corridor projects for the City of Fullerton (Brea Blvd, Commonwealth Ave, Lemon St/Anaheim Blvd and the Placentia Ave Corridors), the City of La Habra (Lambert Rd and La Habra Blvd/Central Ave/State College Blvd Corridors), the City of Irvine (Alton Parkway), and for several other agencies throughout Southern California.

TRAFFIC SIGNAL OPERATIONS

AGA operates traffic signal systems for various governmental agencies and does so remotely from our Fullerton office, which includes a TMC (Traffic Management Center). Existing systems operated include 39 signals on an Siemens Actra System in La Habra; 40 signals on a QuicNet system in Montclair; 70 signals on a QuicNet system in Fountain Valley; 30 signals on a QuicNet system in Highland; 13 signals on a QuicNet system in Loma Linda; 147 signals on an Tactics system in Fullerton; and an Econolite system for the County of San Bernardino on Cedar Avenue. We have also controlled Model 170 systems for the Cities of Santa Clarita, Palm Springs, and Huntington Beach from our TMC. Additionally, AGA staff have implemented and fine-tuned coordinated timing on several other City systems including McCain QuicNet, Intelight MaxView, Econolite Aries, Centracs, and Siemens Actra and Tactics in addition to Caltrans CNet systems. Several of these systems are also being periodically monitored remotely from our office. The most recent signal timing monitoring service involves approximately 650 intersections spread throughout 17 agencies in the San Bernardino Valley under a multi-year contract to SANBAG.

This unique "hands-on" signal experience, combined with our senior staff's previous experience as City Traffic Engineers, allows AGA staff to possess a very realistic understanding of what it takes to adequately serve the public while maintaining political harmony. Our TMC staff also includes signal system specialists with previous field maintenance experience with a local Signal Maintenance Contractor. Our unique staffing often allows us to correct problems before the public starts making complaint phone calls to City staff.

TRANSPORTATION PLANNING

AGA offers local and regional area transportation planning capabilities to develop specific circulation plans, general circulation plans and coordination of these plans with those developed by metropolitan planning organizations. Microcomputer based transportation planning models developed in-house, in conjunction with regional socio-economic and transportation models, are utilized for these planning activities.

One of the key areas of AGA's modeling expertise involves combining transportation planning with traffic operations. Short term traffic operational analysis can thus be combined with long term (10 to 20 years) transportation planning data to evaluate and monitor the impact of the urban growth in a dynamic way. Such analyses are critical for conducting various feasibility studies and traffic impact studies/analyses, and for developing traffic and transportation impact sections of EIRs and EISs.

An example of AGA's application of operational expertise with long term planning is that we have developed and maintained on an on-going basis a City-Wide Traffic Model for the City of Fullerton. As part of this task, we have identified Build-Out Year mitigation needs and can determine when any given improvement should be implemented to maintain an acceptable Level of Service.

CIVIL ENGINEERING/CONSTRUCTION MANAGEMENT

AGA has developed a highly skilled professional staff of civil engineers, designers and field technicians to offer complete service in virtually all aspects of civil engineering affecting governmental agencies.

Projects managed include traffic signal upgrading, roadway improvements, landscaping, street lighting and traffic signal interconnect. This aspect of AGA's expertise involves the actual field inspection as well as

administration of all federal requirements, including responsibility on federally funded projects for the voluminous amount of paper work that was previously handled by Caltrans but is now the responsibility of the local agency.

AGA's principals, as well as many senior staff members, have years of experience in municipal engineering affecting government agencies and are well versed in addressing the special requirements of municipal engineering. Utilizing our extensive tenured experience, AGA can offer government agencies detailed plans, specifications and estimates in an extremely efficient time frame and in accordance with specific requirements of various funding sources.

COMMUNICATION AND CONTROL OF TRAFFIC SIGNAL SYSTEMS

In addition to operating a variety of signal control systems, AGA designs, integrates, and monitors/troubleshoots the communication aspect of traffic signal control. This is a highly specialized niche and involves a controlled amount of differing types of media (e.g., hardwire, fiber optic, Ethernet – both hardwire and wireless, telephone, radio spread spectrum, etc.). Just about every system that AGA monitors utilizes more than one type of media, resulting in the need for experienced intellectual oversight. In order to accomplish on-street uninterrupted traffic flow, which often appears to be a seamless achievement, there are an almost undocumentable number of unique communication media interfaces. AGA experts "make it all work."

ONSITE CONTRACT TRAFFIC ENGINEER/EXPERT WITNESS

For more than fifteen years various AGA traffic engineers have served in the capacity of an official City Traffic Engineer. AGA currently provides professional staff onsite at the Cities of Fullerton, Placentia and Victorville, with service provided one or more days per week. Additionally, but not onsite, we provide professional on-call Traffic Engineering support for the Cities of Montclair, San Dimas, Highland, Loma Linda, Seal Beach, Long Beach, La Habra, and Buena Park. Our onsite Contract Traffic Engineer is typically a registered Traffic Engineer with many years of experience as a prior City-employed Traffic Engineer. Services include all typical traffic engineering duties such as response to citizen concerns, presentations to Commissions and Councils, construction plan checking, review of traffic studies, review/approval of General Plan circulation elements, determination of projects for a Capital Improvement Program (CIP) required to maintain acceptable Level of Service citywide, and general professional traffic engineering guidance on any and all daily traffic flow/circulation issues.

The same professional staff also provide expert witness services for both public and private sector clients.

PARTIAL LIST OF CLIENTS - PUBLIC SECTOR

| | |
|---|---|
| California Department of Transportation | City of Montclair |
| California State University – Fullerton | City of Palm Springs |
| City of Brea | City of Placentia |
| City of Buena Park | City of Rialto |
| City of Burbank | City of Seal Beach |
| City of Carson | City of Torrance |
| City of Cerritos | City of Upland |
| City of Costa Mesa | City of Victorville |
| City of Cypress | City of West Hollywood |
| City of Fountain Valley | City of Westminster |
| City of Fullerton | Coachella Valley Association of Governments |
| City of Garden Grove | County of Los Angeles |
| City of Highland | County of Orange |
| City of Indio | County of Riverside |
| City of Irvine | County of San Bernardino |
| City of La Habra | Orange County Sanitation District |
| City of Loma Linda | Orange County Transportation Authority |
| City of Long Beach | Pomona Unified School District |
| City of Manhattan Beach | San Bernardino Associated Governments |

PARTIAL LIST OF CLIENTS - PRIVATE SECTOR

| | |
|---|----------------------------------|
| Alere Property | La Verne Village |
| Architects Orange (Starbucks) | Lansing Company |
| ASL Consulting Engineers | Legends Real Estate, Inc. |
| Andreasen Engineering | Lundin Development Company |
| Barnard Soletanche | Mancha Development |
| Bell, Orrock & Watase, Attorneys at Law | Matz Properties (Starbucks) |
| Bomel Construction | MetroPointe Engineers |
| Boos Development (Family Dollar Stores) | Michael Brandman Associates |
| bp west Coast Products | Parsons |
| Brea Marketplace | Planning Center |
| Carmichael-Kemp Architects | Public Engineering Services |
| Robert Gokoo, Attorney at Law | RKA Engineering |
| GreenbergFarrow | Signal Maintenance, Inc. |
| Harris & Associates | Southwest Construction Materials |
| Hill Partnership | Strategic Retail Developers |
| Home Depot | Transit Mixed Concrete Company |
| Interra Development | Charles Uhalley, Attorney at Law |
| Kindred Community Church | Valley View Business Park |
| Kintetsu Enterprises | Walbern Development |