

PROFESSIONAL CONSULTANT SERVICES AGREEMENT

ITERIS, INC.

Preparation of an Intelligent Transportation Systems (ITS) Master Plan

THIS PROFESSIONAL CONSULTANT SERVICES AGREEMENT (“Agreement”) is made and entered into this _____ day of _____, _____ (“Effective Date”), by and between the CITY OF RIVERSIDE, a California charter city and municipal corporation (“City”), and ITERIS, INC., a Delaware corporation authorized to do business in California (“Consultant”).

1. **Scope of Services.** City agrees to retain and does hereby retain Consultant and Consultant agrees to provide the services more particularly described in Exhibit “A,” “Scope of Services” (“Services”), attached hereto and incorporated herein by reference, in conjunction with Preparation of an Intelligent Transportation Systems (ITS) Master Plan (“Project”).

2. **Term.** This Agreement shall be effective on the date first written above and shall remain in effect until June 30, 2029, with the option to extend for two (2) additional one (1)-year terms, unless otherwise terminated pursuant to the provisions herein.

3. **Compensation/Payment.** Consultant shall perform the Services under this Agreement for the total sum not to exceed Two Hundred Thirty-Five Thousand Two Hundred Forty Dollars (\$235,240.00), payable in accordance with the terms set forth in Exhibit “B.” Said payment shall be made in accordance with City’s usual accounting procedures upon receipt and approval of an itemized invoice setting forth the Services performed. The invoices shall be delivered to City at the address set forth in Section 4 hereof.

4. **Notices.** Any notices required to be given, hereunder shall be in writing and shall be personally served or given by mail. Any notice given by mail shall be deemed given when deposited in the United States Mail, certified and postage prepaid, addressed to the party to be served as follows:

To City

Public Works Department – Traffic Division
City of Riverside
Attn: Philip Nitollama
3900 Main Street, 4th Floor
Riverside, CA 92522

To Consultant

Iteris, Inc.
Attn: Josh McNeill
1700 Carnegie Avenue, Suite 100
Santa Ana, CA 92705

5. **Prevailing Wage.** If applicable, Consultant and all subcontractors are required to pay the general prevailing wage rates of per diem wages and overtime and holiday wages determined by the Director of the Department of Industrial Relations under Section 1720 et seq. of the California Labor Code and implemented by Resolution No. 13346 of the City Council of the City of Riverside. The Director’s determination is available on-line at

www.dir.ca.gov/dlsr/DPreWageDetermination.htm and is referred to and made a part hereof; the wage rates therein ascertained, determined, and specified are referred to and made a part hereof as though fully set forth herein.

6. **Contract Administration.** A designee of the City will be appointed in writing by the City Manager or Department Director to administer this Agreement on behalf of City and shall be referred to herein as Contract Administrator.

7. **Standard of Performance.** While performing the Services, Consultant shall exercise the reasonable professional care and skill customarily exercised by reputable members of Consultant's profession practicing in the Metropolitan Southern California Area and shall use reasonable diligence and best judgment while exercising its professional skill and expertise.

8. **Personnel.** Consultant shall furnish all personnel necessary to perform the Services and shall be responsible for their performance and compensation. Consultant recognizes that the qualifications and experience of the personnel to be used are vital to professional and timely completion of the Services. The key personnel listed in Exhibit "C," attached hereto and incorporated herein by this reference and assigned to perform portions of the Services shall remain assigned through completion of the Services, unless otherwise mutually agreed by the parties in writing, or caused by hardship or resignation in which case substitutes shall be subject to City approval.

9. **Assignment and Subcontracting.** Neither party shall assign any right, interest, or obligation in or under this Agreement to any other entity without prior written consent of the other party. In any event, no assignment shall be made unless the assignee expressly assumes the obligations of assignor under this Agreement, in a writing satisfactory to the parties. Consultant acknowledges that any assignment may, at the City's sole discretion, require City Manager and/or City Council approval. Consultant shall not subcontract any portion of the work required by this Agreement without prior written approval by the responsible City Contract Administrator. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement, including without limitation, the insurance obligations set forth in Section 12. The Consultant acknowledges and agrees that the City is an intended beneficiary of any work performed by any subcontractor for purposes of establishing a duty of care between any subcontractor and the City.

10. **Independent Contractor.** In the performance of this Agreement, Consultant, and Consultant's employees, subcontractors, and agents, shall act in an independent capacity as independent contractors, and not as officers or employees of the City of Riverside. Consultant acknowledges and agrees that the City has no obligation to pay or withhold state or federal taxes or to provide workers' compensation or unemployment insurance to Consultant or to Consultant's employees, subcontractors, and agents. Consultant, as an independent contractor, shall be responsible for any and all taxes that apply to Consultant as an employer.

11. **Indemnification.**

11.1 **Design Professional Defined.** For purposes of this Agreement, “Design Professional” includes the following:

- A. An individual licensed as an architect pursuant to Chapter 3 (commencing with Section 5500) of Division 3 of the Business and Professions Code, and a business entity offering architectural services in accordance with that chapter.
- B. An individual licensed as a landscape architect pursuant to Chapter 3.5 (commencing with Section 5615) of Division 3 of the Business and Professions Code, and a business entity offering landscape architectural services in accordance with that chapter.
- C. An individual registered as a professional engineer pursuant to Chapter 7 (commencing with Section 6700) of Division 3 of the Business and Professions Code, and a business entity offering professional engineering services in accordance with that chapter.
- D. An individual licensed as a professional land surveyor pursuant to Chapter 15 (commencing with Section 8700) of Division 3 of the Business and Professions Code, and a business entity offering professional land surveying services in accordance with that chapter.

11.2 **Defense Obligation For Design Professional Liability.** Consultant agrees, at its cost and expense, to promptly defend the City, and the City’s employees, officers, managers, agents, and council members (collectively the “Parties to be Defended”) from and against any and all claims, allegations, lawsuits, arbitration proceedings, administrative proceedings, regulatory proceedings, or other legal proceedings to the extent the same arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant, or anyone employed by or working under the Consultant, or for Services rendered to the Consultant in the performance of the Agreement, notwithstanding that the City may have benefited from its work or Services and whether or not caused in part by the negligence of an Indemnified Party. Consultant agrees to provide this defense immediately upon written notice from the City, and with well-qualified, adequately insured, and experienced legal counsel acceptable to City. Consultant will reimburse City for reasonable defense costs for claims arising out of Consultant’s professional negligence based on the percentage of Consultant’s liability. This obligation to defend as set forth herein is binding on the successors, assigns, and heirs of Consultant and shall survive the termination of Consultant’s Services under this Agreement.

11.3 **Indemnity For Design Professional Liability.** When the law establishes a professional standard of care for Consultant’s Services, to the fullest extent permitted by law, Consultant shall indemnify, protect, and hold harmless the City and the City’s employees, officers, managers, agents, and council members (“Indemnified Parties”) from and against any and all claim for damage, charge, lawsuit, action, judicial, administrative, regulatory, or arbitration proceeding, damage, cost, expense (including counsel and expert fees), judgment, civil fines and penalties, liabilities or losses of any kind or nature whatsoever to the extent the same arise out of, pertain to,

or relate to the negligence, recklessness, or willful misconduct of Consultant, or anyone employed by or working under the Consultant, or for Services rendered to the Consultant in the performance of the Agreement, notwithstanding that the City may have benefited from its work or Services and whether or not caused in part by the negligence of an Indemnified Party.

11.4 Defense Obligation For Other Than Design Professional Liability.

Consultant agrees, at its cost and expense, to promptly defend the City, and the City's employees, officers, managers, agents and council members (collectively the "Parties to be Defended") from and against any and all claims, allegations, lawsuits, arbitration proceedings, administrative proceedings, regulatory proceedings, or other legal proceedings which arise out of, or relate to, or are in any way connected with: 1) the Services, work, activities, operations, or duties of the Consultant, or of anyone employed by or working under the Consultant; or 2) any breach of the Agreement by the Consultant. This duty to defend shall apply whether or not such claims, allegations, lawsuits, or proceedings have merit or are meritless, or which involve claims or allegations that any or all of the Parties to be defended were actively, passively, or concurrently negligent, or which otherwise assert that the Parties to be defended are responsible, in whole or in part, for any loss, damage, or injury. Consultant agrees to provide this defense immediately upon written notice from the City, and with well-qualified, adequately insured, and experienced legal counsel acceptable to City. This obligation to defend as set forth herein is binding on the successors, assigns, and heirs of Consultant and shall survive the termination of Consultant's Services under this Agreement.

11.5 Indemnity For Other Than Design Professional Liability. Except as to the sole negligence or willful misconduct of the City, Consultant agrees to indemnify, protect, and hold harmless the Indemnified Parties from and against any claim for damage, charge, lawsuit, action, judicial, administrative, regulatory, or arbitration proceeding, damage, cost, expense (including counsel and expert fees), judgment, civil fine and penalties, liabilities or losses of any kind or nature whatsoever whether actual, threatened or alleged, which arise out of, pertain to, or relate to, or are a consequence of, or are attributable to, or are in any manner connected with the performance of the Services, work, activities, operations, or duties of the Consultant, or anyone employed by or working under the Consultant, or for Services rendered to Consultant in the performance of this Agreement, notwithstanding that the City may have benefited from its work or Services. This indemnification provision shall apply to any acts, omissions, negligence, recklessness, or willful misconduct, whether active or passive, on the part of the Consultant or anyone employed or working under the Consultant.

12. Insurance.

12.1 General Provisions. Prior to the City's execution of this Agreement, Consultant shall provide satisfactory evidence of and shall thereafter maintain during the term of this Agreement, such insurance policies and coverages in the types, limits, forms, and ratings required herein. The rating and required insurance policies and coverages may be modified in writing by the City's Risk Manager or City Attorney, or a designee, unless such modification is prohibited by law.

12.1.1 **Limitations.** These minimum amounts of coverage shall not constitute any limitation or cap on Consultant's indemnification obligations under Section 11 hereof.

12.1.2 **Ratings.** Any insurance policy or coverage provided by Consultant or subcontractors as required by this Agreement shall be deemed inadequate and a material breach of this Agreement, unless such policy or coverage is issued by insurance companies authorized to transact insurance business in the State of California with a policy holder's rating of A or higher and a Financial Class of VII or higher.

12.1.3 **Cancellation.** The policies shall not be canceled unless thirty (30) days' prior written notification of intended cancellation has been given to City by certified or registered mail, postage prepaid.

12.1.4 **Adequacy.** The City, its officers, employees, and agents make no representation that the types or limits of insurance specified to be carried by Consultant pursuant to this Agreement are adequate to protect Consultant. If Consultant believes that any required insurance coverage is inadequate, Consultant will obtain such additional insurance coverage as Consultant deems adequate, at Consultant's sole expense.

12.2 **Workers' Compensation Insurance.** By executing this Agreement, Consultant certifies that Consultant is aware of and will comply with Section 3700 of the Labor Code of the State of California requiring every employer to be insured against liability for workers' compensation, or to undertake self-insurance before commencing any of the work. Consultant shall carry the insurance or provide for self-insurance required by California law to protect said Consultant from claims under the Workers' Compensation Act. Prior to City's execution of this Agreement, Consultant shall file with City either: 1) a certificate of insurance showing that such insurance is in effect, or that Consultant is self-insured for such coverage; or 2) a certified statement that Consultant has no employees, and acknowledging that if Consultant does employ any person, the necessary certificate of insurance will immediately be filed with City. Any certificate filed with City shall provide that City will be given ten (10) days' prior written notice before modification or cancellation thereof.

12.3 **Commercial General Liability and Automobile Insurance.** Prior to City's execution of this Agreement, Consultant shall obtain, and shall thereafter maintain during the term of this Agreement, commercial general liability insurance and automobile liability insurance as required to insure Consultant against damages for personal injury, including accidental death, as well as from claims for property damage, which may arise from or which may concern operations by anyone directly or indirectly employed by, connected with, or acting for or on behalf of Consultant. The City, and its officers, employees, and agents, shall be named as additional insureds under the Consultant's insurance policies.

12.3.1 Consultant's commercial general liability insurance policy shall cover both bodily injury (including death) and property damage (including, but not limited to, premises operations liability, products-completed operations liability, independent contractor's liability, personal injury liability, and contractual liability) in an amount not less than \$1,000,000 per occurrence and a general aggregate limit in the amount of not less than \$2,000,000.

12.3.2 Consultant's automobile liability policy shall cover both bodily injury and property damage in an amount not less than \$1,000,000 per occurrence and an aggregate limit of not less than \$1,000,000. All of Consultant's automobile and/or commercial general liability insurance policies shall cover all vehicles used in connection with Consultant's performance of this Agreement, which vehicles shall include, but are not limited to, Consultant owned vehicles, Consultant leased vehicles, Consultant's employee vehicles, non-Consultant owned vehicles and hired vehicles.

12.3.3 Prior to City's execution of this Agreement, copies of insurance policies or original certificates, along with additional insured endorsements acceptable to the City evidencing the coverage required by this Agreement, for both commercial general and automobile liability insurance, shall be filed with City and shall include the City and its officers, employees, and agents, as additional insureds. Said policies shall be in the usual form of commercial general and automobile liability insurance policies, but shall include the following provisions:

It is agreed that the City of Riverside, and its officers, employees, and agents, are added as additional insureds under this policy, solely for work done by and on behalf of the named insured for the City of Riverside.

12.3.4 The insurance policy or policies shall also comply with the following provisions:

- a. The policy shall be endorsed to waive any right of subrogation against the City and its subconsultants, employees, officers, and agents for Services performed under this Agreement.
- b. If the policy is written on a claims-made basis, the certificate should so specify and the policy must continue in force for one year after completion of the Services. The retroactive date of coverage must also be listed.
- c. The policy shall specify that the insurance provided by Consultant will be considered primary and not contributory to any other insurance available to the City and Endorsement No. CG 20010413 shall be provided to the City.

12.4 **Errors and Omissions Insurance.** Prior to City's execution of this Agreement, Consultant shall obtain and shall thereafter maintain during the term of this Agreement, errors and omissions professional liability insurance in the minimum amount of \$1,000,000 to protect the City from claims resulting from the Consultant's activities.

12.5 **Subcontractors' Insurance.** Consultant shall require all of its subcontractors to carry insurance, in an amount sufficient to cover the risk of injury, damage, or loss that may be caused by the subcontractors' scope of work and activities provided in furtherance of this Agreement, including, but without limitation, the following coverages: Workers' Compensation, Commercial General Liability, Errors and Omissions, and Automobile liability.

Upon City's request, Consultant shall provide City with satisfactory evidence that Subcontractors have obtained insurance policies and coverages required by this section.

13. **Business Tax.** Consultant understands that the Services performed under this Agreement constitutes doing business in the City of Riverside, and Consultant agrees that Consultant will register for and pay a business tax pursuant to Chapter 5.04 of the Riverside Municipal Code and keep such tax certificate current during the term of this Agreement.

14. **Time of Essence.** Time is of the essence for each and every provision of this Agreement.

15. **City's Right to Employ Other Consultants.** City reserves the right to employ other Consultants in connection with the Project. If the City is required to employ another consultant to complete Consultant's work, due to the failure of the Consultant to perform, or due to the breach of any of the provisions of this Agreement, the City reserves the right to seek reimbursement from Consultant.

16. **Accounting Records.** Consultant shall maintain complete and accurate records with respect to costs incurred under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

17. **Confidentiality.** All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant, except as otherwise directed by City's Contract Administrator. Nothing furnished to Consultant which is otherwise known to the Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television, or radio production, website, or other similar medium without the prior written consent of the City.

18. **Ownership of Documents.** All reports, maps, drawings, and other contract deliverables prepared under this Agreement by Consultant shall be and remain the property of City. Consultant shall not release to others information furnished by City without prior express written approval of City.

19. **Copyrights.** Consultant agrees that any work prepared for City which is eligible for copyright protection in the United States or elsewhere shall be a work made for hire. If any such work is deemed for any reason not to be a work made for hire, Consultant assigns all right, title, and interest in the copyright in such work, and all extensions and renewals thereof, to City, and agrees to provide all assistance reasonably requested by City in the establishment, preservation, and enforcement of its copyright in such work, such assistance to be provided at

City's expense but without any additional compensation to Consultant. Consultant agrees to waive all moral rights relating to the work developed or produced, including without limitation any and all rights of identification of authorship and any and all rights of approval, restriction, or limitation on use or subsequent modifications.

20. **Conflict of Interest.** Consultant, for itself and on behalf of the individuals listed in Exhibit "C," represents and warrants that by the execution of this Agreement, they have no interest, present or contemplated, in the Project affected by the above-described Services. Consultant further warrants that neither Consultant, nor the individuals listed in Exhibit "C," have any real property, business interests, or income interests that will be affected by this project or, alternatively, that Consultant will file with the City an affidavit disclosing any such interest.

21. **Solicitation.** Consultant warrants that Consultant has not employed or retained any person or agency to solicit or secure this Agreement, nor has it entered into any agreement or understanding for a commission, percentage, brokerage, or contingent fee to be paid to secure this Agreement. For breach of this warranty, City shall have the right to terminate this Agreement without liability and pay Consultant only for the value of work Consultant has actually performed, or, in its sole discretion, to deduct from the Agreement price or otherwise recover from Consultant the full amount of such commission, percentage, brokerage, or commission fee. The remedies specified in this section shall be in addition to and not in lieu of those remedies otherwise specified in this Agreement.

22. **General Compliance With Laws.** Consultant shall keep fully informed of federal, state, and local laws and ordinances and regulations which in any manner affect those employed by Consultant or in any way affect the performance of Services by Consultant pursuant to this Agreement. Consultant shall at all times observe and comply with all such laws, ordinances, and regulations, and shall be solely responsible for any failure to comply with all applicable laws, ordinances, and regulations. Consultant represents and warrants that Consultant has obtained all necessary licenses to perform the Scope of Services and that such licenses are in good standing. Consultant further represents and warrants that the Services provided herein shall conform to all ordinances, policies, and practices of the City of Riverside.

23. **Waiver.** No action or failure to act by the City shall constitute a waiver of any right or duty afforded City under this Agreement, nor shall any such action or failure to act constitute approval of or acquiescence in any breach thereunder, except as may be specifically provided in this Agreement or as may be otherwise agreed in writing.

24. **Amendments.** This Agreement may be modified or amended only by a written agreement and/or change order executed by the Consultant and City.

25. **Termination.** City, by notifying Consultant in writing, shall have the right to terminate any or all of Consultant's Services and work covered by this Agreement at any time. In the event of such termination, Consultant may submit Consultant's final written statement of the amount of Consultant's Services as of the date of such termination based upon the ratio that the work completed bears to the total work required to make the report complete, subject to the City's rights under Sections 15 and 26 hereof. In ascertaining the work actually rendered through the

termination date, City shall consider completed work, work in progress, and complete and incomplete reports and other documents only after delivered to City.

25.1 Other than as stated below, City shall give Consultant thirty (30) days' prior written notice prior to termination.

25.2 City may terminate this Agreement upon fifteen (15) days' written notice to Consultant, in the event:

25.2.1 Consultant substantially fails to perform or materially breaches the Agreement; or

25.2.2 City decides to abandon or postpone the Project.

26. **Offsets.** Consultant acknowledges and agrees that with respect to any business tax or penalties thereon, utility charges, invoiced fee, or other debt which Consultant owes or may owe to the City, City reserves the right to withhold and offset said amounts from payments or refunds or reimbursements owed by City to Consultant. Notice of such withholding and offset shall promptly be given to Consultant by City in writing. In the event of a dispute as to the amount owed or whether such amount is owed to the City, City will hold such disputed amount until either the appropriate appeal process has been completed or until the dispute has been resolved.

27. **Successors and Assigns.** This Agreement shall be binding upon City and its successors and assigns, and upon Consultant and its permitted successors and assigns, and shall not be assigned by Consultant, either in whole or in part, except as otherwise provided in paragraph 9 of this Agreement.

28. **Venue.** Any action at law or in equity brought by either of the parties hereto for the purpose of enforcing a right or rights provided for by this Agreement shall be tried in the Superior Court, County of Riverside, State of California, and the parties hereby waive all provisions of law providing for a change of venue in such proceedings to any other county. In the event either party hereto shall bring suit to enforce any term of this Agreement or to recover any damages for and on account of the breach of any term or condition of this Agreement, it is mutually agreed that each party will bear their own attorney's fees and costs.

29. **Nondiscrimination.** During Consultant's performance of this Agreement, Consultant shall not discriminate on the grounds of race, religious creed, color, national origin, ancestry, age, physical disability, mental disability, medical condition, including the medical condition of Acquired Immune Deficiency Syndrome (AIDS) or any condition related thereto, marital status, sex, genetic information, gender, gender identity, gender expression, or sexual orientation, military, and veteran status, in the selection and retention of employees and subcontractors and the procurement of materials and equipment, except as provided in Section 12940 of the California Government Code. Further, Consultant agrees to conform to the requirements of the Americans with Disabilities Act in the performance of this Agreement.

30. **Severability.** Each provision, term, condition, covenant, and/or restriction, in whole and in part, of this Agreement shall be considered severable. In the event any provision, term, condition, covenant, and/or restriction, in whole and/or in part, of this Agreement is declared

invalid, unconstitutional, or void for any reason, such provision or part thereof shall be severed from this Agreement and shall not affect any other provision, term, condition, covenant, and/or restriction of this Agreement, and the remainder of the Agreement shall continue in full force and effect.

31. **Authority.** The individuals executing this Agreement and the instruments referenced herein on behalf of Consultant each represent and warrant that they have the legal power, right, and actual authority to bind Consultant to the terms and conditions hereof and thereof.

32. **Entire Agreement.** This Agreement constitutes the final, complete, and exclusive statement of the terms of the agreement between the parties pertaining to the subject matter of this Agreement and supersedes all prior and contemporaneous understandings or agreements of the parties. Neither party has been induced to enter into this Agreement by, and neither party is relying on, any representation or warranty outside those expressly set forth in this Agreement.

33. **Digital and Counterpart Signatures.** Each party to this Agreement intends and agrees to the use of digital signatures that meet the requirements of the California Uniform Electronic Transactions Act (Civil Code §§ 1633.1, et seq.), California Government Code § 16.5, and California Code of Regulations Title 2 Division 7 Chapter 10, to execute this Agreement. The parties further agree that the digital signatures of the parties included in this Agreement are intended to authenticate this writing and to have the same force and effect as manual signatures for purposes of validity, enforceability, and admissibility. For purposes of this section, a “digital signature” is defined in subdivision (d) of Section 16.5 of the Government Code and is a type of “electronic signature” as defined in subdivision (h) of Section 1633.2 of the Civil Code. This Agreement may be executed in any number of counterparts, each of which will be an original, but all of which together will constitute one instrument. Each certified or authenticated electronic copy of an encrypted digital signature shall be deemed a duplicate original, constituting one and the same instrument and shall be binding on the parties hereto.

34. **Interpretation.** City and Consultant acknowledge and agree that this Agreement is the product of mutual arms-length negotiations and accordingly, the rule of construction, which provides that the ambiguities in a document shall be construed against the drafter of that document, shall have no application to the interpretation and enforcement of this Agreement.

34.1 Titles and captions are for convenience of reference only and do not define, describe, or limit the scope or the intent of the Agreement or any of its terms. Reference to section numbers is to sections in the Agreement unless, expressly stated otherwise.

34.2 This Agreement shall be governed by and construed in accordance with the laws of the State of California in effect at the time of the execution of this Agreement.

34.3 In the event of a conflict between the body of this Agreement and Exhibit “A” - Scope of Services hereto, the terms contained in Exhibit “A” shall be controlling.

35. **Exhibits.** The following exhibits attached hereto are incorporated herein to this Agreement by this reference:

Exhibit "A" - Scope of Services

Exhibit "B" - Compensation

Exhibit "C" - Key Personnel

[SIGNATURES ON THE FOLLOWING PAGE.]

IN WITNESS WHEREOF, City and Consultant have caused this Agreement to be duly executed the day and year first above written.

CITY OF RIVERSIDE, a California
charter city and municipal corporation

ITERIS, INC., a Delaware corporation
authorized to do business in California

By: _____
City Manager

By: Steven Bradley
Print Name: Steven Bradley
Title: Senior Vice President
(Signature of Board Chair, President, or
Vice President)

Attest: _____
City Clerk

and

Certified as to Availability of Funds:

By: Khristine Arakaki
Khristine Arakaki (Mar 2, 2026 20:20:43 PST)
Print Name: Khristine Arakaki
Title: VP, Legal & Asst. Secretary
(Signature of Secretary, Assistant Secretary,
CFO, Treasurer, or Assistant Treasurer)

By: Julie Nemes
Chief Financial Officer

Approved as to Form:

By: Tan A. Tuo
Deputy City Attorney

EXHIBIT "A"

SCOPE OF SERVICES

ITERIS, INC. PROPOSAL RESPONSE FOR:

RFP NO. 2525

Intelligent Transportation System (ITS) Master Plan
(Safe Streets for All Grant Funded Project)

Prepared For:

City of Riverside

Prepared By:

Iteris, Inc.

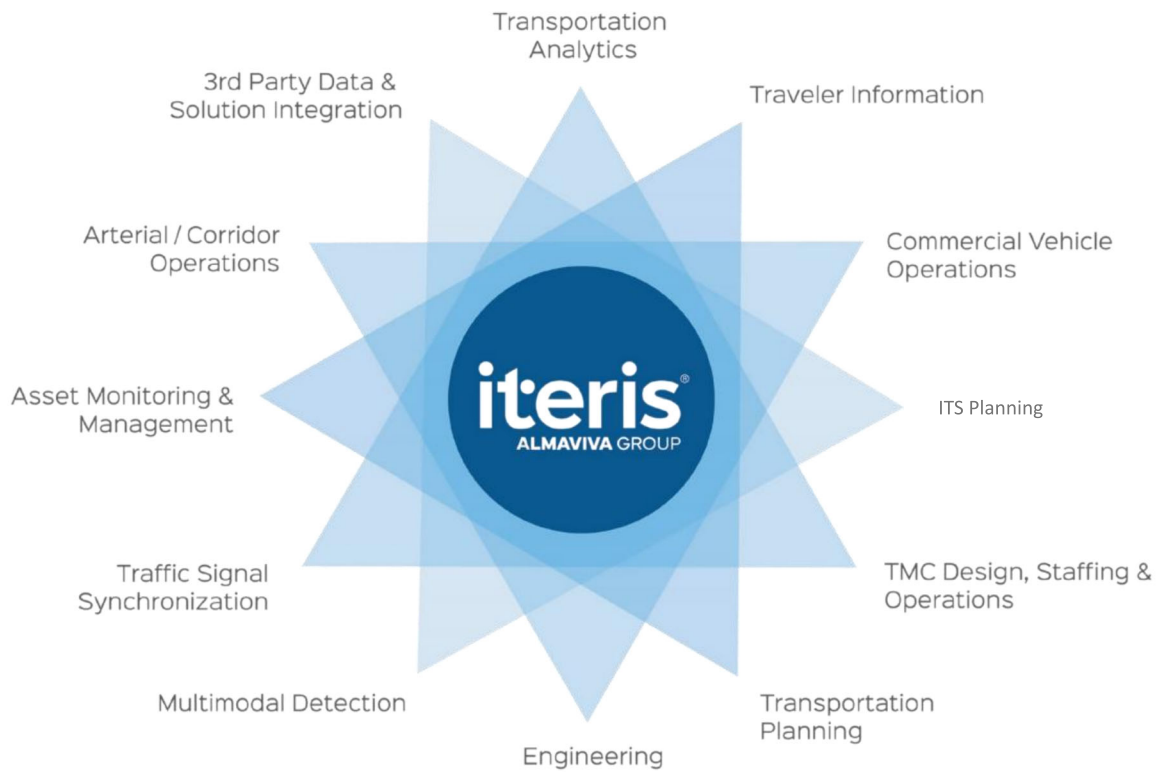
January 13, 2026

11477-466.25



Table 1 – Qualifications Compliance

Qualifications Requirement	Compliant
Have at least five (5) years of experience, within the past ten (10) years under a legally registered business name, in providing services of a similar type and scope as described in the Detailed Scope of Services (“Services”) (Attachment “A”).	✓
Have not filed for bankruptcy under any business name over the past five (5) years.	✓
Company and/or its key personnel, shall hold an appropriate professional engineering license for the Company’s discipline and the Services on the date the proposal is submitted.	✓
Company shall have an active SAM.gov registration at the time of proposal submission.	✓
Company shall have registered with the Department of Industrial Relations and any other required organizations.	✓
Have registered as a “Prospective Bidder” on the City’s electronic Current Prospective Bidders List. Companies can register at: PlanetBids Vendor Portal.	✓
Once registered, Companies must download this RFP by clicking “Place eBid” under their name to appear on the Bidder’s List as a “Prospective Bidder.” Companies that fail to specifically download this RFP will not appear on the Bidders’ List and will be unable to participate or be considered for this RFP.	✓



Cover Letter

January 13, 2026

Jason Jones
Procurement & Contracts Specialist
Public Works Department
3900 Main Street
Riverside, California 92522

Re: Proposal for Intelligent Transportation System (ITS) Master Plan (Safe Streets for All Grant Funded Project) - RFP No. 2525

11477-466.25

On behalf of Iteris, Inc. (Iteris), thank you for the opportunity to submit this proposal to support the development of the City of Riverside's (City) Intelligent Transportation System (ITS) Master Plan. Iteris appreciates the City's vision for improving safety, reducing congestion, and strengthening the reliability and resiliency of its transportation network. We welcome the chance to partner with the City on this important initiative and to support a long-term strategy that guides the modernization of Riverside's traffic signal and communications systems.

Iteris brings extensive experience in the planning, design, implementation, and operations/maintenance of ITS infrastructure throughout California and across the country. This includes leading development of ITS master plans, developing regional ITS architectures, preparing communications and fiber network plans, and supporting traffic signal operations. Our team has provided ITS long-term planning for agencies such as the Orange County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA), and the Arizona Department of Transportation (ADOT). This experience provides a strong understanding of the operational, design, and institutional considerations that influence long-range ITS investment. This background positions Iteris exceptionally well to support Riverside in developing a practical and forward-looking ITS Master Plan.



A key differentiator of Iteris is our depth of experience in developing ITS master plans and strategic deployment frameworks. Our work with both small- and large-scale agencies gives our team firsthand knowledge of best practices, deployment challenges, and realistic implementation pathways that agencies across California and the nation have used to successfully modernize their systems. Iteris also recognizes the importance of balancing long-term innovation with practical considerations such as system readiness, agency resources, and existing infrastructure. This balanced perspective will help ensure that Riverside's ITS Master Plan remains both future-focused and achievable.



Iteris has worked extensively throughout the Inland Empire and Southern California on ITS, traffic signal, and communications projects. Much of our team is based in our Santa Ana office, which provides direct familiarity with regional operational practices, local design standards, and the needs of nearby public agencies. This presence also supports effective coordination with Caltrans District 8, the Riverside County Transportation Commission (RCTC), nearby cities, and other regional stakeholders. Our longstanding relationships within the region will help facilitate meaningful engagement and a smooth project delivery process.



Our experience developing communication and fiber network strategies that support long-term ITS operations. This includes developing PS&E, preparing fiber network architecture, integrating network devices, and providing troubleshooting support. As the City evaluates opportunities to expand bandwidth, improve resiliency, and strengthen network connectivity, our communications engineering background will help ensure that recommendations align with the City's long-term deployment goals and are consistent with transportation and IT industry best practices.

Project Manager Joshua McNeill, PE, TE, PTOE, will lead this effort and will serve as the principal point of contact for the City. Mr. McNeill has nearly 20 years of transportation engineering and ITS planning experience and has served in a leadership role within the Institute of Transportation Engineers since 2020. His experience coordinating with regional partners, public agencies, and multidisciplinary project teams will support a clear and efficient development process for the Master Plan. Mr. McNeill will be supported by a team of local and regional experts in traffic signal systems, ITS planning, communications engineering, multimodal operations, and deployment strategy.

Iteris acknowledges receipt of the two (2) Question and Answer responses issued via the PlanetBids portal on January 5, 2026. This proposal shall be a firm offer and will not be withdrawn for a period of one hundred twenty (120) days following the deadline date for submission of proposals as noted in the RFP.

The City's ITS Master Plan will serve as an important foundation for strengthening transportation operations, preparing for emerging technologies, and supporting continuous system improvement. Iteris is committed to providing a clear, actionable, and collaborative plan that reflects the City's goals, aligns with regional needs, and supports effective implementation in the years ahead. We appreciate your consideration of our proposal and look forward to the opportunity to work alongside the City to develop a strong and lasting roadmap for Riverside's ITS future.

Please contact me at 949-270-9647 or via email at sdb@iteris.com, or the designated Project Manager, Mr. McNeill, should you have any questions.

Sincerely,
Iteris, Inc.

Steven Bradley, PE Senior Vice President, Mobility Consulting Services

Steven Bradley, PE is authorized to bind Iteris, Inc.

All elements of the RFP have been reviewed and understood.

Iteris, Inc. is willing to enter into a contract under the terms and conditions prescribed by this RFP and in the Sample Agreement therein.

Statement of Understanding & Approach

PROJECT UNDERSTANDING

The City's is preparing a Citywide ITS Master Plan to support safer travel, reduce congestion, and improve the performance and resiliency of its transportation network. Riverside operates more than 500 signalized intersections with varying levels of equipment, communications connectivity, and operational capabilities. A portion of the system is already interconnected but continued growth and evolving travel patterns create a need for long-term vision and planning to guide future system management, communications expansion, and capital investment. Much of the City's intersections are already on 2070 controllers with Swarco's National Transportation Communications for ITS Protocol (NTCIP) compliant Omni software. Those intersections are on the Transparency central management system. The remaining 170 controllers with Bitran 200 firmware will be phased out with the development of the ITS Master Plan.



Riverside's transportation network is influenced by a range of factors, including changes in land use, shifts in travel demand, regional mobility needs, and the City's ongoing focus on safety. National research indicates that signal timing enhancements and coordinated operations can help improve reliability and reduce crash risk. The ITS Master Plan will assist the City in reviewing current conditions, identifying system needs, and developing strategies that support both day-to-day operations and long-term improvements. This includes preparing for advancements in connected vehicle applications, data collection, detection technologies, traffic management tools, and multimodal operations.

This ITS Master Plan will include a detailed evaluation of existing infrastructure, a needs assessment, an alternatives review, recommended improvement strategies, concept-level designs, cost guidance, and a phased implementation strategy. The plan will incorporate recognized industry practices and will be aligned with national frameworks such as the USDOT Safe System Approach, which emphasizes proactive risk management and comprehensive system planning. Additionally, this project will also include the development of Plans, Specifications, and Estimates (PS&E) for the University Avenue Innovation Corridor. We understand that all project deliverables are to be completed prior to December 31, 2026.

The Iteris team brings experience in traffic signal systems, fiber and wireless communications planning design and maintenance operations and maintenance practices, ATMS planning, and strategic long-term ITS deployment. We have supported cities and regional agencies across California with ITS master plans, communications design and strategies, and multimodal operations projects. This experience informs our understanding of the technical, operational, and institutional considerations involved in system modernization and long-range planning. As Iteris continues to work with WRCOG on the feasibility of regional traffic signal synchronization efforts, the City will be well positioned to benefits from funding components of that program with a well-established ITS Master Plan.

Engagement with regional partners will be an important component of this effort. The City's transportation system is closely connected with agencies such as Caltrans, Riverside County, Riverside Transit Agency (RTA), neighboring cities, Metrolink, and San Bernardino County. Mr. McNeill brings nearly 20 years of industry experience and has served in a leadership role within the Institute of Transportation Engineers since 2020. His professional relationships and knowledge of regional processes will support coordination with stakeholders and help ensure that the Master Plan reflects both local and regional priorities. The broader Iteris team contributes extensive technical experience and local familiarity, supporting productive engagement and efficient information sharing throughout the project.

A successful ITS Master Plan should provide a clear framework for evaluating future needs, strategically prioritizing investments, and supporting system upgrades over time. It should also be adaptable so that the City can respond to changes in technology, travel behavior, funding opportunities, and system performance. Iteris is committed to preparing a Citywide ITS Master Plan that supports the City's goals, reflects local and regional conditions, and provides a practical foundation for future improvements.

PROJECT APPROACH

The City's ITS Master Plan will be developed through a structured, collaborative, and data-driven approach that evaluates existing conditions, identifies system and user needs, and establishes a clear roadmap for implementing a modern, resilient, and scalable ITS network. Iteris will combine field observations, stakeholder engagement, technical analysis, concept development, and long-term planning strategies to ensure that the resulting recommendations support the City's operational priorities and future mobility goals. The following sections describe Iteris' general approach to developing the City's ITS Master Plan, and is divided into the following tasks:

TASK 1: PROJECT MANAGEMENT TASK & MEETINGS

Iteris strongly believes that excellent project management is essential in the successful completion of any project. Successful completion does not only mean finishing the project but also completing the project to the client's satisfaction within budget and on schedule. Project management encompasses items such as preparing and distributing progress reports, invoices, scheduling and conducting internal and external status meetings, including preparation of agendas and minutes. In addition, Iteris considers strong communication, project schedule adherence, and a significant emphasis on both Quality Assurance and Quality Control (QA/QC) prior to deliverable release as core for the successful completion of any project.

Mr. Joshua McNeill will serve as Project Manager and be the principal contact with the City, along with other project

stakeholders, as directed by the City's Project Manager.

Mr. McNeill will be available to City staff should specific questions arise throughout the duration of the project, or for meetings to discuss the project with other stakeholders/neighboring agencies, including Public Works Traffic Engineering, the City's IT Department, and the Traffic Signal Maintenance Crew. Iteris will provide agendas, minutes, and presentation materials that support effective meetings and accurate documentation.

Mr. McNeill will be responsible for ensuring an efficient and coordinated project development process and delivery of high-quality work products. This will be achieved with good initial planning at the onset of the project, followed by monitoring the progress of each task and sub-task, and making necessary corrective actions should issues arise. A well-qualified team of local and regional ITS and transportation technology experts will support Mr. McNeill with contract management and technical guidance, as needed.

Iteris understands that City staff have other duties to perform outside of this project, therefore Iteris will strive to be as efficient and effective as possible with your time, as well as the time of all other project stakeholders. At project onset, a project kick-off meeting will be held with the City and appropriate stakeholders to confirm project goals, priorities, schedules and to define lines of communication, as well as further refine project requirements including design criteria, review timelines, and overall project procedures.

PROJECT MANAGEMENT PLAN

At the initiation of the project, Mr. McNeill will prepare a Project Management Plan (PMP) that outlines the proposed project schedule, schedule controls, and QA/QC procedures for all the tasks described in the Scope of Work. Mr. McNeill will be responsible for directing all project efforts and allocating resources as required to satisfy the project's needs. The Iteris team will clearly define the scope of services, set responsibilities, establish schedules, and identify goals and milestones. Project decisions will be documented and supported by appropriate data that will clearly show the choices evaluated and the basis for Iteris' recommendations. Initiating this project by clearly defining responsibilities, budgets, and timelines ensures a strong foundation upon which the rest of the project can be built.

The project schedule will detail the anticipated timeline for all tasks, including proposed meeting dates and deliverable review periods. Establishing a baseline schedule is critical to controlling both project timeline and costs by designating milestone completion dates for specific tasks and the overall project. The project schedule will be regularly reviewed and updated as the project progresses, and progress status and costs will be reviewed against the latest schedule to avoid budget and schedule overruns. This internal control allows us to quickly make any adjustments needed to maintain schedule and stay within budget.

PROGRESS MEETINGS AND INVOICING

To maintain regular communication, Iteris will coordinate monthly progress meetings and will prepare agendas and meeting notes. These meetings will keep the City informed of project status, upcoming challenges, and proposed resolutions while documenting progress throughout the project. They will also ensure that stakeholder input is received and incorporated into the ITS Plan. Invoices will be submitted monthly and accompanied by a progress report to provide complete records of completed, ongoing, and planned project activities.

Deliverables

- PMP
- Project Schedule
- Monthly Progress Meeting Agendas and Minutes
- Ad Hoc Meeting Agendas, Presentation Materials, and Minutes
- Monthly Invoices

TASK 2: INTRODUCTION & EXISTING SYSTEM EVALUATION

The City requires a comprehensive and modernized framework to support future mobility, improve traffic operations, enhance system reliability, and guide long-term infrastructure investment. The ITS Master Plan will document existing ITS assets, identify system deficiencies, and establish a practical plan for maintaining, expanding, and managing a more capable traffic signal communications network. A thorough assessment of the current system will provide the foundation for understanding existing conditions, recognizing limitations, and identifying opportunities for improvement.

A traffic management system contains multiple discrete components. Each component will be inventoried, evaluated, and documented with consideration given to integrated operations and maintenance. Elements include:

TRAFFIC SIGNAL INFRASTRUCTURE

- Controller hardware and firmware, including version numbers
- Vehicle detection type, manufacturer, and model
- Battery backup system type, manufacturer, model, and battery expiration dates
- Emergency vehicle preemption equipment, including in-cabinet and pole or mast arm devices, manufacturer and model, and roadway directions served
- Signal cabinet type
- Photos of all listed equipment

INTERSECTION SIGNAL COMMUNICATIONS INFRASTRUCTURE

- Communications type and manufacturer, including copper interconnect, fiber optic cable, or wireless, with the number of SIC pairs or SMFO strands
- Fiber distribution unit manufacturer and model, number of panels, and connector type
- Ethernet switch manufacturer and model
- Serial communications equipment such as modems, port servers, and media converters
- SIC landing type
- Locations of existing SIC or fiber optic splice kits
- Wireless connection manufacturer and model
- Intersection connectivity
- Photos of all listed equipment

The first step in developing the Citywide ITS Master Plan is a comprehensive evaluation of the City's existing traffic signal system and ITS infrastructure. Iteris will conduct a full inventory of traffic signal and ITS assets to establish an operational baseline. Using structured checklists and proven methodologies applied across California, Iteris will ensure consistent, accurate, and well-documented data collection. The project team, in coordination with City staff, will gather information on current standards, signal equipment, detection systems, CCTV cameras, dynamic message signs, parking management technologies, emergency vehicle preemption systems, battery backup units, and Traffic Management Center (TMC) facilities. Additional sources will include GIS databases, maintenance logs, design documents, past capital projects, operations policies, and staffing resources.

Discussions with City staff will confirm collected data, identify gaps, and address communication issues between the TMC and field devices. Stakeholder input forms will capture operational challenges, future plans, and system performance issues. Stakeholders will also provide feedback on existing ITS strategies, deployment objectives, and achievement status to inform a preliminary needs assessment. Coordination with regional partners including nearby cities, transit operators, Caltrans District 8, and RCTC will identify regional plans, shared infrastructure, and interagency dependencies.

To supplement data collection, field review of up to 200 intersections will validate and fill data gaps. Additional reviews may be conducted as an optional task to maintain budget flexibility while ensuring comprehensive coverage based on the City's available data.

Findings will be summarized in the Existing Conditions Analysis. All data will be documented in a GIS database, including intersection photos linked to the City's signal numbering system. GIS layers and maps will illustrate ITS and communication assets, fiber routing, and connectivity. Visual exhibits such as tables, graphs, and maps will support the analysis and provide a clear representation of existing conditions.

Deliverables

- Draft and Final Existing Conditions Analysis, including the following
 - GIS-based inventory and layers of all ITS and communication system elements.
 - Citywide Existing Communications Infrastructure and Connectivity Map (GIS and PDF).
 - Citywide Existing Fiber Assignment Map.
 - Exhibits summarizing ITS inventory, including tables, photos, maps, and graphs.

TASK 3: NOT USED

The RFP does not include Task 3. This proposal maintains the same task numbering for consistency.

TASK 4: NEEDS ASSESSMENT

Task 4 will identify the needs to be addressed which will help the City achieve its goals for a modernized, reliable, and expandable ITS program. This assessment determines the gaps between the existing system and the desired future state. Needs will be identified and documented for each category of ITS systems described in the RFP. The existing system inventory developed in earlier tasks is a primary input to this process. By comparing current conditions against the City's operational goals, long term vision, and future mobility needs, the analysis identifies operational and equipment deficiencies as well as system upgrade requirements. This approach determines which improvement strategies will provide the most value by meeting performance expectations for communications, safety, operations, and multimodal management.

The Needs Assessment will consider technical, operational, institutional, and maintenance needs across the full range of ITS strategies. This includes arterial traffic management, safety systems, communication systems, incident management systems, traveler information systems, public transportation interfaces, parking management systems, maintenance and construction coordination, roadway sensors, adaptive signal coordination, and software platform operations. Input from City staff and project stakeholders will help validate operational needs, clarify constraints, and ensure the assessment reflects practical field conditions.

Specific areas of assessment include, but are not limited to:

- Increasing the reliability of the communications infrastructure
- Increasing available bandwidth and addressing bottlenecks
- Identifying locations that require new communications infrastructure
- Evaluating communications connections to City facilities
- Eliminating gaps or single points of failure in the communications network
- Assessing TMC needs, functions, and future capabilities
- Upgrading traffic controllers, device cabinets, and ITS field devices
- Identifying locations that need new CCTV coverage
- Assessing the need for additional roadside information systems such as changeable message signs

To identify system deficiencies, findings from field reviews, documentation, and stakeholder discussions will be compared against operational requirements, equipment conditions, communication performance, and the City's desired levels of service. Stakeholders will be surveyed via emails and small group interviews to describe the performance of existing ITS strategies, the objectives for each improvement strategy, and whether those objectives have been achieved.

The Iteris team assumes up to two (2) virtual workshops hosted over Teams to discuss and document City needs.

As part of this task, the Iteris team will prepare a Needs Assessment Report that includes:

- A summary of needs, constraints, and expectations for each category of ITS
- Prioritization of needs identified as high, medium, or low
- A status designation for each ITS category as non-existent, partially complete, or complete

The development of the Needs Assessment will be tailored to the City's specific conditions. Iteris will work closely with City staff so that priorities and needs reflect both current expectations and long-term planning goals. The Iteris team assumes the City will provide applicable planning and policy documents. This approach ensures the final Needs Assessment Report incorporates City feedback and represents a complete understanding of the City's ITS needs.

Deliverables

- Draft and Final Needs Assessment Report, including:
 - Summary of needs, constraints, and expectations for each ITS system category
 - Priority ranking of needs (high, medium, low)
 - Status of each ITS category (non-existent, partially complete, complete)

TASK 5: ALTERNATIVES EVALUATION & RECOMMENDED IMPROVEMENT STRATEGIES

Task 5 will build upon the City's ITS needs identified in Task 4 by assessing and prioritizing opportunities for improvement. All recommendations will align with City policies, capital improvement programs, and associated transportation plans.

The Iteris team will first develop an Alternatives Evaluation Criteria document that will be used to score potential improvement strategies against needs, goals, and policies. These criteria can be used to prioritize strategies within the Public Works team and also support specific projects for local funding and regional, state, and federal grants. Considerations will include relative cost, staffing level of effort, and strategy dependencies.

Strategies and technologies that are short term and high priority may include specific technology requirements and, in some cases, vendor makes and models. This may be driven by existing City owned-operated ITS and the desire to continue on with a specific standard ITS configuration. Because of the manner in which technology evolves over time, longer term strategies will tend to be identified more by functionality than specific technologies and vendors. It will be recommended that this ITS Master Plan be updated on a regular cycle to account for the evolution of technologies and ITS functions over time.

The team will then create a Draft Recommended Improvements database of current and anticipated ITS strategies with improvement identifier, title, and short descriptions, organized under the following system categories and focus areas:

- Traffic Signal Systems – includes signal controllers and software, signal cabinets, battery backup systems (BBS), accessible pedestrian signals equipment, multimodal detection systems, transit signal priority, emergency vehicle preemption, advanced traffic management system, automated traffic signal performance measures (ATSPMs), etc.
- Traffic Monitoring – includes closed circuit television system, parking management systems, road weather information systems, third-party data providers (e.g. TomTom, INRIX), etc.
- Traveler Information – includes traveler information webpage, roadside changeable message signs, mobile application partnerships (e.g. Waze, Google), etc.
- Communications Network – includes communications media alternatives (e.g. hardwired, wireless), communications and signal controller protocols (e.g. NTCIP) to support centralized Ethernet-based communications, edge and core Ethernet switch specifications (e.g. Layer 3, port availability, SFP modules), fiber ring and splicing standards (e.g. distribution fiber with collapsed ring), fiber stand assignment (e.g. 12 count blue tube for ITS), location of communications hubs to support +10 Gbps backhaul, etc.
- Transportation System Management – includes traffic operations center + incident/congestion management activities, transportation operations and staffing requirements (generalized for Task 5), on-going traffic signal timing updates including Leading Pedestrian Intervals and Flashing Yellow Arrow, preventative maintenance (e.g. equipment life-cycle considerations), etc.
- System Integration – includes Cellular Vehicle-to-Everything (C-V2X) future proofing blueprint, edge processing integration with signal controllers, center-to-center integration such as cloud-based TSP and EVP (e.g. with RTA, emergency services CAD/AVL systems), data sharing via open data portal and APIs, etc.

The Iteris team assumes one (1) virtual call hosted over Teams to review City comments on the Draft Recommended Improvements.

Communications network improvements are typically assigned the highest priority given that most ITS operational strategies are dependent on reliable communications between edge equipment and central systems. To address this immediate priority, Iteris will produce a Preliminary Network Architecture Map identifying critical gaps and opportunities. The map will be developed in a GIS environment with layers for traffic signal and ITS equipment, existing and proposed distribution and drop cables, and potential communication hubs.

Deliverables	
<ul style="list-style-type: none"> • Draft and Final Alternatives Evaluation Criteria • Draft and Final Recommended Improvements for All System Categories • Preliminary Network Architecture Map (GIS) <ul style="list-style-type: none"> ○ Standard distribution and drop cables ○ Communication hubs 	

TASK 6: CONCEPT DESIGN & COST ESTIMATES

Following the City’s review of the Task 5 deliverables, the Iteris team will advance the recommended ITS improvement strategies by developing concept designs for each proposed system enhancement. Task 6 will identify the major components, facilities, and communication elements required to support a modern, resilient, and expandable ITS network. The concept designs will outline proposed deployment strategies and provide the City show how each improvement can be planned and implemented. This task translates the recommended strategies into clearly defined, map-based concepts that support informed decision-making and capital improvement planning.

Concept designs will be prepared for key ITS elements, including traffic signal controllers, the proposed backbone fiber network and hub locations, the distribution fiber network, CCTV cameras, changeable message systems, traffic sensors, BBS, and TMC needs. Each design will be illustrated through maps, diagrams, GIS layers, and an ITS network diagram that together show proposed locations, system architecture, and connectivity. Design considerations will include redundancy and resiliency based on the City’s needs and long-term system objectives.

For each recommended improvement, the Iteris team will prepare a concept design description detailing the implementation scope of the concept, the rationale for the concept, the considerations evaluated during selection, and key operational or maintenance implications. Iteris assumes descriptions to be half a page in length. High-level planning cost estimates will also be developed for each concept design. These estimates will provide the City with a clear understanding of probable costs for system upgrades and ultimate network buildout.

Deliverables

- Maps, diagrams, and GIS layers illustrating concept designs, including:
 - Proposed backbone fiber and hub locations
 - Proposed distribution communications network
 - Proposed CCTV camera locations
- ITS high-level network diagram
- High-level ITS concept design descriptions and cost estimates

TASK 7: STRATEGIC DEPLOYMENT STRATEGY BUILDOUT

Task 7 will translate the identified ITS needs and concept designs into a prioritized and phased implementation plan. This task organizes proposed ITS improvements into deployment phases that reflect the City's operational priorities, funding expectations, and long-term traffic signal system goals. The strategy will guide the City through a multi-year buildout process that considers anticipated system growth, resource availability, and long-term maintenance needs. This approach allows the City to plan comprehensively for funding, design, and operations.

The phasing structure will be based on several key inputs that determine the timing and sequencing of projects. These inputs will include, but not be limited to, the following:

- Identified ITS needs and functional priorities
- Project readiness and constructability
- Availability and timing of funding sources
- Operational impact and anticipated benefit
- Traffic volumes and congestion conditions
- Collision history and documented safety concerns
- Transit routes, multimodal routes, and truck routes
- Equity considerations and community input
- Condition of the existing communications network
- Coordination needs with other City or regional projects
- Opportunities to bundle ITS strategies or equipment upgrades
- Long term operations and maintenance needs

Each improvement will be evaluated using these inputs to determine the appropriate phase assignment, with flexibility to adjust based on City direction and updated budget conditions. Additionally, the phased deployment strategy will organize prioritized ITS improvements into three implementation periods:

- Short-term (0 to 5 years): Improvements that address immediate deficiencies, enhance system reliability, or can be advanced quickly due to project readiness or available funding.
- Medium-term (5 to 10 years): Projects requiring additional design, coordination, or funding preparation. These improvements expand system coverage and improve multimodal integration.
- Long-term (10 or more years): Projects involving major infrastructure investments, emerging technologies, regional collaboration, or long range planning needs.

The deployment strategy will address the entire citywide traffic signal system. Each phase will include an overview of recommended improvements, a summary of component upgrades, project dependencies, and planning level cost estimates. Maps, tables, and exhibits will illustrate recommended projects by phase and by ITS element, including both devices and communications infrastructure. The phasing strategy will also be coordinated with City budget cycles and capital improvement program schedules to ensure realistic implementation. The deployment plan will include a preliminary analysis of potential funding programs and grant opportunities that align with the scale, cost, and timing of each improvement. Potential funding pathways will be further evaluated during Task 9.

Deliverables

- Prioritized phased deployment strategy for ITS improvements, including for each phase:
 - Narrative describing the purpose and benefits
 - Key inputs and considerations used to determine priority
 - Short-term, medium-term, and long-term implementation steps
 - Funding sources and grant opportunities
 - Risk mitigation strategies
 - Concept-level planning costs
 - Maps, tables, and exhibits

TASK 8: PLANS, SPECIFICATIONS & ESTIMATES (PS&E) FOR UNIVERSITY AVENUE INNOVATION CORRIDOR

Task 8 will deliver construction-ready PS&E for the City's top priority ITS project along the University Avenue Innovation Corridor. This effort will integrate a fully functional and interconnected fiber optic communications system that links the City's TMC at Riverside City Hall to the intersection of University Avenue and Kim Wilcox Drive. Iteris will complete all meetings, field observations, utility inventory, and design activities needed to prepare a complete communication PS&E package. Iteris anticipates the scope of improvements to primarily consist of fiber optic cable through existing conduits and pull boxes, along with supplementary fiber optic equipment including splice enclosure, patch panels, cabling, and ethernet switches.

The project will begin with a kickoff meeting led by Mr. McNeill to confirm the scope, schedule, budget, communication protocols, and overall project goals. The kickoff will also review the data needs and design approach so that expectations are aligned early. If needed, Iteris will establish recurring progress meetings separate from the regular ITS Master Plan meetings. Iteris will coordinate and lead all meetings, prepare agendas and minutes, and track action items to support clear and consistent communication.

Iteris will collect and review background information to support the design effort. This will include City records and files requested from local utilities, such as as-built drawings, improvement plans, and other documentation necessary to understand existing surface and subsurface conditions. All utility related communication will be tracked in a Utility Coordination Log that records requests, responses, and confirmations, ensuring that the utility inventory remains complete and well documented. Field observations will be conducted to verify existing traffic signal and communication infrastructure along the corridor. Iteris will review cabinets, poles, pull boxes, visible conduit, and other elements that influence system design. These observations will be compared with available records to identify any discrepancies and to confirm missing information. Iteris will follow a standardized documentation procedure to ensure all field conditions are captured clearly and consistently through photographs and written notes.

Once the existing conditions have been validated, Iteris will develop preliminary CAD base mapping that reflects the roadway geometry, traffic signal equipment, existing conduit, pull boxes, known utilities, and other features that may impact communications design. This mapping will serve as the foundation for all subsequent design work. Iteris will then prepare plan sheets for the University Avenue corridor. These plans will include all notes, details, and dimensions required to construct the new communications system. Communications plans will define the routing of fiber optic cable through existing and new conduit, show the locations of splice vaults, pull boxes, and include fiber schematics that define strand counts, assignments, and splicing requirements consistent with the City's network architecture.

Specifications will be prepared in accordance with City standards and will describe materials, installation and testing procedures, and technical requirements for the fiber optic and traffic signal communication system components. Iteris will also prepare Engineer's Estimates of Probable Construction Cost that reflect current design documents and will include quantities and unit prices for all improvements and incidental work, such as potholing, conduit proofing, and pavement restoration. Cost estimates will be provided at each submittal to support the City's budgeting process.

Iteris anticipates a 60%, 90%, and Final PS&E submittal sequence. Each submittal will undergo an internal quality review before delivery to the City. After each review, Iteris will maintain a comment resolution matrix to document City feedback and track how each comment is addressed in the next design stage. All PS&E documents will follow City standards and be provided in the City's preferred format.

Following completion of the design, Iteris will continue supporting the City through bidding and construction. During bid package preparation, Iteris will provide recommendations on contractor qualifications, construction duration, phasing, liquidated damages, and bid schedule considerations. During the bidding period, Iteris will respond to bidder questions, prepare clarifications, and revise bidding documents as needed. During construction, Iteris will review contractor submittals, address field questions, participate in site visits, and prepare As-Built drawings based on contractor-provided markups. This ongoing support will help ensure successful implementation of the fiber optic and traffic signal communications improvements.

Deliverables

- Utility Coordination Matrix
- PS&E submittals (60%, 90%, and 100%)
- Comment Resolution Matrix for each review stage
- Updated As-Built Drawings
- Bidding and Construction Support

TASK 9: NEXT STEPS

Task 9 will expand on the preliminary funding considerations introduced in Task 7 and translate them into a more detailed, actionable strategy to support the long-term development of ITS infrastructure citywide. While Task 7 identified potential funding sources as part of the deployment prioritization process, this task will take a deeper look at those opportunities, incorporate best practices, and provide specific recommendations on how the City can position ITS improvements for future funding and implementation. Iteris will examine how grant programs may be used to advance eligible ITS projects. This will include identifying which grants are best suited to specific improvements and recommending the level of funding or cost share percentages that would be appropriate to pursue. These recommendations will help guide the City toward an overall funding strategy that maximizes competitive grant awards while ensuring priority projects are positioned to align with available funding.

Competitive Grants

Iteris will review and refine the funding pathways identified during Task 7 and evaluate their applicability to the types of improvements planned throughout the City. This will include assessing federal, state, regional, and local programs that support communications upgrades, traffic signal modernization, safety technologies, and broader ITS initiatives. As part of this assessment, Iteris will consider eligibility requirements, application cycles, cost participation expectations, and the overall competitiveness of each program so that the City can better prepare for future funding opportunities. For example, the scoping and cost estimation (including any required match) for a federal SMART, BUILD, or SS4A grant application will be developed to allow for the City to pursue competitive funding.

Capital Improvement Program

Building on this expanded evaluation, Iteris will provide recommendations for how ITS improvements can be integrated into the City’s capital improvement program. This will include identifying potential funding sources suitable for long-term City investment and recommending amounts or percentages the City may consider allocating to ITS improvements as part of annual or multi-year budgeting. Areas where ITS deployment can be coupled to planned maintenance will be identified. These recommendations will help the City establish a predictable funding framework that supports ongoing investment in critical communications infrastructure.

Conditions of Approval

In addition, Iteris will review opportunities for incorporating ITS related improvements into land development conditions of approval. This review will identify where new development could contribute infrastructure such as conduit extensions, communications pathways, or system connectivity enhancements. Iteris will provide guidance on how these requirements can be incorporated into the development review process and structured to support the City’s broader ITS network.

The result of this task will be a set of next steps that clearly defines potential funding sources, suggested allocation strategies for capital improvement planning, recommended grant funding levels, and opportunities to integrate ITS improvements into land development review. Together, these strategies will help the City pursue funding proactively and support the long-term expansion of the ITS network.

Deliverables	
<ul style="list-style-type: none"> • ITS Funding Strategy Report, including <ul style="list-style-type: none"> ○ Funding strategy and recommendations ○ Suggested funding amounts or percentages for CIP planning ○ Recommended grant programs and associated funding levels or cost share percentages ○ Recommendations for integrating ITS requirements into land development conditions 	

TASK 10: CITYWIDE ITS MASTER PLAN REPORT

Task 10 will synthesize findings, analyses, and recommendations from all previous tasks into a comprehensive Citywide ITS Master Plan Report. The Plan will integrate system documentation, needs assessment results, recommended strategies, concept designs, phased implementation planning, and funding analysis into a cohesive narrative. Supporting materials will include technical data, exhibits, GIS figures, network architecture diagrams, deployment maps, and summaries of meetings and field reviews. The Plan will also document development process efforts, including meetings conducted and field observations completed.

The ITS Master Plan will provide an actionable strategy for planning, budgeting, operations, and continued ITS development. It will emphasize periodic updates to ensure relevance as traffic conditions, travel behavior, and technology evolve. Regular review cycles will help the City adapt to emerging technologies, shifting mobility patterns, and changes in regional or statewide programs. To support broader communication and planning needs, Iteris will prepare supplemental materials on request, such as presentations for City Council or commissions, staff reports, briefing documents, and other materials for internal and external stakeholders.

Deliverables	
<ul style="list-style-type: none"> • Draft ITS Master Plan Report for City and stakeholder review • Final ITS Master Plan Report • Supplemental presentations, staff reports, or briefing materials upon request 	

TASK 11: DEVELOP STANDARD PLANS FOR ITS ELEMENTS (OPTIONAL)

As an optional task, Iteris will develop standardized ITS infrastructure plans for inclusion in the City's Public Works Standard Plan set. These plans will provide consistent design details that improve project delivery, reduce variability, and support efficient construction and maintenance. Iteris will review existing City standards and regional resources, then prepare draft plan sheets on a per-sheet basis using best practices and industry guidelines. Example sheets may include conduit layouts, pull box details, fiber splice vaults, cabinet foundations, and equipment mounting standards. Drafts will be reviewed with City staff for technical preferences and compatibility with existing standards. Final plans will incorporate feedback and be formatted for seamless integration into the City's standard plan set.

Deliverables

- Draft ITS Standard Plans for City review
- Final ITS Standard Plans for City review



Project Delivery Schedule

Figure 1: Project Schedule

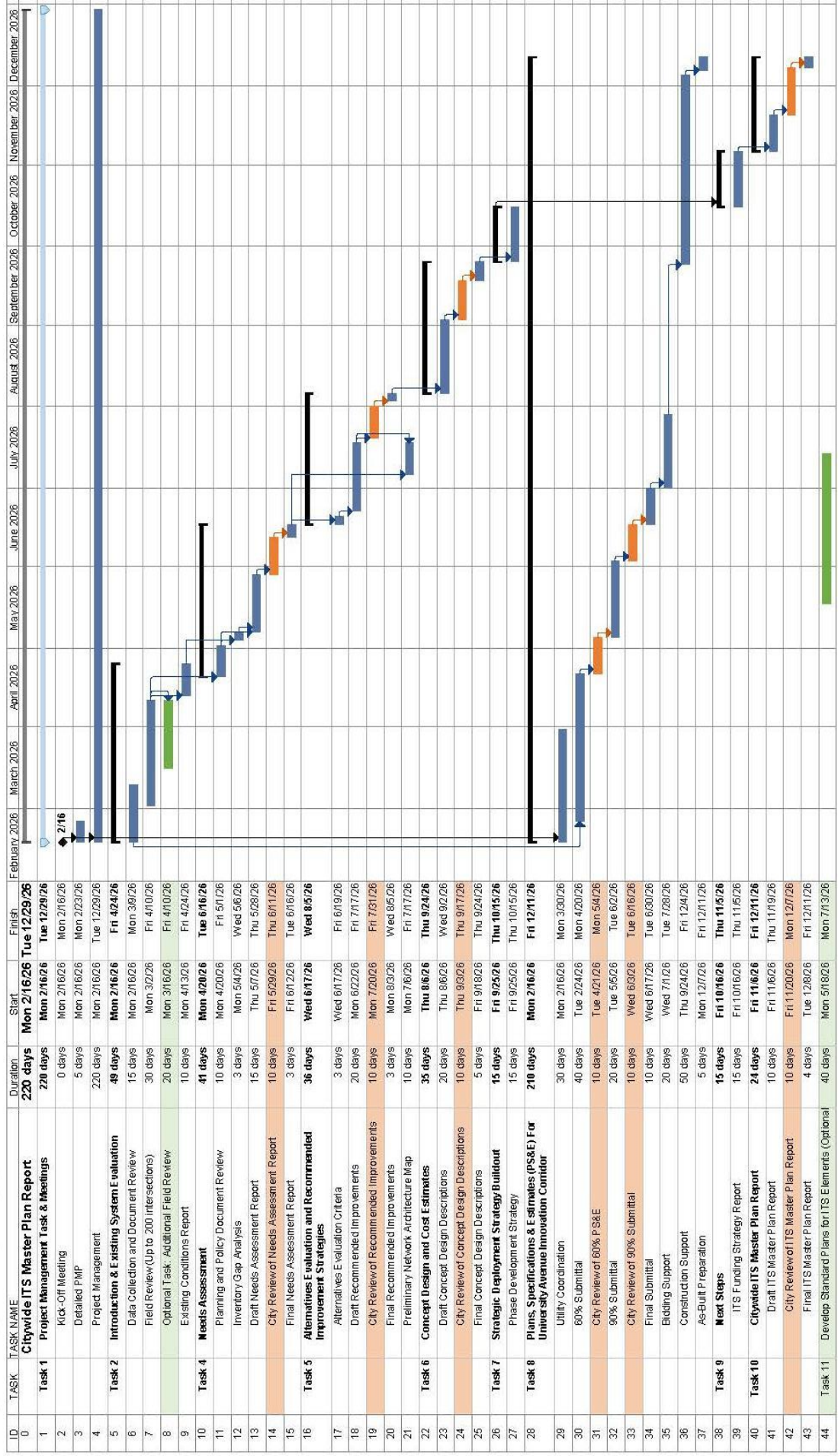


EXHIBIT "B"
COMPENSATION

Pricing

Iteris has provided the following proposed Breakdown of the Costs for providing Services outlined in the Scope of Services as shown in Figure 3. **Figure 3: Breakdown of the Costs**

	ITERIS										TRANSPO GROUP						TOTAL HOURS	TOTAL LABOR	ODC	TOTAL		
	Joshua McNeill, PE, TE, PTOE	Tom Petrosino	Lead Engineer/Senior Manager	Senior Engineer	Engineer	Associate Engineer	Assistant Engineer	Kari Typolt, PE	ITS Project Manager	Mark Jensen	GA/OC	Justin Chan, PE	Senior ITS Engineer	Bahar Azin	Data Analyst	Casey Rothlisberger					GIS Analyst	Anissa Corea
Task 1	20	3	0	10	0	8	0	0	17	1	1	9	0	0	0	0	0	4	72	\$ 18,230	\$ 600	\$ 18,830
Kick-Off Meeting	2	1		2		8			1	1	1	1						4	8	\$ 2,190	\$ 100	\$ 2,290
Detailed Project Management Plan (PMP)	2	1			8				1			1							11	\$ 2,295		\$ 2,295
Monthly Meetings, Progress Reports, Additional Meetings, and Invoicing	16	1		8					16			8						4	53	\$ 13,745	\$ 500	\$ 14,245
Task 2	4	1	0	7	0	32	124	100	4	0	0	4	0	0	0	0	0	0	276	\$ 43,230	\$ 600	\$ 43,830
Introduction & Existing System Evaluation	4	1		7		32	124	100	4			4						0	276	\$ 43,230	\$ 600	\$ 43,830
Data Collection and Document Review	2			4		16													22	\$ 4,570		\$ 4,570
Field Review (Up to 200 Intersections)	1			1	8	8	100	100											210	\$ 30,510	\$ 600	\$ 31,110
Existing Conditions Report	1			2	8	8	24		4			4							44	\$ 8,150		\$ 8,150
Task 3																						
Task 4	0	0	0	0	0	0	0	0	26	4	40	28	0	0	0	0	0	0	98	\$ 21,250	\$ -	\$ 21,250
Needs Assessment									2		8								10	\$ 1,810		\$ 1,810
Planning and Policy Document Review									4		12								16	\$ 3,680		\$ 3,680
Inventory Gap Analysis									4		4								8	\$ 1,880		\$ 1,880
Stakeholder Workshops - Prep and Facilitation (assume up to 2, virtual)									4		20	20							56	\$ 12,000		\$ 12,000
Draft Needs Assessment Report									12	4	20	20							56	\$ 12,000		\$ 12,000
Task 5	0	0	0	0	0	0	0	0	34	4	42	60	20	0	20	0	0	0	160	\$ 31,840	\$ -	\$ 31,840
Final Needs Assessment Report									4		4	4							8	\$ 1,880		\$ 1,880
Alternatives Evaluation and Recommended Improvement Strategies									30	4	38	42	20	0	20	0	0	0	122	\$ 27,260		\$ 27,260
Alternatives Evaluation Criteria									20	4	40	40							104	\$ 21,760		\$ 21,760
Draft Recommended Improvements									4		12								16	\$ 2,960		\$ 2,960
Final Recommended Improvements									8		8								28	\$ 4,860		\$ 4,860
Preliminary Network Architecture Map									20	4	20	40							84	\$ 17,260		\$ 17,260
Task 6	0	0	0	0	0	0	0	0	42	4	42	56	32	0	28	0	0	0	154	\$ 29,930	\$ -	\$ 29,930
Concept Design and Cost Estimates									8		8	16							24	\$ 4,600		\$ 4,600
Draft Concept Design Descriptions									10		10								30	\$ 5,350		\$ 5,350
Final Concept Design Descriptions									2		2	2							12	\$ 2,720		\$ 2,720
Updated Network Architecture Map									4		4								16	\$ 3,520		\$ 3,520
Task 7	2	1	2	10	0	40	0	0	0	0	0	0	0	0	0	0	0	0	55	\$ 11,395	\$ -	\$ 11,395
Strategic Deployment Strategy Buildout	2	1	2	10	0	40	0	0	0	0	0	0	0	0	0	0	0	0	55	\$ 11,395		\$ 11,395
Phase Development Strategy	2	1	2	10	0	40	0	0	0	0	0	0	0	0	0	0	0	0	55	\$ 11,395		\$ 11,395
Task 8	8	0	0	0	30	48	132	80	0	0	0	0	0	0	0	0	0	0	298	\$ 48,760	\$ 400	\$ 49,160
Plans, Specifications & Estimates (PS&E) For University Avenue Innovation Corridor	8	0	0	0	30	48	132	80	0	0	0	0	0	0	0	0	0	0	298	\$ 48,760	\$ 400	\$ 49,160
Utility Coordination					2		12												14	\$ 2,320		\$ 2,320
PS&E (60%, 90%, and Final)	6				20	32	120	80											258	\$ 41,130		\$ 41,130
Bidding Support, Construction Support, and As-Builts	2				8	16													26	\$ 5,310		\$ 5,310
Task 9	0	0	16	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	56	\$ 10,920	\$ -	\$ 10,920
Next Steps	0	0	16	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	56	\$ 10,920		\$ 10,920
ITS Funding Strategy Report			16			40													56	\$ 10,920		\$ 10,920
Task 10	2	1	2	2	4	24	0	0	0	0	0	0	0	0	0	0	0	0	35	\$ 7,235	\$ -	\$ 7,235
Citywide ITS Master Plan Report	2	1	2	2	4	24	0	0	0	0	0	0	0	0	0	0	0	0	35	\$ 7,235		\$ 7,235
Draft ITS Master Plan Report	1	1	2	2	2	20													28	\$ 5,760		\$ 5,760
Final ITS Master Plan Report	1				2	4													7	\$ 1,475		\$ 1,475
PROJECT TOTAL:	1204	3	0	24	0	2	24	24	0	0	0	0	0	0	0	0	0	0	1204	\$ 222,790	\$ 1,600	\$ 224,390
Task 2	1	0	0	0	0	2	24	24	0	0	0	0	0	0	0	0	0	0	51	\$ 7,495	\$ 300	\$ 7,795
Introduction & Existing System Evaluation (Optional Task)	1	0	0	0	0	2	24	24	0	0	0	0	0	0	0	0	0	0	51	\$ 7,495	\$ 300	\$ 7,795
Field Review (Each additional 50 intersections)																			18	\$ 3,055	\$ -	\$ 3,055
Task 11	1	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	15	\$ 2,565	\$ -	\$ 2,565
Develop Standard Plans for ITS Elements (Optional)	1	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	15	\$ 2,565		\$ 2,565
Draft ITS Standard Plan (Per Sheet)						4	10	0											3	\$ 490		\$ 490
Final ITS Standard Plans (Per Sheet)						1	2												3	\$ 490		\$ 490

EXHIBIT “C”

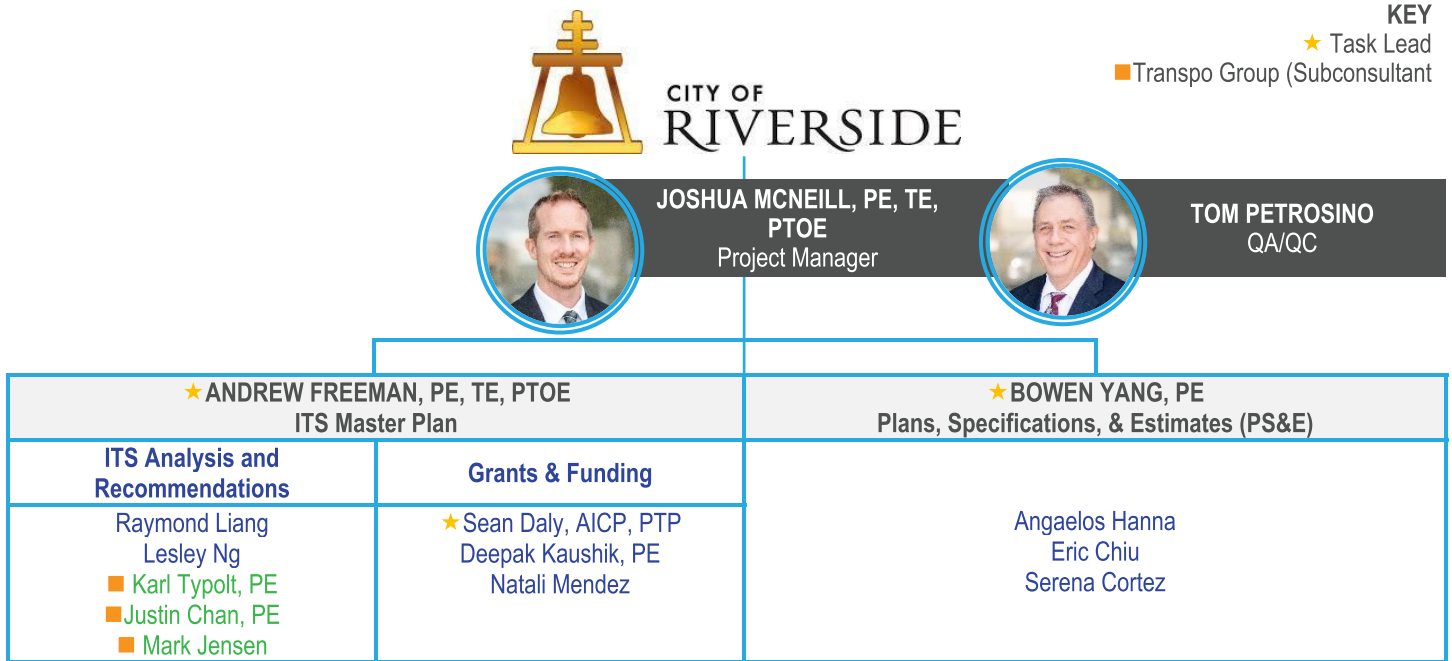
KEY PERSONNEL

Company Personnel

ORGANIZATIONAL CHART

With local offices in Santa Ana, Los Angeles and Oakland, Iteris has the resources of over 150 team members throughout California dedicated to Traffic Engineering, Transportation Planning, and ITS. Iteris' proposed team organization is provided in **Figure 2**. As part of this team, Transpo Group will lead key components of the ITS Master Plan, including the Needs Assessment, Alternatives Evaluation, Recommendation Improvement Strategies, Concept Designs, and Cost Estimates. Iteris and Transpo Group have collaborated on ITS planning and design projects since 2011, bringing a proven track record of successful partnership.

Figure 2: Organizational Chart



KEY PERSONNEL BIOS

Iteris strives to help clients solve the problems that are the focus of the project by providing solutions that work, solutions that innovate, and solutions that are Smart. These are reasons why clients know Iteris as a firm that goes above and beyond expectations to make client projects successful. Iteris is pleased to present the following key personnel assigned to the project who will assist Mr. McNeill with the successful delivery of this project to the City. Full resumes are provided in the Appendix.

JOSHUA MCNEILL, PE, TE, PTOE PROJECT MANAGER		
	<p>Mr. Joshua McNeill, PE, TE, PTOE, will serve as your Project Manager for this project and will be the principal contact with the City and other entities per the City's direction. Mr. McNeill will be responsible for coordinating staff activities, coordinating meetings, and project strategy, and will oversee work from project inception to completion.</p> <p>Mr. McNeill has been with the firm since 2017. He is a registered professional Civil Engineer and Traffic Engineer with 17 years of experience working in transportation systems design. He has managed ITS design and implementation projects across Southern California and delivered PS&E packages for signing and striping, bike improvements, traffic signal upgrades, fiber optic networks, and freeway traffic management systems. He provides solutions to traffic problems while effectively managing budgets and scope of work. Mr. McNeill is committed to providing sustainable transportation design with an emphasis on systems engineering analysis and utilization of emerging technologies. His software experience includes Autodesk AutoCAD, Microsoft Excel, Microsoft PowerPoint, Microsoft Word, Microsoft Visio, Microstation V8i, Synchro (Trafficware).</p> <p>His other relevant/recent experience includes: OCTA First Street and Bolsa Avenue Regional Traffic Signal Synchronization Project (RTSSP), Contract Task Order (CTO) (Agreement C-9-1812), Orange County Transportation Authority (OCTA) – Orange County, CA I-405 Design-Build Improvement Project, Orange County Transportation Authority (OCTA) – Orange County, CA OCTA – Warner Avenue Traffic Signal Synchronization Project – Orange County, CA Citywide Traffic Signal Interconnect Upgrade and Traffic Management Center (TMC) – City of Palm Springs, CA</p>	
<p>Licenses/ Certifications: Civil Engineer (PE) CA #79151, 2011 Traffic Engineer (TE) CA #2792, 2015 Professional Traffic Operations Engineer (PTOE) #4870, 2020</p> <p>Contact Number: 949-270-9579</p>		
THOMAS M PETROSINO QA/QC		
	<p>Mr. Petrosino serves as an Associate Vice President for Iteris' Mobility Consulting Services business division, rejoining the firm in 2017 (previously with Iteris from 2000-2011). He has over 35 years of ITS, Transit and Transportation Planning and Project Management experience. Over the span of his career, Mr. Petrosino has developed excellent communications and problem-solving skills, as well as a diverse range of technical knowledge and planning acumen. He has worked on and/or managed more than a dozen regional and statewide ITS architectures and strategic deployment plans in the western United States. Mr. Petrosino has 10 years of public sector experience working with Caltrans District 12 (Orange County, CA) and the OCTA. That public sector experience, coupled with 25 years of private sector experience, provides Mr. Petrosino with a rich diversity of experience and perspectives.</p>	
<p>Licenses/ Certifications: Certificate in Transportation Planning for Air Quality; University of California, Riverside, 1994</p> <p>Contact Number: 949-270-9683</p>		
BOWEN YANG, PE TASK LEAD – PLANS, SPECIFICATIONS, & ESTIMATES		
	<p>Mr. Yang serves as a Senior Engineer for Iteris' Mobility Consulting Services division and has been with the firm since February 2016. Mr. Yang is an engineering professional with over 11 years of experience and a solid background in traffic and transportation engineering, specializing in design of traffic signal, fiber optic communications, CCTV, Video-Detection System (VDS), stage construction, traffic handling, signing, and pavement delineation. He pulls from his years of experience in the traffic and transportation industry to develop ITS master plan that focuses on strategic planning and constructability. Mr. Yang has both the technical knowledge and insight to identify and address complex fiber optic communication network issues, develop solutions and alternatives.</p>	
<p>Licenses/ Certifications: Civil Engineer (PE) CA #92006, 2020</p> <p>Contact Number: 949-270-9632</p>		

ANDREW FREEMAN, PE, TE, PTOE | TASK LEAD – ITS MASTER PLAN



Licenses/ Certifications:
Civil Engineer (PE)
 IL #062.070815, 2018
Professional Traffic Engineer (TE)
 #3153
Operations Engineer (PTOE)
 #4607, 2019
Contact Number:
 949-270-9409

Mr. Freeman has nearly 11 years of experience working in the fields of traffic engineering and traffic signal design , with a strong background in managing complex transportation projects across Southern California. His expertise spans traffic signal plan development, ITS and fiber optic design, signing and striping plans, and traffic control strategies.

At Iteris, Mr. Freeman has played a key role in delivering ITS design plans for major corridors and citywide deployments, gaining hands-on experience in ITS planning, design, implementation, and construction oversight. He is well-versed in developing communications architectures, integrating advanced traffic management systems, and preparing construction-ready PS&E packages. Mr. Freeman is recognized for his client-focused approach, ensuring responsiveness and clear communication throughout every project phase. His ability to align technical solutions with agency goals has contributed to successful project delivery, improved operational efficiency, and enhanced system reliability for public agencies.


SEAN DALY, AICP, PTP | TASK LEAD – GRANTS & FUNDING







Licenses/ Certifications:
American Institute of Certified Planners (AICP)
 AICP #021297
Professional Transportation Planner (PTP)
 PTP #23
Transportation Worker Identification Credential (TWIC®)
 TWIC #1107253
Contact Number:
 337-534-5031


Mr. Daly has 25 years of public sector and professional consulting experience in transportation planning and has been with Iteris since 2006. For this project, his primary role will be developing a comprehensive funding strategy supporting the City in identifying strategies to secure competitive grants. Mr. Daly has extensive expertise in grant development and application processes, having recently led successful efforts for active transportation, roadway, transit, and bridge projects.

In the past four years, Mr. Daly authored winning applications for major programs, including the West Santa Ana Branch Transit Oriented Communities and Downtown Los Angeles Transit Oriented Communities awarded grants (Federal Transit Administration), the Zero Emission Busses and Charging Infrastructure Deployment and System Integration (CalSTA Transit and Intercity Rail Capital Program), the La Brea Avenue Complete Streets Project (Safe Streets for All Program), and the Port of Long Beach North Harbor Transportation System Improvements (MARAD Port Infrastructure Development Grant) totaling \$243 million in awards.

SUBCONSULTANT **transpogroup** 

KARL TYPOLT, PE TRANSPORTATION SYSTEMS ENGINEER – ITS ANALYSIS & RECOMMENDATIONS		
 <p>Licenses/ Certifications: Professional Engineer (PE) WA # 51623, ID # P-21535</p> <p>Contact Number: 425-896-5225</p>	<p>Karl Typolt is a transportation systems engineer with over 16 years of experience in ITS planning, traffic signal operations, and advanced signal control technologies. He specializes in helping public agencies deploy cost-effective, scalable technology solutions that enhance multimodal safety and performance. Karl’s expertise spans signal design, adaptive signal control, transit signal priority, multimodal detection, and grant-funded safety initiatives.</p> <p>Karl currently leads several high-impact projects across the west coast, including the City of Nampa’s citywide ITS upgrades and SS4A Demonstration Project along SH-45, which is deploying video and LiDAR for real-time safety interventions. In Bellevue, WA, he helped secure SMART grant funding and is now guiding implementation of real-time signal safety countermeasures for vulnerable road users (VRUs).</p> <p>As a Project Manager on SS4A Supplemental Planning and Demonstration Projects, Karl works closely with FHWA to meet federal reporting and deliverable requirements.</p>	

JUSTIN CHAN, PE SENIOR ITS ENGINEER – ITS ANALYSIS & RECOMMENDATIONS		
 <p>Licenses/ Certifications: Professional Engineer (PE) WA # 56940, TX # 145513</p> <p>Contact Number: 425-896-5265</p>	<p>Justin Chan is a skilled ITS engineer with expertise in delivering traffic signal and ITS improvement projects from early systems engineering through PS&E development, procurement, implementation, and performance evaluation. He is experienced in managing all phases of project delivery, including Concept of Operations (ConOps), requirements development, vendor coordination, construction support, system validation, and compliance with USDOT grant requirements under the SS4A and SMART programs.</p> <p>Justin has supported multiple federally funded initiatives across the Pacific Northwest. As Deputy Project Manager for the Cascade Gateway Advanced Border Information System in WA, he led key systems engineering efforts and supported the successful Stage 2 SMART grant application. In Nampa, ID, he developed the ConOps and Evaluation Plan for a SS4A Demonstration Project deploying video and LiDAR-based safety technologies. He is also leading evaluation and reporting for Bellevue’s SMART-funded RTSSI project and SS4A-funded video analytics demonstration project, which applies intelligent sensor technologies to reduce risks for VRUs.</p> <p>Justin’s strength lies in aligning advanced technology solutions with agency goals and community needs, ensuring that systems are thoughtfully planned, rigorously implemented, and measurably effective.</p>	

MARK JENSEN DIRECTOR OF TECHNOLOGY – ITS ANALYSIS & RECOMMENDATIONS		
 <p>Contact Number: 805-556-2306</p>	<p>Mark Jensen is a technology development leader who specializes in the conceptualization, planning, development, and implementation of ITS/CAV technologies under USDOT-funded grant programs. Mark is currently serving as the Principal-in-Charge and Sr. Technical Advisor for supporting the City of Bellevue, WA on its connected vehicle intersection safety program – first supporting the City developing the successful \$1.5M grant and now providing leadership on the SMART Stage 1 Implementation of this program. Mark also recently completed a SMART Stage 1 Implementation of a cross-border ITS and border smart mobility system for the Whatcom COG in Washington. Additionally, in recent years he led the: (1) FHWA BUILD grant implementation of the \$10M Las Vegas GoMED AV Shuttle and CV2X Pedestrian Safety project; and (2) the \$6M FHWA ATCMTD grant freight ITS implementation for in Los Angeles; (3) the \$13M ATCMTD successful grant submittal and initial grant implementation in the Bay Area that addressed advanced ITS improvements at the Port of Oakland. Moreover, over the past three decades he has supported many USDOT-funded advanced technology programs and serves on the Board or Directors of ITS California.</p>	