AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT is made this 7th day of November, 2012, by the City of Manhattan Beach, a municipal corporation, ("CITY"), and Iteris, Inc., a Delaware corporation, ("CONTRACTOR") (collectively, the "Parties").

RECITALS

The following recitals are a substantive part of this Agreement:

1. CITY seeks to obtain professional services necessary to update the CITY's General Plan Mobility Element, and

2. CONTRACTOR is qualified by virtue of experience, training, education, and expertise to accomplish these services.

AGREEMENT

THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. **Term of Agreement**. This Agreement shall terminate on September 30, 2013, unless earlier terminated as provided below.

1.1 Termination. CITY and CONTRACTOR shall have the right to terminate this Agreement, without cause, by giving thirty (30) days written notice. Upon receipt of a termination notice, CONTRACTOR shall:

(1) promptly discontinue all services affected (unless the notice directs otherwise); and

(2) promptly deliver all data, reports, estimates, summaries, and such other information and materials as may have been accumulated by CONTRACTOR in performing the Agreement to CITY, whether completed or in progress. CONTRACTOR shall be entitled to reasonable compensation for the services it performs up to the date of termination.

2. **Services to be Provided**. The services to be provided hereunder shall be those set forth in Exhibit A, which is attached hereto and incorporated herein by this reference.

3. **Compensation**. CONTRACTOR shall be compensated as follows:

3.1 Amount. Compensation shall be made on an hourly basis in accordance with the rates set forth in CONTRACTOR's Fee Proposal, attached hereto as Exhibit B and incorporated herein. In no event shall compensation provided pursuant to this Agreement exceed $124,080.

3.2 Payment. For work under this Agreement, payment shall be made per monthly invoice. For extra work not a part of this Agreement, written authorization by CITY will be required.

3.3 Expenses. CONTRACTOR shall be reimbursed for costs advanced by CONTRACTOR on behalf of CITY, including intersection counts, ADT costs, travel expenses, and handling charges in an amount not to exceed $3,000, as stated in Exhibit B. Travel expenses shall only be paid by CITY if approved in writing prior to the incursion of said expenses. Records must be submitted to CITY along with any invoice that requests payment for the foregoing expenses.

4. **Professional Standards**. CONTRACTOR shall maintain or exceed the level of competency presently maintained by other similar practitioners in the State of California, for professional and technical soundness, accuracy and adequacy of all work, advice, and materials furnished under this Agreement.

5. **Time of Performance**. CONTRACTOR shall complete all services required hereunder as and when directed by CITY, and in accordance with the Proposed Schedule set forth in Exhibit C. However, CITY in its sole discretion, may extend the time for performance of any service.

6. **Employees and Subcontractors**. CONTRACTOR may, at CONTRACTOR'S sole cost and expense, employ such other persons as may, in the opinion of CONTRACTOR, be needed to comply with the terms of this Agreement, if such persons possess the necessary qualifications to perform such services. If such persons are employed to perform a portion of the scope of work, the engagement of such persons shall be subject to the prior approval of the CITY.

7. **Insurance Requirements**.

7.1 Commencement of Work. CONTRACTOR shall not commence work under this Agreement until it has obtained CITY approved insurance. Before beginning work hereunder, during the entire period of this Agreement, for any extensions hereto, and for periods after the end of this Agreement as indicated below, CONTRACTOR must have and maintain in place, all of the insurance coverages required in this Section 7. CONTRACTOR'S insurance shall comply with all items specified by this Agreement. Any subcontractors shall be subject to all of the requirements of this Section 7 and CONTRACTOR shall be responsible to obtain evidence of insurance from each subcontractor and provide it to CITY before the subcontractor commences work.

All insurance policies used to satisfy the requirements imposed hereunder shall be issued by insurers authorized to do business in the State of Califomia. Insurers shall have a current A.M. Best's rating of not less than A-:VII unless otherwise approved by CITY.

7.2 Coverages, Limits and Policy Requirements. CONTRACTOR shall maintain the types of coverages and limits indicated below:

(1) COMMERCIAL GENERAL LIABILITY INSURANCE - a policy for occurrence coverage, including all coverages provided by and to the extent afforded by Insurance Services Office Form CG 0001 ed. 11/88 or 11/85, with no special limitations affecting CITY. The limit for all coverages under this policy shall be no less than one million dollars ($1,000,000.00) per occurrence. CITY, its employees, officials and agents, shall be added as additional insureds by endorsement to the policy. The insurer shall agree to provide the City with thirty (30) days prior written notice of any cancellation, non-renewal or material change in coverage. The policy shall contain no provision that would make this policy excess over, contributory with, or invalidated by the existence of any insurance, self-insurance or other risk financing program maintained by CITY. In the event the policy contains such an "other insurance"

clause, the policy shall be modified by endorsement to show that it is primary for any claim arising out of the work performed under this Agreement. The City of Manhattan Beach Insurance Endorsement Form No. 1 (General Liability) must be executed by the applicable insurance underwriters.

(2) COMMERCIAL AUTO LIABILITY INSURANCE - a policy including all coverages provided by and to the extent afforded by Insurance Services Office form CA 0001, ed. 12/93, including Symbol 1 (any auto) with no special limitations affecting the CITY. The limit for bodily injury and property damage liability shall be no less than one million dollars ($1,000,000) per accident. CITY, its employees, officials and agents, shall be added as additional insureds by endorsement to the policy. The insurer shall agree to provide the City with thirty (30) days prior written notice of any cancellation, non-renewal or material change in coverage. The policy shall contain no provision that would make this policy excess over, contributory with, or invalidated by the existence of any insurance, self-insurance or other risk financing program maintained by CITY. In the event the policy contains such an "other insurance" clause, the policy shall be modified by endorsement to show that it is primary for any claim arising out of the work performed under this Agreement. The City of Manhattan Beach Insurance Endorsement Form No. 2 (Auto) must be executed by the applicable insurance underwriters.

(3) WORKERS' COMPENSATION INSURANCE - a policy which meets all statutory benefit requirements of the Labor Code, or other applicable law, of the State of California. The minimum coverage limits for said insurance shall be no less than one million dollars ($1,000,000) per claim. The policy shall contain, or be endorsed to include, a waiver of subrogation in favor of CITY.

(4) PROFESSIONAL ERRORS & OMISSIONS - a policy with minimum limits of five million dollars ($5,000,000) per claim and aggregate. This policy shall be issued by an insurance company which is qualified to do business in the State of California and contain a clause that the policy may not be canceled

until thirty (30) days written notice of cancellation is mailed to CITY.

7.3 Additional Requirements. The procuring of such required policies of insurance shall not be construed to limit CONTRACTOR'S liability hereunder, nor to fulfill the indemnification provisions and requirements of this Agreement. There shall be no recourse against CITY for payment of premiums or other amounts with respect thereto. CITY shall notify CONTRACTOR in writing of changes in the insurance requirements. If CONTRACTOR does not deposit copies of acceptable insurance policies with CITY incorporating such changes within sixty (60) days of receipt of such notice, CONTRACTOR shall be deemed in default hereunder.

Any deductibles or self-insured retentions must be declared to and approved by CITY. Any deductible exceeding an amount acceptable to CITY shall be subject to the following changes:

(1) either the insurer shall eliminate, or reduce, such deductibles or self-insured retentions with respect to CITY and its officials, employees and agents (with additional premium, if any, to be paid by CONTRACTOR) ; or

(2) CONTRACTOR shall provide satisfactory financial guarantee for payment of losses and related investigations, claim administration, and defense expenses.

7.4 Verification of Compliance. CONTRACTOR shall furnish CITY with original endorsements effecting coverage required by this Agreement. The endorsements are to be signed by a person authorized by the insurer to bind coverage on its behalf. All endorsements are to be received and approved by CITY before work commences. Not less than fifteen (15) days prior to the expiration date of any policy of insurance required by this Agreement, CONTRACTOR shall deliver to CITY a binder or certificate of insurance with respect to each renewal policy, bearing a notation evidencing payment of the premium therefor, or accompanied by other proof of payment satisfactory to CITY.

8. **Non-Liability of Officials and Employees of the CITY**. No official or employee of CITY shall be personally liable for any default or liability under this Agreement.

9. **Non-Discrimination**. CONTRACTOR covenants there shall be no discrimination based upon race, color, creed, religion, sex, marital status, age, handicap, national origin, or ancestry, in any activity pursuant to this Agreement.

10. **Independent Contractor**. The Parties agree, understand, and acknowledge that CONTRACTOR is not an employee of the CITY, but is solely an independent contractor. CONTRACTOR expressly acknowledges and agrees that CITY has no obligation to pay or withhold state or federal taxes or to provide workers' compensation or unemployment insurance or other employee benefits and that any person employed by CONTRACTOR shall not be in any way an employee of the CITY. As such, CONTRACTOR shall have the sole legal responsibility to remit all federal and state income and social security taxes and to provide for his/her own workers compensation and unemployment insurance and that of his/her employees or subcontractors. Neither CITY nor any of its agents shall have control over the conduct of CONTRACTOR or any of CONTRACTOR's employees. CONTRACTOR shall not, at any time, or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of CITY. CONTRACTOR shall indemnify and hold harmless CITY and its elected officials, officers and employees, servants, designated volunteers, and agents serving as independent contractors in the role of CITY officials, from any and all liability, damages, claims, costs and expenses of any nature to the extent arising from CONTRACTOR's personnel practices. CITY shall have the right to offset against the amount of any fees due to CONTRACTOR under this Agreement any amount due to CITY from CONTRACTOR as a result of CONTRACTOR's failure to promptly pay to CITY any reimbursement or indemnification arising under this Section 10.

11. **Compliance with Law**. CONTRACTOR shall comply with all applicable laws, ordinances, codes, and regulations of the federal, state, and local government.

12. **Ownership of Work Product**. All documents or other information created, developed or received by CONTRACTOR shall, for purposes of copyright law, be deemed works made for hire for CITY by CONTRACTOR as CITY'S employee(s) for hire and shall be the sole property of CITY. CONTRACTOR shall provide CITY with copies of these items upon demand and in any event, upon termination or expiration of the term of this Agreement.

13. **Conflict of Interest and Reporting**. CONTRACTOR shall at all times avoid conflict of interest, or appearance of conflict of interest, in performance of this Agreement.

14. **Notices**. All notices shall be personally delivered or mailed to the below listed addresses. These addresses shall be used for delivery of service of process.

a. Address of CONTRACTOR is as follows:

Iteris, Inc.
400 Oceangate Suite 480
Long Beach, CA 90802-4317

b. Address of CITY is as follows:

Director of Community Development
City of Manhattan Beach
1400 Highland Ave
Manhattan Beach, CA 90266

(with a copy to):

City Attorney
City of Manhattan Beach
1400 Highland Ave
Manhattan Beach, CA 90266

15. **Contractor's Proposal**. In the event of any inconsistency between the terms of the Contractor's Proposal and this Agreement, this Agreement shall govern.

16. **Licenses, Permits, and Fees**. CONTRACTOR shall obtain a Manhattan Beach Business License, all permits, and licenses as may be required by this Agreement.

17. **Familiarity with Work**. By executing this Agreement, CONTRACTOR warrants that:

(1) it has investigated the work to be performed;

(2) it has investigated the site of the work and is aware of all conditions there; and

(3) it understands the difficulties and restrictions of the work under this Agreement. Should CONTRACTOR discover any conditions materially differing from those inherent in the work or as represented by CITY, it shall immediately inform CITY and shall not proceed, except at CONTRACTOR's risk, until written

instructions are received from CITY.

18. **Time of Essence**. Time is of the essence in the performance of this Agreement.

19. **Limitations upon Subcontracting and Assignment**. Neither this Agreement, or any portion, shall be assigned by CONTRACTOR without prior written consent of CITY.

20. **Key Person**. During the term of this Agreement, CONTRACTOR shall provide the services of Gary Hamrick and all other personnel stated in Exhibit A.

21. **Authority to Execute**. The persons executing this Agreement on behalf of the Parties warrant that they are duly authorized to execute this Agreement.

22. **Indemnification**. CONTRACTOR shall defend, indemnify, and hold harmless the CITY, its officials, and every officer, employee and agent of CITY (collectively "City") from any claim, liability or financial loss (including, without limitation, attorneys fees and costs), injuries to property or persons (including without limitation, attorneys fees and costs) arising out of any acts or omissions of CONTRACTOR, its officials, officers, employees or agents in connection with the performance of this Agreement, except for such claim, liability or financial loss or damage arising from the sole negligence or willful misconduct of the City, as determined by final arbitration or court decision or by the agreement of the Parties. CONTRACTOR shall defend City, with counsel of City's choice, at CONTRACTOR's own cost, expense, and risk, and shall pay and satisfy any judgment, award, or decree that may be rendered against City. CONTRACTOR shall reimburse City for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. CONTRACTOR's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by CONTRACTOR or City. All duties of CONTRACTOR under this Section shall survive termination of this Agreement.

23. **California Law**. This Agreement shall be construed in accordance with the laws of the State of California. Any action commenced about this Agreement shall be filed in the appropriate branch of the Los Angeles County Municipal or Superior Court.

24. **Interpretation**. This Agreement shall be interpreted as though prepared by both Parties.

25. **Preservation of Agreement**. Should any provision of this Agreement be found invalid or unenforceable, the decision shall affect only the provision interpreted, and all remaining provisions shall remain enforceable.

26. **Entire Agreement; Modification**. This Agreement supersedes any and all other agreements, either oral or in writing, between the Parties with respect to the subject matter herein. Each party to this Agreement acknowledges that representations by any party not embodied herein, and any other agreements, statements, or promises concerning the subject matter of this Agreement, not contained in this Agreement, shall not be valid and binding. Any modification of this Agreement will be effective only if it is in writing signed by the Parties. Any issue with respect to the interpretation or construction of this Agreement shall be resolved without resorting to the presumption that ambiguities should be construed against the drafter.

27. **Attorneys' Fees**. In the event that legal action is necessary to enforce the provisions of the Agreement, or to declare the rights of the Parties hereunder, the Parties agree that the prevailing party in the legal action shall be entitled to recover from the losing party all of its attomeys' fees and other costs incurred in connection therewith, in addition to such other relief as may be sought and awarded.

[Signatures begin next page]

IN WITNESS THEREOF, the Parties hereto have executed this Agreement on the day and year first shown above.

CONTRACTOR

Gary Hamrick
Vice President

CITY OF MANHATTAN BEACH

DAVID N. CARMANY
City Manager

ATTEST:

11-7-12

LIZA TAMURA
City Clerk

APPROVED AS TO FORM:

QUINN M. BARROW
City Attorney

EXHIBIT A

SCOPE OF WORK

Proposal For:

Manhattan Beach General Plan

Mobility Element Update

August 22, 2012

ITERIS Innovation for better mobility

FEHR & PEERS

Hogle-Ireland
Planning & Development Consulting

ITERIS® Innovation for better mobility

August 22, 2012

Attn: Gwen Eng
Office of the City Clerk
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Re: RFP Number 88513, General Plan (Mobility) Update **17-P12-0153**

Iteris, Inc. in association with Fehr & Peers Associates is extremely pleased to submit this proposal to assist the City of Manhattan Beach with the General Plan Mobility Element Update. Our two firms have completed numerous successful General Plan Circulation Element projects throughout California. Our team brings significant recent expertise in Complete Streets planning and multi-modal planning. We understand that modern Circulation Elements must include all modes and are not simply vehicles for sizing a street network. We also understand that Manhattan Beach is a community that requires a balanced approach to transportation to serve the needs of the residents, visitors and businesses.

Iteris and our project director bring prior experience in the City plus many years of multi-modal transportation planning experience. Fehr & Peers Associates are national leaders in Complete Streets planning, as well as non-motorized (bicycle and pedestrian) transportation planning. Hogle-Ireland, a leading local environmental planning firm with significant experience in Manhattan Beach, will lead the CEQA compliance efforts.

Our understanding of the key requirements of this Mobility Element update include:

- Modernize the Element to conform to State of California Complete Streets mandates and go beyond those requirements where needed to establish a truly multi-modal transportation system that responds to changing land uses.
- Develop Complete Streets framework for the City.
- Fully integrate other modes besides the auto into the Mobility Element. Review and consider possible bicycle projects from the South Bay Cities Bicycle Master Plan
- Help the City define muiti-modal level of service policies.
- Provide sound technical analysis that includes standard Circulation Element components including long term mitigation analysis, integrating other modes (bike, pedestrian, transit).
- Provide the proper guidance to the City in terms of CEQA compliance and prepare the appropriate level of environmental documentation.
- Coordinate with and incorporate Valley Drive/Ardmore Corridor Plan in the Mobility Element.

Our team is unmatched in its local knowledge, local and national expertise in Completes Streets and multi-modal planning and community outreach. We offer leading experts in every required project area, as well as a very large depth of local technical resources. Please call with any questions regarding our submittal. We look forward to further discussing our qualifications and approach to the scope of services with the City.

If you have any questions, please feel free to call me at 562-432-8484.

Sincerely,
Iteris, Inc.

Gary Hamrick
Vice President

400 Oceangate | Suite 480 | Long Beach | CA | 90802-4317 | tel. 562.432.8484 | fax 562.432.8485 | www.iteris.com

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Key Staff Resumes

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1. & 2. UNDERSTANDING, METHODOLOGY AND WORK PLAN

UNDERSTANDING/INTRODUCTION

The prior (and currently adopted) Circulation Element of the Infrastructure Plan contains many elements that are typical to circulation elements, including the following:

- Master Plan of roadways with functional classifications
- Average Daily Traffic (ADT) counts on key roadways (traffic counts at over 60 locations throughout the City)
- Discussion of traffic congestion and intersection level of service (at 46 intersection locations)
- Truck route system discussion
- Transit services discussion
- Transportation Goals and Policies
- Recommended and planned transportation improvements

The adopted Circulation Element covers all of the components of the transportation/circulation system that are usually included in a General Plan. Since the adoption of that plan, however, there has been a shift in emphasis statewide towards "Mobility" planning and access, as opposed to primarily focusing on roadways and automobile related congestion. This is a statewide initiative and it is also being embraced by many local communities including Los Angeles, Long Beach, Pasadena, Santa Monica and many other local cities. New Mobility Elements are placing much greater emphasis on other modes of travel including bicycle, pedestrian and transit. Integrating all modes into "Complete Streets" is another major emphasis as opposed to simply finding ways to ease auto congestion via roadway widening or other measures. We also understand that the City is already actively engaged in complete streets planning through the Valley Drive/Ardmore Avenue Corridor plan for Veteran's Parkway. Features of that plan will be reviewed and incorporated into the Mobility Element.

This type of approach fits Manhattan Beach very well. Manhattan Beach is obviously an essentially built out city. Land use changes will occur in selected areas due to turnover of various parcels, but major growth will not occur. The basic traffic and congestion patterns will likely remain the same or change/worsen slightly over time. This does not mean that traditional circulation planning issues will not be addressed, but rather that the emphasis will shift toward other modes, away from emphasis on roadways. Our scope of work proposes a combination of Complete Streets analysis, multi-modal analysis as well as traditional transportation planning as needed to update the prior Element. Our proposed scope of services is outlined in detail in this section of the proposal.

This multi-faceted approach can position the City of Manhattan Beach as a leader, through consideration of adopting one of the preliminary ideas from the National Traffic Operations Council draft "Operations Business Case":

1. *"Safer, smarter, more affordable travel"*;
2. *"Making your roads work for your modes"*; or
3. *"Enhancing the value of your travel"*.

METHODOLOGY AND WORK PLAN

TASK 1 - COORDINATION

As noted in the RFP, this task will include team participation in a kick-off meeting with staff and appropriate City Commissions and City Council members. Throughout the project, the team will provide bi-weekly status reports and confer with staff as needed via conference calls or some meetings where necessary for proper communication. The team is located in close proximity to the City (key Iteris staff in Long Beach and key Fehr & Peers staff in Santa

Monica) so attendance at meetings as needed is not an issue.

TASK 2 - ANALYSIS

Task 2A: Review Prior Plan as well as other Applicable Local, Regional and State Documents and Requirements

The consultant team will review the current Element as well as all other relevant local, regional and state documents as they relate to the new mobility element. The team is well versed in the current Element as team members Iteris and Hogle-Ireland both assisted the City with preparation of background materials and analysis for the Element. Other documents to be reviewed will include but not be limited to the following: State of California Senate and Assembly bills relating to local transportation and land use planning (AB32, SB375, others), Congestion Management Plans, Measure R SBCOG Highway Program and other Measure R planning documents from METRO (Iteris is assisting METRO with the South Bay Cities Measure R Program Management), Measure R transit projects, METRO Los Angeles County Long Range Transportation Plan, State Transportation Implementation Plan, Regional Transportation Plan (SCAG), Sustainable Communities Plans, Caltrans guidelines and new Federal Surface Transportation law MAP 21.

Task 2B: Assess Current Conditions

Key elements of the current Circulation Plan will be reviewed. As noted, with the land use and associated traffic growth in Manhattan Beach expected to be relatively small and focused in certain areas, the assessment of congestion can also be focused. The team will conduct sample 24-hour ADT and intersection counts at some of the key locations analyzed in the existing circulation element, and then review that data to understand how much change has occurred since the last plan as well as since the slowdown in the economy. Throughout Los Angeles County, traffic data show that since 2008, traffic volumes have been generally reduced by five to ten percent. Thus, traffic volumes are likely lower now in the city than a few years ago and may even be comparable to the values from the last Element.

We will conduct ten ADT counts throughout the City and compare to the last circulation plan data. The intersection analysis from the current element showed that of the 46 study intersections, approximately half were shown to experience very poor levels of service (LOS E or F). We propose to also count ten of those locations again as a comparative test against the prior plan results to determine if traffic has changed significantly at key congestion points. Based on this analysis, the team will make a determination as to whether additional traffic data is needed to assess current conditions, or whether the last effort can be used, along with more recent traffic data collected by the City and from environmental studies. Existing bicycle and pedestrian conditions will be assessed as part of the multi-modal analysis, which is described within other scope elements. Transit service data will also be updated with available data. While Complete Streets and "other modes" are important parts of the circulation element update, it is important not to forget that a majority of travel will be done on City streets via automobile, both single occupant and multi-occupant. Thus, the "traditional" role of the circulation element in reviewing existing and future traffic operations is still also relevant. On many recent Circulation Elements, Iteris has successfully combined roadway network analysis with complete streets philosophies. This is important as buses, bicycles and pedestrians share the roadways and extreme congestion would affect all modes, as well as provide incentives for neighborhood traffic intrusion which has traditionally been a concern in Manhattan Beach. Other performance measures such as Vehicle Miles Travelled, Vehicles Hours of Travel, speeds, travel times on links, delay and other measures will be used as appropriate in the existing conditions analysis.

Task 2C: Evaluation of Complete Streets Best Practices

Fehr & Peers will lead the consultant team in its collaboration with the City of Manhattan Beach to craft Complete Streets goals and policies for the General Plan Update. These goals, objectives, and policies will reflect the requirements of the *2008 California Complete Streets Act* (AB 1358), as well as the community's growing interest in

transportation mode alternatives to vehicular travel.

To facilitate the development of Complete Streets goals and policies, Fehr & Peers will evaluate Complete Streets best practices in other exemplary coastal communities with applicability to the City of Manhattan Beach, focusing in particular on communities with a demonstrated track record of implementation success. The Team will prepare a summary of current "Best Practices". This summary will be contained in a technical report including the best examples from nearby communities within Southern California, and the United States. It will primarily address cities with similar characteristics to Manhattan Beach including similar levels of transit service, demographic characteristics, and pedestrian travel.

Some specific items addressed in this Best Practices review could include 1) Instances where "road diets" have been implemented; 2) The effects of Complete Street policies on traffic flow and roadway capacity as determined by before and after studies; 3) The benefits of Complete Streets policies in terms of accident reduction, collision avoidance, or other measurable safety benefits; 4) Benefits of Complete Street policies in improving access to various forms of transit; 5) Locations or examples where Complete Street policies were implemented to facilitate pedestrian access or travel; and 6) The relationship between Complete Streets and their adjacent land uses (Context Sensitive Design or Context Sensitive Solutions).

Coupled with this evaluation of area best practices, Fehr & Peers will bring to the discussion relevant highlights from our extensive experiences working on general plan updates in other coastal communities, including the City of Redondo Beach Circulation Element, as well as the award winning City of Santa Monica Land Use and Circulation Element, and the award winning Redwood City General Plan Circulation Element, where we incorporated Complete Streets priorities throughout the goals and policies of the General Plan update. Fehr & Peers will also lead a facilitated discussion with City staff around Complete Streets goals and policies. A Power Point presentation developed in this task will be the starting point for discussion.

After incorporating feedback from City staff on the best practices presentation and relevant Complete Streets goals and policies the City would like to carry forward, Fehr & Peers will facilitate a discussion of Complete Streets goals and policies at a public workshop in order to receive feedback from the community as to its ranking of Complete Streets priorities.

Deliverable: ***Power Point presentation summarizing Complete Streets Best Practices***
Meetings: ***One meeting with City staff, one 4-hour public workshop***

Task 2D: Preparation of Complete Streets Goals & Policies for General Plan Update

Based on best practices, feedback from City staff and the community, Fehr & Peers will prepare Complete Streets goal and policy language for incorporation into the General Plan Update.

Deliverable: ***Complete Streets Goals & Policies document***

Task 2E: Develop Framework for Application of Multi-modal Level of Service in City of Manhattan Beach

Traditional automobile-based level of service (LOS) methodologies commonly found in most general plans of cities in Los Angeles County are unable to account for the benefits of the region's growing multi-modal transportation network. As with many built out cities like the City of Manhattan Beach, there are few opportunities to expand roadway capacity without negatively impacting pedestrian circulation, livability, urban design, and potentially economic vitality. However, because impact thresholds are typically associated with vehicular level of service, it is more difficult for cities, as well

as developers, to implement strategies that benefit transit and active transportation (walking, biking) modes. Because of this critical need, Fehr & Peers has committed significant internal research and development resources towards the advancement of multi-modal level of service analysis, including developing ***LOS+***, an open-source multi-modal level of service (MMLOS) tool based on the Highway Capacity Manual 2010 (HCM 2010) pedestrian, bicycle, and transit LOS methodologies.

In addition to the HCM 2010 methodologies, working with our partners at the City of Los Angeles, the City of Santa Monica, and others, we have thoroughly evaluated the benefits and disadvantages of all of the multi-modal level of service methodologies, having developed detailed comparison matrices, as well as an open source web-based evaluation, the ***MMLOS Toolkit.***

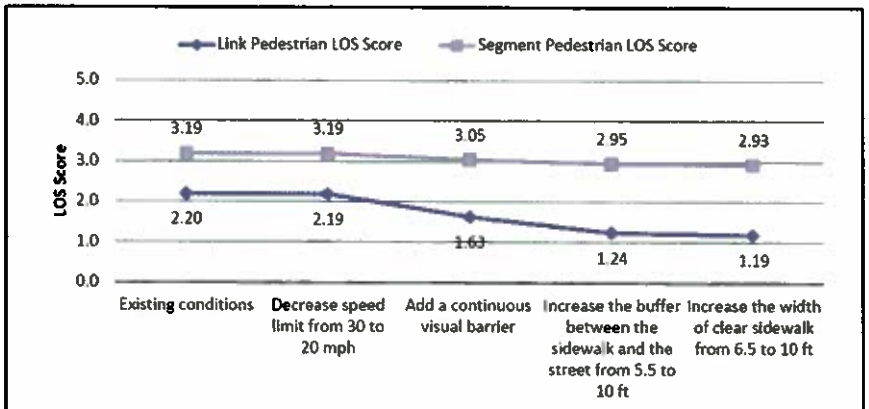


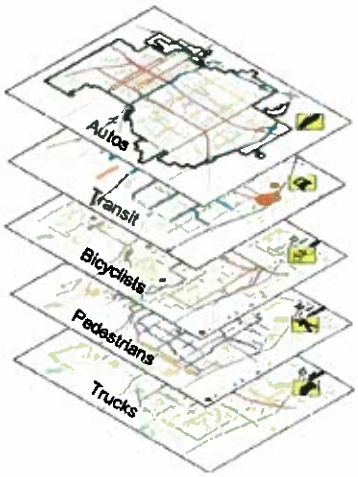
FIGURE 2 Link- and Segment-level Pedestrian LOS Cumulative Sensitivity Testing - Los Angeles.

Task 2F: Evaluate MMLOS Methods & Determine Applicability to City of Manhattan Beach

Based on our extensive knowledge of MMLOS methods, we will evaluate the key methodologies according to their applicability to the City of Manhattan Beach, and their ability to support the Complete Streets goals and policies of the General Plan Update. Fehr & Peers will summarize our evaluation of MMLOS methodologies in a Power Point presentation, and will facilitate a discussion with City staff during the meeting detailed under Task 2B to determine which method(s) would best serve the needs of the City. As an optional task, the team could implement MMLOS analysis at key points around the City

Deliverable: ***Technical Memorandum summarizing applicable MMLOS Methodologies***

Task 2G: Evaluation of Modal Priorities



Fehr & Peers will facilitate a discussion with City staff, as well as members of the public during the public workshop, to help determine the City's transportation priority for a particular neighborhood. The City's modal priorities will likely differ depending on the context of an area. For example, pedestrian and bicycle modes are a high priority around the Manhattan Beach Pier, whereas vehicular modes may be a priority along Sepulveda given its use as a regional commuting route. This designation of modal priorities is often referred to as a "Layered Network." A layered network approach to street classification reflects the junction and overlap of transportation networks designed for pedestrians, bicyclists, transit vehicles, and automobiles. Fehr & Peers has extensive experience developing layered networks in the context of general plan updates, including *LA2B*, the City of Los Angeles's Circulation Element update, which Fehr & Peers is leading.

Meeting: ***One meeting with City staff***

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Deliverable: ***Map Illustrating Layered Circulation Network***

Task 2H: Recommend Approach to MMLOS Application in City of Manhattan Beach

Based on discussions with the City, Fehr & Peers will recommend an approach for implementing MMLOS methods and strategies in the City of Manhattan Beach reflecting the priorities and needs of the City. Based on discussions with the City, and feedback from the community during the workshop, Fehr & Peers will craft MMLOS approaches relevant to different areas of the City based on their relevant priorities. Multi-modal impact thresholds and example mitigation strategies would be crafted such that the City's transportation priorities for a particular neighborhood in the City can be achieved through the implementation of General Plan goals and policies. Language would be prepared suitable for inclusion in the General Plan update detailing the recommended approach to MMLOS in the City, relevant impact thresholds, and suite of potential mitigation measures.

Deliverable: ***MMLOS Recommendation Memorandum***

TASK 2I: Develop Bicycle & Pedestrian Project List for General Plan Implementation

South Bay Cities Bike Plan

Bicycle and pedestrian planning continues to be an evolving process in the U.S. In recent years, several innovative designs have emerged as effective treatments to calm traffic and improve road safety. For example, treatments such as Sharrows, back-in angled parking, rapid-flashing ("stutter-flash') beacons, and the pedestrian HAWK beacon have been tested and adapted for local application throughout the U.S. The Iteris Team will provide the City with information on design treatments for consideration. These best practice guidelines will supplement existing state and federal standards (i.e., Caltrans Highway Design Manual, AASHTO, California MUTCD and 2009 federal MUTCD changes that California may adopt). An important element will include coordination with features in the 2011 South Bay Cities Bicycle Master Plan. The Team is extremely familiar with elements of this plan. As shown, there are a large number of proposed bike routes in the City which will be reviewed.

For pedestrians, this task will include development of crosswalk installation and treatment guidelines, a land use development review checklist, and ADA ramp installation criteria. The crosswalk guidelines will inform decisions about where basic or enhanced crosswalks should be marked at controlled and uncontrolled locations; where crosswalks with special treatments, such as high visibility crosswalks, flashing beacons and other special features, should be employed, and prototypical locations where crosswalks should not be marked due to safety concerns resulting from volume, speed, or sight distance issues. The crosswalk guidelines will include a two-step process: determining where to mark crosswalks and then determining how to treat crosswalks. Fehr & Peers will work with the City to customize our "Crosswalk Treatment Selection Tool" for the preferred Manhattan Beach toolbox.

In recent years, there has been increased recognition that encouraging people to walk and bicycle requires not only dedicated facilities but also supportive land use patterns (in other words, places to walk and bicycle to). Supportive land use patterns include higher-density, transit-oriented, and mixed-use development; and street, site and building designs that emphasize access by those on foot and bike while de-emphasizing automobile access. Manhattan Beach already recognizes the critical link between land use and people's transportation decisions. We propose to help the City advance in that direction by incorporating into the Mobility Element a checklist and resources for the planning and design of bicycle- and pedestrian-friendly developments. Resources would be in the form of model policies; urban, architectural and site design guidelines; and development standards that can be incorporated into the City's

approval process for new developments. The standards will include design standards for pedestrian facilities and standards for short and long term bicycle parking (proscribing the appropriate type of parking and location and number of bicycle parking spaces based on land use type). Standards will draw from existing practices in the City.
Fehr & Peers will lead the development of the bicycle and pedestrian transportation improvement project list for the General Plan update. The South Bay Cities Bicycle Master Plan, the Vitality City Livability Plan, and other previous planning efforts will be thoroughly reviewed and discussed with City staff to determine which priority projects should be carried forward into the General Plan update, along with any other priority projects the City has under consideration.

Based on our evaluation of prior planning efforts, discussions with City staff, and our expertise developing multi-modal transportation improvement plans, Fehr & Peers will evaluate the draft project list and based on staff direction make recommendations for any additional priority facilities or projects to address pedestrian and bicycle network gaps, major conflict zones, or generators that appear to be underserved. To facilitate the evaluation of conflict zones, the most recently available five years of collisions involving pedestrians and/or cyclists will be reviewed.

During the community workshop detailed in Task 2C, Fehr & Peers will facilitate a discussion on bicycle and pedestrian projects in order to get feedback from the community on priorities related to pedestrian and bicycle circulation.

Meeting: ***One meeting with City staff***
Deliverable: ***Bicycle & Pedestrian Project List & Project Map***

TASK 3 – OUTREACH

Engaging the public in development of the Mobility Element will build support prior to the public hearing process, and will allow City staff to identify any concerns that the public may have early in the process. In addition, valuable opinions regarding various transportation modes and options will be developed through the outreach. This is especially important given that key focus areas will be Complete Streets and other modes of travel. Residents and business owners have been asked about traffic issues for past Circulation Elements and environmental studies, but may be less familiar with dialogue about other modes such as walking and biking as well as Complete Streets concepts. We will also contact METRO and other applicable transit operators to discuss transit services in the City.

For the first part of the outreach process, the team will work within the context of existing City commissions to educate residents and the business community, and to hear and respond to their comments on key proposals. Iteris and Hogle-Ireland staff are very familiar with past city processes and have attended and led discussions at many Technical Advisory Committee (TAC) meetings as well as Planning Commission and City Council meetings in Manhattan Beach. In addition to working with the TAC, the team also proposes two community workshops to be held on days regularly scheduled for meetings of the Planning Commission and/or Parking and Public Improvements Commission. A preferred option would be for the City to arrange for joint meetings of these two Commissions. Special notices and invitations to the public would be issued to attract a broad audience.

For each of the workshops, the Consultant team will:

- Prepare draft and final public notice materials announcing the workshops
- Prepare presentation materials for each workshop
- Lead the workshops, with the Iteris project manager as the point person

- Prepare workshop summaries highlighting public comments and action items

City staff will be responsible for producing, posting, and sending all workshop notices, and for arranging the workshop venues. Both workshops will be interactive, with the public given ample opportunity to ask questions and comment on the ideas presented. We envision having an open house session just prior to convening of the formal workshop, whereby participants can review maps and exhibits before the formal presentation.

Public Workshop #1:

This is the same workshop as discussed in Task 2C. The first workshop will be conducted early in the work program to: 1) present what the City looks to accomplish through the Mobility Element, 2) discuss Complete Streets concepts, and 3) review with Commissioners and the public preliminary ideas for Manhattan Beach based on the consultant team's research and City objectives.

Public Workshop #2:

The second workshop will be held once a preliminary draft plan is complete. This would work particularly well as a joint workshop with the Planning Commission and Parking and Public Improvements Commission, with the entire public invited through notices beyond the required posting and newspaper notices. The joint workshop will allow the team to test the recommendations before completing the draft Mobility Element for public and CEQA review.

TASK 4 – PREPARATION OF DRAFT AND FINAL ELEMENTS

This task will pull together all of the work conducted in Tasks 2 and 3 into necessary planning documentation. This will include preparation of a Draft General Plan Mobility Element as well as a Final General Plan Mobility Element. Due to the unique nature of this plan, it is anticipated that a significant number of effective graphics and photos will be incorporated to demonstrate Complete Streets and multi-modal options for Manhattan Beach. Both Iteris and Fehr & Peers believe in very user friendly documents with appropriate graphics to portray the concepts. CEQA compliance as part of this task is described below.

CEQA COMPLIANCE

The scope of services for CEQA documentation has an included element plus two optional elements. The scope includes an initial environmental screening sufficient for determining if there are likely significant impacts. Depending on the results of that screening we will then determine whether a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) could be required. Prior to either an MND or EIR, the next step will be to prepare a detailed Initial Study to identify potentially significant environmental effects. Although the EIR option is unlikely, it is described herein for information for the City.

Mitigated Negative Declaration Option

Anticipated technical studies required for the environmental analysis include a traffic study, noise report, and assessment of air quality impacts and greenhouse gas emissions. The traffic analysis conducted to support the Mobility Element will provide the data/analysis needed for assessment of traffic impacts. Hogle-Ireland will undertake the noise and air quality/GHG studies in accordance with City and State requirements for such efforts.

The following scope of work is anticipated to be required for the noise impact analysis:

- Background review and existing conditions

- Model future noise contours based on anticipated future traffic noise levels; analyze impacts on surrounding land uses

Specifically for the air quality/GHG report, Hogle-Ireland will use the latest modeling software and techniques supported by the South Coast Air Quality Management District (SCAQMD). The project will be evaluated for consistency with the latest Air Quality Management Plan (AQMP). Construction and demolition emissions of criteria pollutants will be quantified with the California Emissions Estimator Model (CalEEMod) and daily emissions will be compared to SCAQMD significance thresholds for nitrogen oxides, volatile organic compounds, carbon monoxide, sulfur oxides, and particulate matter. Long-term emissions of criteria pollutants associated with mobile, operational, and area sources will also be modeled using CalEEMod to be compared to the SCAQMD daily thresholds. The project will be screened for potential impacts related to toxic air contaminants and carbon monoxide hotspots and modeling using AERMOD and/or CALINE4 will be completed, if necessary. Odors and cumulative impacts will also be addressed. Greenhouse gas emissions from construction and operational activities will be modeled using CalEEMod and evaluated against the latest SCAQMD interim (or adopted) threshold or a threshold adopted or required by the City of Manhattan Beach.

Project Description and Initial Study

Hogle-Ireland will prepare a detailed project description for City staff review and approval. The approved project description will serve as the foundation for analysis in the Initial Study. Any changes to the project description once we have initiated work on the Initial Study will result in a change order to cover revisions resulting from changing the project description.

Hogle-Ireland will prepare a screencheck Initial Study using the environmental checklist form contained in Appendix G of the State CEQA Guidelines, adjusted as needed to meet any particular City requirements. Technical studies will be included as attachments to the Initial Study. The Initial Study will reflect a comprehensive environmental analysis to determine if an MND can be adopted or if preparation of an EIR will be required. Responses will be provided to the more than 80 issues that appear on the checklist, each of which will explain whether the project's impacts will be significant. Regulatory requirements and mitigation measures will be identified, when necessary to reduce impacts to less than significant levels. Two printed copies of the screencheck Initial Study and one electronic copy will be provided to the City for administrative review. Hogle-Ireland will respond to one round of City comments.

Based on the results of the Initial Study and consideration of areas of potential controversy, Hogle-Ireland will proceed towards adoption of an MND or certification of an EIR. If an MND is determined to be sufficient, we will prepare the Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for distribution by the City. Hogle-Ireland will provide two printed copies and one electronic copy of the public review IS/MND. It is assumed that the City will be responsible for noticing, reproduction, and distribution of documents for public review; however, Hogle-Ireland is capable of producing and distributing these materials at an additional cost.

Upon closing of the public review period, Hogle-Ireland will incorporate any minor revisions or clarifications into the Initial Study, prepare a mitigation monitoring-reporting program (MMRP), and complete the final Initial Study for review and adoption by the City Planning Commission. One electronic copy of the final IS/MND will be provided to the City.

Hogle-Ireland will participate in one kick-off meeting with the City to refine the scope and schedule. Hogle-Ireland will provide status updates and coordinate with City staff to ensure timely delivery of proposed products, City review, and circulation of documents. Hogle-Ireland will also attend Planning Commission and City Council hearings to answer any questions or clarify technical details of the document. The budget provides an allowance for attendance at two public hearings.

If an EIR is required, Hogle-Ireland will prepare the Notice of Preparation (NOP) for distribution by the City to the

State Clearinghouse, applicable public agencies, and other interested parties. As required by CEQA, Hogle-Ireland will organize and conduct a scoping meeting. The City will be responsible for mailing notices for the scoping meeting and arranging the meeting venue.

As a potential option, Hogle-Ireland could prepare a focused Environmental Impact Report to address those issues found to be potentially significant in the Initial Study. We understand that the intent of the Mobility Element is to reduce motor vehicle trips and miles traveled (and thus minimize environmental impacts). However, it is possible that proposed roadway modifications or other policy directives in the Mobility Element could result in potentially significant impacts with respect to noise, land use, and traffic/transportation (if trip volumes or vehicle mix on particular roadways would increase adjacent to residential uses). Because the scope of the EIR analysis cannot be fully anticipated at this time, the budget assumes that the focus of the EIR analysis will be limited to the most relevant six topics. In addition, the EIR will address all other CEQA-required issues such as cumulative impacts, growth-inducing impacts, and alternatives to the project.

3. EXPERIENCE AND QUALIFICATIONS OF FIRMS

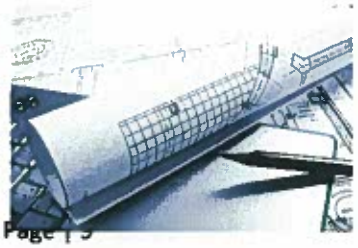
ITERIS innovation for better mobility

Iteris is the largest transportation engineering firm specializing in the fields of traffic engineering, Intelligent Transportation Systems (ITS) and transportation planning headquartered in Southern California. (Headquarters office is in Santa Ana) Iteris has 270 staff in 22 branch offices located in 15 states: Santa Ana, Long Beach, Los Angeles, Ontario and Pleasanton (CA); Austin and Dallas (TX); Las Vegas (NV); Boise and Idaho Falls (ID); Minneapolis (MN); Kansas City (MO); Salt Lake City (UT); Denver (CO); Lincoln (NE); Atlanta (GA); Richmond and Sterling (VA); Charleston (SC); Grand Forks (ND); Brownstown (IN); and Detroit (MI). Iteris has been in the ITS business since 1993. The corporate office is located at 1700 Carnegie Avenue, Suite 100, Santa Ana, CA 92705. Please visit www.iteris.com for more information on the company.

All Iteris staff supporting projects are experts in the fields of transportation planning, traffic signal coordination, preliminary design, preparation and development of plans, specifications and estimates (PS&E), transportation planning, feasibility studies, traffic impact and operations analysis, ITS planning, design and systems engineering. Iteris specializes in circulation element preparation, multi modal studies and complete streets analysis including multi-modal level of service.

Iteris' knowledge of the traffic engineering and ITS industry enables Iteris to plan, design and implement transportation solutions that help public agencies reduce traffic congestion, enhance transit use and provide greater access to traveler information.

Iteris combines the talents of transportation engineers, systems engineers, system integrators and transportation planners to bring to the industry a unique combination of talents and experience when it comes to developing and applying traffic engineering solutions.



Iteris was founded based on the principle of providing quality products to clients — on time and within project budgets. Iteris staff is committed to the transportation industry, striving to apply their professional talents to solving the challenging problems of the movement of people and goods in a growing economy. Quantification of the inter-relationships of land-use, mobility/congestion and air quality is a technical area in which

Iteris excels. Iteris promises principal-level commitment to all projects.

Iteris takes a disciplined approach to each system and software project based on ISO 9001:2008 standards that starts with understanding the end-users' needs. Iteris delivers precise solutions that meet customers' needs and expectations based on nine basic core competencies.

- ITS Planning
- ITS Systems Engineering and Architecture
- ITS Design
- Systems Integration
- Transportation Planning
- Traffic Engineering and Operations
- Transit
- Goods Movement and Commercial Vehicle Operations (CVO)
- Design-Build Contracting

FEHR & PEERS

Fehr & Peers was founded in 1985 in California, and has grown steadily based on a reputation of idea-driven innovation rooted in research and implementation. The firm has always been distinguished by the level of service to clients, and the expectation of all staff that accuracy and creativity can co-exist and lead to powerful results. Fehr & Peers has 12 offices with projects in 40 states and internationally. Our comprehensive approach to all modes of ground transportation has enabled us to participate in some of the most complex and exciting projects within the Los Angeles Region, such as the City of Santa Monica Land Use and Circulation Element (LUCE), the City of Los Angeles Westside Mobility Study, LA/2B—the City of Los Angeles Mobility Element Update, and the City of Redondo Beach Circulation Element. The firm has also been distinguished for our expertise in specialized areas of transportation services related to bicycle and pedestrian circulation, and the exploration of how multimodal transportation can influence our environment and quality of life.

South Bay/Coastal Cities Expertise

We have extensive experience working in the South Bay and have intimate knowledge of the multi-modal transportation challenges of coastal cities. Our experience includes:

<u>Select Coastal Cities General Plan Experience</u>

- Redondo Beach Circulation Element Update
- Santa Monica Land Use & Circulation Element (LUCE)
- Carlsbad General Plan
- San Clemente General Plan
- Santa Barbara General Plan
- Redwood City General Plan

<u>Select South Bay Project Experience</u>

- Redondo Beach Harbor Pier Zoning Amendments Transportation Impact Study
- Shade Hotel Redondo Beach Transportation Impact Study
- South Bay Cities Coastal Corridor Transportation Study - Phase I and Phase II
- Rosecrans Corridor Initiative Phase 1

Hogle-Ireland
Planning & Development Consulting

Hogle-Ireland, Inc. is a land planning and municipal planning consulting services company, with 50 employees in three Southern California offices: Irvine, Riverside, and Pasadena. A California corporation, the firm has been in business for more than 25 years, providing services to numerous public agencies and private interests. Public agency services include management and staffing of municipal planning departments, administration of local planning, zoning and subdivision regulations, preparation and oversight of general plans, specific plans, master plans, zoning ordinances, annexations, design guidelines, corridor plans, CEQA documents, case processing and major project management, public outreach programs, web site development, and preparation of sign programs. Services to private interests include due diligence research for land acquisition and site development, entitlement processing and management, preparation and management of specific plans and master plans, site plans, and environmental impact reports. Hogle-Ireland staff have also served as local Building Officials and City Engineers.

We help public sector and private clients respond to environmental requirements by offering project management, peer review, and CEQA/NEPA document preparation services. We prepare documents that address pertinent environmental and regulatory compliance issues and sustainability principles that may be required for due diligence investigations, project planning, and design and compliance with CEQA and NEPA regulations and procedures. From initial work scoping through final approvals, we develop defensible and cost-effective solutions to guide our clients more quickly through the increasingly complex environmental planning process.

Services

The focus of our firm and our reputation is based on providing communities with contract planners, as well as advance, current, and environmental planning. We also have full-service capabilities in public relations and design/graphic services. Hogle-Ireland, Inc. has a record of client satisfaction and project success and has been recognized by the American Planning Association with Awards of Merit for our General Plan Updates, Specific Plans, Zoning Code Development and Community Visioning. Hogle-Ireland, Inc. provides a broad range of services including:

- Land Use and Site Planning
- Urban and Community Design
- Preparation of Specific Plans and Master Plans
- Preparation of General Plans, Community Plans, and Housing Elements
- Preparation of Zoning Codes, Development Codes, and Subdivision Regulations
- Contract Staffing and Entitlement Processing
- Community Engagement
- Graphic Design, Web Design, and GIS
- Preparation of Environmental Impact Reports & Other Environmental Studies
- Organizational and Fee Studies
- Project Management

Our community engagement team is qualified to design and implement effective public information programs and assist with community outreach and consensus building, media relations, public hearings and town hall meetings, public notification, and government relations at all levels. Additionally, we can help coordinate a speakers' bureau, plan events, or serve as the public information officer for your organization.

Community Outreach

- Share information regarding a project with the community through a variety of proven methods
- Obtain feedback from the community
- Cultivate relationships in the community

ITERIS

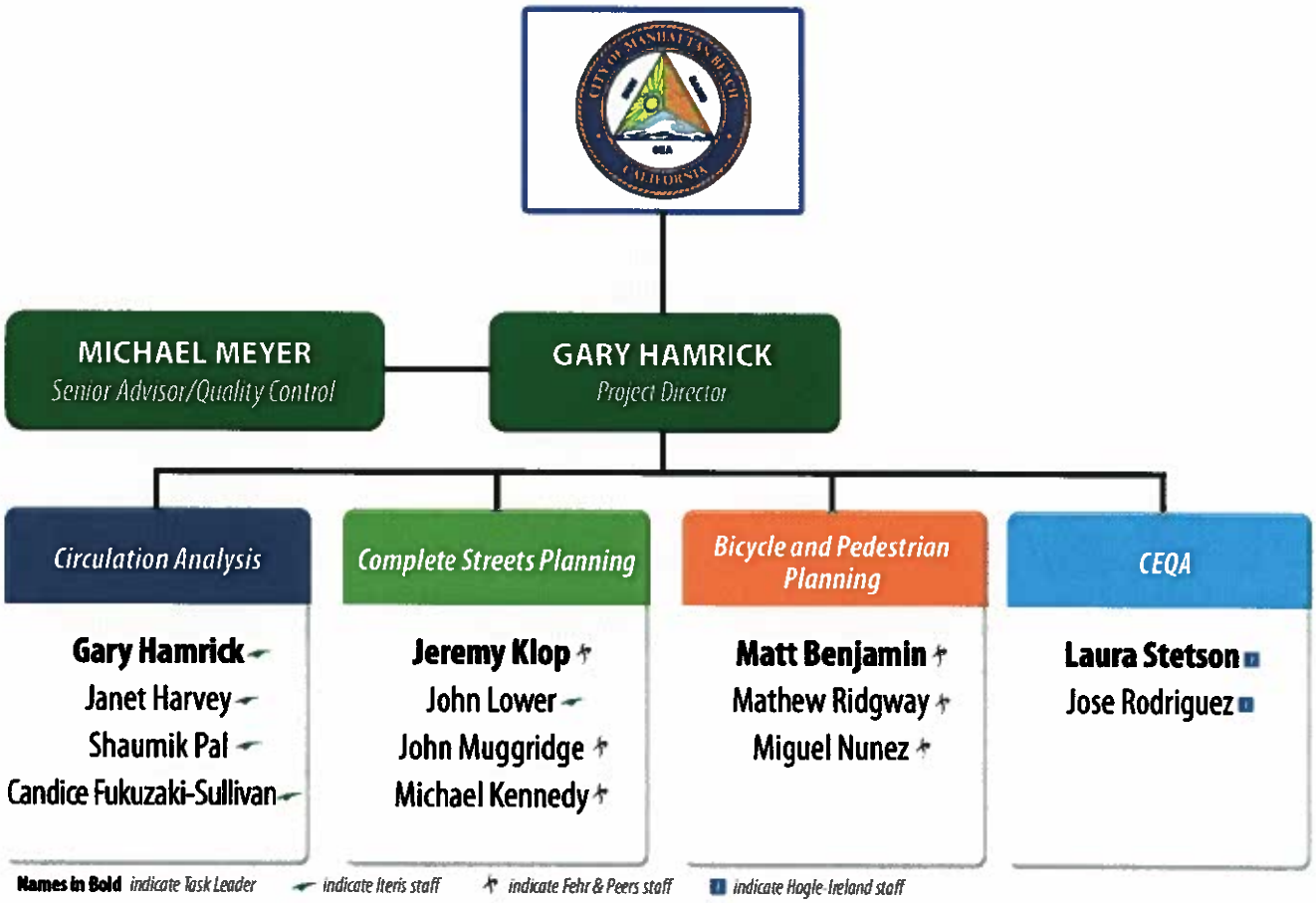
4. QUALIFICATIONS AND EXPERIENCE FOR ALL CONSULTANTS

Our approach is to provide the City of Manhattan Beach with the best firms and most knowledgeable professionals in the areas of Complete Streets, multi-modal planning (focused on bike and pedestrians plus transit) as well as traditional transportation planning expertise. To do this, we have combined the best of the two premier local firms in these areas of expertise; Iteris and Fehr & Peers. Iteris brings significant prior experience in the City, local experience with South Bay COG Measure R Highway Plan, traditional transportation planning expertise as well as experience with Complete Streets and other modes. Fehr & Peers brings unmatched recent work with many cities developing Complete Streets plans, plus F&P has a large practice area that focuses exclusively on bicycle and pedestrian planning as well as multi-modal level of service.

Gary Hamrick will serve as project director, but we have also set up the organization chart to provide direct access by the City to key task leaders. Those include Gary Hamrick (Iteris) for Circulation Analysis, Jeremy Klop (F&P) for Complete Streets Planning, Matt Benjamin (F&P) for Bicycle and Pedestrian Planning and Laura Stetson (Hogle-Ireland) for CEQA. We feel that these key task leaders have the most relevant expertise in California to bring to their respective issue areas for the City of Manhattan Beach.

Below is the proposed Project Team Organization Chart, followed by capsule resumes for all of these key individuals with complete resumes in the Appendix.

Figure 1 – Project Team Organization Chart



KEY PERSONNEL

ITERIS

Gary Hamrick, Vice President

Mr. Hamrick has twenty seven years of experience managing a wide range of transportation planning projects in Southern California including numerous City Circulation elements (Manhattan Beach included) and complete streets elements. He recently managed the City of Long Beach Mobility Element update which was very oriented to complete street and multi-modal planning. The range of projects he has managed includes city-wide and area-wide master plans, freeway master plans, arterial master plans, corridor studies, bicycle plans, other non-motorized transportation plans, traffic impact analyses for numerous development projects, goods movement and trucking studies, port area planning and travel demand modeling studies. Mr. Hamrick has specialized in neighborhood traffic management projects, and has worked with neighborhoods throughout California to identify cut-through and excessive speed issues and formulate improvement plans and policies to address neighborhood traffic problems. Another area he has specialized in is goods movement planning, port planning and trucking studies. He has managed numerous projects in downtown, village-oriented areas where the goal is to manage traffic in conjunction with pedestrian and community goals. Mr. Hamrick has overseen many community parking plans that resulted in comprehensive solutions to downtown parking problems and management of parking intrusion into residential neighborhoods. He understands the regional travel demand modeling process, through familiarity with the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority and the Orange County regional and subregional models.

John A. Lower, AICP, PTP, Associate Vice President

Mr. Lower has more than 25 years of "hands on" management experience in transport infrastructure and traffic management systems. As traffic and transportation manager for the City of Anaheim for nearly two decades, Mr. Lower directed the planning, management, maintenance, and operations of all transportation projects and systems for the City. Intelligent Transportation Systems (ITS) were mainstreamed into project delivery via project designs and by new development conditions of approval. In part due to the improved operational efficiencies gained with ITS deployments, 12 Master Plan of Arterial Highway amendments were processed during his City of Anaheim career. In his prior role as City of Anaheim Traffic and Transportation Manager, Mr. Lower developed a strong record of collaboration with community stakeholders, as well as local, regional, state, and federal transportation agencies. For example, Mr. Lower collaborated with Caltrans and adjacent cities to refine plans and coordinate construction staging and detours for the $1.2 billion widening of Interstate 5 for the 10-mile reach through Anaheim. He also facilitated neighborhood improvement efforts that led to implementation of many innovative transportation solutions, such as the Broadway road diet project to enhance pedestrian and bicycle modes while retaining the integrity of vehicle travel and on-street parking.

Michael P. Meyer, T.E., Vice President

Mr. Meyer has managed transportation planning and traffic engineering projects of increasing importance during his 35 years as a transportation consultant. His wide ranging client base includes both the public and private sector and he is frequently a member of multi-disciplinary teams developing integrated land use and transportation plans. Recent projects that have been managed by Mr. Meyer include the Metro Orange Line Busway Extension, Santa Monica Boulevard Transit Parkway Project and Downtown Los Angeles Transportation Access Plan and New Street Design Standards in Los Angeles, Westside Subway Extension Consensus Building Effort, San Fernando Valley North-South Transit Corridor Study, Ontario Agricultural Preserve Transportation Implementation Plan, and Neighborhood Traffic Management projects in Long Beach, Pasadena, Beverly Hills and San Marino. For Caltrans, Mr. Meyer managed projects related to signal design, ramp meter design, telephone communications, CCTV design, and traffic data collection. Mr. Meyer has developed transportation plans for transit oriented

developments and new urbanist developments. Mr. Meyer has prepared transportation analyses for environmental documents on projects such as the Metro Red, Blue, and Green Lines, LA Coliseum Renovation, Saint John's Hospital, Our Lady of Angels Cathedral, and numerous retail and commercial office developments.

Janet L. Harvey, Senior Transportation Engineer

Harvey has twenty six years of public sector and professional consulting experience in multi-modal transportation planning and development. She was involved in much of the analysis for the Manhattan Beach adopted Circulation Plan. Her experience includes project management, strategic and annual policy planning, cost and schedule performance, design and construction oversight, and state/federal policy and law reviews. She has managed City and County General Plan and Specific Plan updates, traffic impact analyses for numerous development projects, goods movement and trucking studies, port area planning, and parking studies. These include the update of the Orange County Long Range Freeway Needs Study, Downtown Long Beach Parking Study, Chino Circulation Element, a Trucking Study in North Los Angeles County, and the I-405/Dickens Street Interchange analysis.

FEHR & PEERS

Jeremy Klop, AICP, Principal

Mr. Klop's professional experience includes a wide range of Complete Streets planning and implementation projects across the United States. Through his combined expertise in travel demand forecasting and multimodal traffic operations, he has helped implement Complete Streets projects in diverse settings such as high mountain Main Streets, economically challenged Midwestern towns, biomedical campuses, 4,000+ acre infill communities, thriving urban downtowns, and small transit villages throughout the Western US. He is known for working effectively with planning commissions, elected officials, advocacy groups, and multiple city departments to gain consensus on complex transportation planning issues. His work with the City of Denver led to one of the first "Living Streets" collaborations in the country. He frequently lectures and trains practitioners on multimodal planning and served as a chapter co-author for the ITE Transportation Planning Handbook. He currently leads the consultant team helping the City of Los Angeles create a new citywide Complete Streets Network.

Matt Benjamin, AICP, Associate

Over the past 10 years, Matt has had the opportunity to approach non-motorized transportation issues from a variety of perspectives, including work in the public, nonprofit and private sectors. After serving as the Bicycle Parking Coordinator for the Los Angeles County Metropolitan Transportation Authority, Matt joined the staff of the Los Angeles County Bicycle Coalition where he served as Planning and Policy Director and led a groundbreaking study of low-income cyclists in Los Angeles County. Since 2007, Matt has worked full-time in the private sector, managing the Los Angeles office of Alta Planning + Design, where he led a variety of bicycle and pedestrian planning projects in the greater Los Angeles area. Prior to joining Fehr & Peers, Matt served as a Project Manager for GCR & Associates, leading several major redevelopment studies in the greater New Orleans area, where he was able to inject serious consideration of transportation affordability (particularly via non-motorized modes) into the standard analyses that drive the development of affordable housing. Matt currently leads the bicycle and pedestrian planning practice for Fehr & Peers in Southern California.

Michael Kennedy AICP, Leed AP, Senior Transportation Planner

Michael Kennedy areas of expertise include pedestrian and bicycle planning, transit planning, and sustainability.
Michael has managed several transportation impact studies for the City of Redondo Beach. He is currently managing Fehr & Peers' work on the Metro Green Line to LAX study, leading the effort to evaluate the Project's potential for surface transportation impacts. Michael he recently managed Fehr & Peers' involvement in the Virgil Village Traffic Calming project, a project to incorporate bicycle lanes and other pedestrian and bike amenities on Virgil Avenue in Los Angeles. He also led the preparation of several technical studies for the Metro Westside Subway Extension EIS/EIR, including the station circulation study, which evaluated pedestrian, bicycle and bus access to proposed stations. Michael is primary planner for the Westside Mobility Plan for the Los Angeles

Department of Transportation, developing multi-modal transportation improvement strategies for Los Angeles' coastal and west side neighborhoods.

Matthew Ridgway, AICP, PTP, Principal

Matthew Ridgway has been involved in many of Fehr & Peers highest visibility and most complex projects. His key strength is his broad background and multi-modal approach, which he has applied to many large-area plans with transit and pedestrian-oriented projects. In addition to his work as a consultant, Matthew is an instructor for the University of California at Berkeley Institute of Transportation Studies Technology Transfer Program, teaching courses on bicycle and pedestrian planning and design since 1999. He is the leader of Fehr & Peers' Pedestrian and Bicycle Discipline Group, meaning he is involved in most complex bicycle and pedestrian-related studies conducted by the company and has developed hundreds of bicycle and pedestrian area plans and designs. He is the immediate past Chair of the Institute of Transportation Engineers' (ITE's) Pedestrian and Bicycle Council and has contributed to a number of publications.

Hogle-Ireland
Planning & Development Consulting

Laura Stetson, AICP, Senior Vice President

Ms. Stetson has served as project manager on general plans, zoning codes, specific plans, and special planning studies for diverse cities throughout California. In this capacity, she has worked with advisory committees, commissions, and councils to develop long-range goals, policies, and programs, and to craft the regulatory tools to implement those programs. She has conducted background research for planning, written plan elements, coordinated preparation of plans and related environmental documentation, and presented recommendations to decision-making bodies. She also directs preparation of CEQA documents, either as part of planning programs or to address development projects.

Ms. Stetson is in charge of the Hogle-Ireland Pasadena office and manages projects for a variety of public sector clients. Recent experience includes comprehensive zoning code updates for the cities of Duarte, La Puente, and Baldwin Park, and serving as managing principal for General Plan updates in Redwood City, Arcadia, Rancho Cucamonga, and Torrance. While with a prior firm, she served as project manager for the Manhattan Beach General Plan update.

Jose M. Rodriguez, Associate Project Manager II

Mr. Rodriguez has extensive and varied experience in urban planning. He has been a member of teams preparing general plans, specific plans, zoning ordinances, housing elements, design guidelines, and special planning studies. Additionally, he provides geographic information system (GIS) management for a variety of projects. He has a high level of expertise in managing advance planning projects, including developing and leading community engagement programs. Prior to joining Hogle-Ireland, Inc., he worked as a planner for several Southern California cities. Mr. Rodriguez has experience preparing general plan elements and comprehensive general plan updates for cities throughout California. He has particular expertise with GIS mapping and analysis for these projects, particularly for land use alternatives impact analysis.

RELEVANT PROJECT EXPERIENCE

Provided below we are descriptions of projects completed by the team that are similar to and demonstrate relevant experience to the City of Manhattan Beach Mobility Element Update.

ITERIS

City of Manhattan Beach Circulation Element and Neighborhood Traffic Management

Iteris, Inc. assisted the City with the update of the City of Manhattan Beach Circulation Element as part of the General Plan update. As a built out City, transportation challenges include residential neighborhood cut-through traffic as well as pressure on major arterials from regional growth. A major focus of the Circulation Element was therefore the development of a Neighborhood Traffic Management Program (NTMP). The NTMP development process included a series of advisory committee meetings with residents, staff, police, fire, school district official and others. During the public input process, the NTMP procedures were developed, and specific streets and neighborhoods for follow-up study were recommended. Traffic counts were conducted on key residential streets, and problem locations were identified though data collection and public input. A customized toolbox of neighborhood traffic management tools was developed, and was adopted by the city council. In addition the NTMP development, Iteris conducted intersection level of service analyses as well as traffic projections on key arterials.

Long Beach Mobility Element - Long Beach, CA

Iteris, Inc. assisted the preparation of the Mobility Element and General Plan EIR. The scope of the EIR is at the programmatic level and included qualitative and quantitative analysis. The Mobility Element combined standard transportation planning and traffic engineering analysis with "Context Sensitive Solutions" (CSS) in transportation planning that consider land use and other factors beyond travel data. The EIR section includes analysis results and methodology for ground transportation issues including intersection and link level impact analysis associated with the General Plan and selected other issue areas from the environmental assessment checklist such as hazards and emergency access. Iteris also assisted in the preparation of revised thresholds and analysis methodologies for the mobility and transportation section. A complete streets methodology was developed for the cities functional classification system and a "transit over lay" network was also developed.

South Bay Measure R Highway Program

Measure R is a one-half cent sales tax approved by Los Angeles County voters in November 2008 to provide funding to meet the transportation needs of Los Angeles County. The South Bay sub region is allocated approximately $906 million over 30-years to complete freeway ramp and interchange operational improvements on state highways and adjacent arterials. Iteris is the program manager for the South Bay Measure R Highway Program on behalf of the South Bay Cities Council of Governments (SBCCOG). Iteris' role consists of two components: 1) the Implementation Plan development and 2) program management. The Implementation Plan provides a framework for funding allocation decisions and contains the strategy to fully fund over 100 transportation improvement projects, 39 of which are an Early Action Program of near-term operational improvements, through a combination of Measure R and other funding sources. Iteris provided stakeholder outreach, project evaluation and eligibility assessment, cost estimation, and implementation schedules for all potential projects. The first five-year program of projects was approved by the SBCCOG Board and the LA Co. Metro Board.

FEHR PEERS

Santa Monica Land Use and Circulation Elements Travel Demand Model

Fehr & Peers developed a citywide travel demand model for the award-winning Santa Monica General Plan Land Use and Circulation Elements (LUCE) update. The study included development of performance measures for evaluating and monitoring transportation-related goals, development of a travel demand model to evaluate proposed land use scenarios and circulation strategies, a transportation analysis for the LUCE EIR, and a nexus study to develop multi-modal transportation-based impact fees. The model incorporated many state-of-the-art and unusual features, including smart growth sensitivity to fully capture the potential effects of the General Plan alternatives on vehicle travel, greenhouse gas

emissions, a Saturday model in addition to a traditional weekday model, a walking and bicycling demand GIS model, and a direct ridership model providing the ability to predict the change in the likelihood of transit use based on differences in development density in proximity to rail transit stations as well as changes in rail service levels. In addition to traditional LOS, the model was used to evaluate innovative performance measures including travel times, greenhouse gases, and the ability of the City to achieve its groundbreaking "no net new PM peak trips" policy.

Redondo Beach Circulation Element Update

Fehr & Peers led a multi-disciplinary team that prepared an update of the Redondo Beach General Plan Circulation Element. Fehr & Peers performed data collection and analysis of existing roadway, highway and transit systems, developed the Redondo Beach Traffic Model (RBTM) based on a new Citywide GIS TAZ system, revised circulation element policies and devised near-term (2010) and long-term (2030) transportation system alternatives, conducted ongoing community outreach and conducted an Environmental Initial Study (EIS).

In tandem with the Circulation Element Update, Fehr & Peers performed traffic studies for the following private development projects in the City of Redondo Beach: South Bay Galleria Mall Expansion, Waterfront Development and 2400 Marine Avenue.

LA/2B City of Los Angeles General Plan Mobility Element Update

Fehr & Peers is leading a team updating the General Plan Mobility Element for the City of Los Angeles. From a selection of alternative approaches, the City chose a multimodal layered-network approach with a context sensitive overlay to update its street classification system. Fehr & Peers is picking up where its LA Street Classification and Benchmarking System study left off and working with the City to develop concepts for a layered network. Fehr & Peers will work with the City to create new street standards based on the development of that layered network. Through an extensive social media campaign and a series of meetings and workshops, Fehr & Peers will frame the conversation in terms of transportation choices, where options and tradeoffs are clearly defined to reflect both aspirational goals and the constraints of conditions on the ground. This framing allows for the productive exchange of ideas between the public and the City. The Fehr & Peers team is working with the City to prepare a Streetscape Manual that identifies required improvements associated with each street type and addresses the existing disconnects between policy goals and current street standards. Throughout the project, our team is performing outreach and branding related to public engagement for the Mobility Element (now called LA2B). Using an innovative social media approach, the engagement approach includes crowd sourced idea generation and dialogue, a custom contest for ideas, and in-person workshops across the City.

Carlsbad Complete Streets

Fehr & Peers was retained by the City of Carlsbad to take their existing Complete Streets policy efforts to the next level of implementation success. Building on a strong foundation of policy support, Fehr & Peers met with the leadership in more than nine city departments to expand the discussion of Complete Streets into every corner of the City's implementation efforts. As a new Council priority, the effort is highlighting existing successes and leading to near-term policy changes, new interdepartmental collaboration efforts, and a new performance measurement framework for Complete Street outcomes. A key early outcome was a shift in thinking to include economic vitality and health outcomes as important indicators, along with a shift to the term Livable Streets to better capture the broad range of benefits to residents, employees, and visitors. The project includes a policy and procedures assessment and recommendations for a new performance measurement framework that links directly to the City's broader goals and objectives in the General Plan.

Context-Sensitive Street Standards – Los Angeles, CA

Fehr & Peers helped the City of Los Angeles to develop a new context sensitive classification and benchmarking system for application to streets throughout the City. The classification system was closely linked to the physical design of streets and a new set of street typologies that respond to the adjacent land use context and multi-modal needs. In addition to a review of existing classifications and policies within the City, Fehr & Peers researched and evaluated the effectiveness of

measurement tools for benchmarking related to travel modes, land use context, and potential reduction in vehicle-miles-traveled

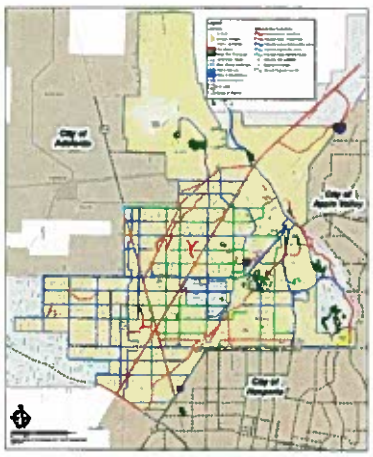
Hogle-Ireland
Planning & Development Consulting

Lancaster Master Plan of Bikes and Trails

In June2010, the City of Lancaster received a $240,000 grant from the Los Angeles County Department of Public Health's Renewing Environments for Nutrition, Exercise and Wellness (RENEW) program. Lancaster was one of nine cities in the County to receive this highly competitive grant. This was in large part due to the City's commitment to improving the health through preventative measures, such as encouraging active transportation and providing programming to support and encourage exercise. Hogle-Ireland in association with Ryan Snyder Associates facilitated the project along with the Antelope Valley Partners for Health who served as a key partner in the development of the Master Plan. The organization played a critical role in reaching out to the public to gain involvement. This Master Plan directly responds to citizen input from the General Plan process. Lancaster residents would like to see increased opportunities for outdoor recreation, and opportunities to travel safely by foot and bicycle. The Master Plan is one of many steps to create a healthier and more active Lancaster. The City will implement low-cost, high-priority projects first to continue the momentum that has already been built.

In preparing the bicycle component contained in this Master Plan, the City becomes eligible to attract a wide range of funds which will facilitate implementation. The ADA Transition Plan component brings the City into compliance with federal law and will go a long way toward making Lancaster a community with universal access.

City of Victorville Non-Motorized Transportation Plan



Hogle-Ireland, Inc. served as the lead consultant for the City of Victorville Non-Motorized Transportation Plan, coordinating all aspects of the project, preparing the plan, and creating all GIS data and production maps. Developed under and funded by the SCAG Compass Blueprint Program, this plan is intended to provide a safe network of on-road and trail routes and facilities for local residents and visitors that will link public facilities, retail centers, and other areas of interest, including the non-motorized transportation plans of neighboring cities. Development of the plan included a complete fiscal analysis and project prioritization, identification of available funding from various sources, and establishment of goals, policies, and design guidelines applicable to new and existing development.

Recognizing the need for change in transportation land use patterns, the City of Victorville saw the project as an opportunity to expand on existing City trail plans and address the lack of non-motorized facilities in the community. This Non-Motorized Transportation Plan will serve as the guiding document for the City to follow in improving its non-motorized infrastructure and programs.

ITERIS

5. REFERENCES

ITERIS, INC.

City of Long Beach
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City Traffic Engineer
333 W. Ocean Blvd, 10th floor
Long Beach, CA 90802
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City of Arcadia
Phil Wray
City Engineer
240 West Huntington Drive
Arcadia, CA 91066
Phone: (626) 574-5488
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City of Riverside
Diane Jenkins
Community Development Department, Planning Division
3900 Main Street
Riverside, CA 92522
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FEHR & PEERS

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City of Santa Monica
1685 Main Street
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Santa Monica, CA 90401
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Deputy Director, Transportation Department
City of Carlsbad
1635 Faraday Avenue
Carlsbad, CA 92008
(760) 602-7504
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HOGLE-IRELAND

Laurie Jester, City Planner
City of Manhattan Beach
310.802.5510
ljester@ci.manhattan-beach.ca.us

Amy Harbin, City Planner
City of Baldwin Park
626.960.4011 x475
aharbin@baldwinpark.com

6. CONTRACT EXCEPTIONS

The Team has no contract exceptions to note.

7. FEE PROPOSAL

Our team's fee proposal (outlined in the table below) has been developed to provide the required Mobility Element update within the City's designated budget. This includes review of the prior Element, traffic, pedestrian and bicycle counts at selected locations (with comparisons to the prior counts), development of a Complete Streets framework, assistance in evaluating multi-modal level of service options, updates to goals and policies as well as two public workshops. Optional tasks include additional traffic, pedestrian and bicycle counts beyond the number stated, additional levels of CEQA studies, and additional public meetings (beyond two). Our team is open to negotiation on all scope of work elements and associated fees.

Fee Proposal

TASK	Task Description	Person Hours Required by Category						Labor	Labor
		VP/PRIN	SENIOR	ASSOC	TECH	CLERICAL			
		Average Labor Rate by Category							
		$ 230	$ 180	$ 120	$ 100	$ 80	$ 100	Hours	Costs
	Review Plans	4	8	12				24	$ 3,800
	Assess Current Conditions	6	16	60				82	$ 11,460
	Complete Street Best Practices	2	8	32				42	$ 5,740
	Complete Streets Goals and Policies	2	16	40				58	$ 8,140
	Multi Modal Level of Service Framework	2	16	16				34	$ 5,280
	Evaluate MMLOS Methods	2	24	32				58	$ 8,620
	Evaluate Modal Priorities	4	32	80				116	$ 16,280
	Recommend MMLOS Approach	4	8	16				28	$ 4,280
	Bicycle and Pedestrian Project List	8	16	40				64	$ 9,520
	Outreach - TAC and Staff Meetings	20	30	16				66	$ 11,920
	Outreach - Two Public Workshops	20	20	40				80	$ 13,000
	CEQA - focused impact screening analysis	6	8	40				54	$ 7,620
	Documentation - Draft and Final Reports	8	16	40	40	24		128	$ 15,440
Option	Option - additional counts - cost per count location per below list								
Option	Option - CEQA Initial Study, MND or EIR - to be determined if needed								
	LABOR TOTALS	88	218	464	40	24	0	834	$ 121,080

JOB ESTIMATE SUMMARY	
Labor	$ 121,080
Expenses	$ 3,000
TOTAL ESTIMATED AMOUNT	$ 124,080

Expense Estimate Details						
Other Direct Costs						
Intersection Counts w/bik	10	@	$ 200	$ 2,000		
ADT Counts	10	@	$ 50	$ 500		
			Subtotal		$	2,500
Travel Expenses						
Mileage	1000	miles @	$ 0.50	$ 500		
			Subtotal		$	500
Handling Charge		@	10%		$	-
			Total Estimated Expenses and Other Costs		$	3,000

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APPENDIX A – RESUMES

Gary J. Hamrick
Vice President

EDUCATION
MA, Transportation Planning, University of California, Los Angeles, 1984

BA, Economics, University of California, Los Angeles, 1982

Professional Certificate in Transportation Demand Management, University of California, Los Angeles, 1987

EMPLOYMENT HISTORY
Iteris, Inc.
01/1991 – Current
Vice President

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers

Urban Land Institute

Association of Environmental Professionals

AWARDS
Innovative Intermodal Solutions for Urban Transportation Award in Memory of Daniel W. Hoyt, 2002, Institute of Transportation Engineers

ASCE Orange County Project Of The Year Award for Amerige Heights Planned Community, Fullerton, 2004

EXPERIENCE SUMMARY

Mr. Hamrick has twenty eight years of experience managing a wide range of transportation planning projects in Southern California. The range of projects he has managed includes city-wide and area-wide master plans, freeway master plans, arterial master plans, corridor studies, bicycle plans, other non-motorized transportation plans, traffic impact analyses for numerous development projects, goods movement and trucking studies, port area planning and travel demand modeling studies. Mr. Hamrick has specialized in neighborhood traffic management projects, and has worked with neighborhoods throughout California to identify cut-through and excessive speed issues and formulate improvement plans and policies to address neighborhood traffic problems. Another area he has specialized in is goods movement planning, port planning and trucking studies. He has conducted assessments of trucking related impacts, port project studies and goods movement studies at both the Ports of Long Beach and Los Angeles. He has managed numerous projects in downtown, village-oriented areas where the goal is to manage traffic in conjunction with pedestrian and community goals. Mr. Hamrick has overseen many community parking plans that resulted in comprehensive solutions to downtown parking problems and management of parking intrusion into residential neighborhoods. He understands the regional travel demand modeling process, through familiarity with the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority and the Orange County regional and subregional models. Mr. Hamrick has also prepared traffic impact fee and infrastructure improvement programs and assists clients with transportation funding proposals.

PROJECT EXPERIENCE

Transportation Planning/Traffic Engineering/Goods Movement

Project Name and Location: City of Long Beach Mobility Element – CA
Project Role: Iteris, Inc. prepared the update of the City of Long Beach Mobility Element with Mr. Hamrick as project manager. This element of the General Plan will identify the programs and policies necessary to meet the travel demands of the City's Land Use Element through the year 2030. It is addressing all modes of transportation in the City, including truck and rail movements associated with the growing ports. Particular attention is also being paid to preservation of neighborhoods and the creation of pedestrian-friendly commercial districts. Alternative land use plans will be tested with a travel demand model, which is being designed to reflect transit mode splits associated with transit service improvements and transit-oriented development standards. The project began in 2005, 2007 and is on-going.

Project Name and Location: SR-91/I-605/I-405 Congestion Hot Spots Feasibility Study and Strategic Plan, Gateway Cities Subregion – Los Angeles County, CA
Project Role: Mr. Hamrick is serving as Task Manager for traffic forecasting and traffic analysis of the I-605, I-105, SR-91, I-405 Freeways and arterial roadways. Iteris is leading forecasting and analysis for this major sub regional feasibility study and transportation strategic plan project that will help the Gateway Cities determine how to utilize nearly $600 million in Measure R funding through METRO. Tasks include managing the development of a sub regional TransCAD model and post-processor for four freeways and 200 arterial intersections, analysis of intersections using Synchro and Highway Capacity Manual software, and analysis of freeway operations using Highway Capacity Software. Working with the consultant team, METRO and Gateway Cities, Iteris helped to identify congestion hot spots in 2035 and identify appropriate improvements. Goods movement and trucking impacts

in the Gateway cities study area is also a focus of the forecasting and analysis given the proximity of the study area to the Ports as well as the significant trucking related land uses in the area. The project began in October 2010 and is on-going.

Project Name and Location: City of Los Angeles TOD Parking Case Studies – CA
Project Role: Mr. Hamrick managed this effort for the City of Los Angeles and the Southern California Association of Governments as part of the Compass Blueprint program. The project included detailed analysis of eight TOD locations in the City of Los Angeles. Analysis was focused on understanding the relationship of parking supply, parking demand and other characteristics of the case study areas to the use of transit and the overall success of the TODs.

The analysis included research on TOD "best practices" nationwide, detailed parking inventories by type of parking, review of parking fee structures, parking utilization surveys by four time periods of the day, assessment of transit usage, land use/socioeconomic data review, stakeholder interviews and other surveys. The final report includes a wealth of information on the eight TOD areas, which included the Vermont Sunset and Hollywood/Vine TOD areas served by the METRO Red line, the Wilshire/Western area served by the Purple line, the Sylmar area served by Metrolink and other TOD areas long the Gold line, Blue line and Orange line. This study was the first of it's kind in southern California and it will be used by the City to help formulate parking policies and programs in TOD locations throughout the City. This project began in July 2011 and was completed by June 2012.

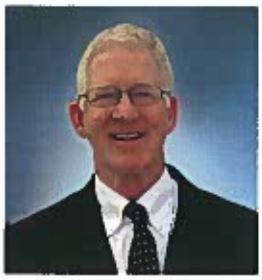
Project Name and Location: Great Park Heritage Fields Development – Irvine, CA
Project Role: Iteris managed work for Lennar Partners as part of the Great Park/Heritage Fields project in Irvine, which is the redevelopment of the former El Toro Marine Air Base. Iteris conducted transportation analyses including application of the City of Irvine travel demand model using TRANPLAN, conducting multiple traffic impact studies for the project, assessing access and egress for the project, assessing internal circulation, developing transit and trip reduction programs, conducting analysis of freeway access and interchanges including traffic simulation using SYNCHRO/SimTraffic. The Great Park/Heritage Fields development is perhaps the most important and regionally significant active project in southern California that includes nearly 4,000 dwelling units, golf courses, 1.4 million square feet of research and development, hundreds of thousands of square feet of office, retail, research and development uses, plus recreational uses and other miscellaneous land uses. The project began in 2007 and was completed in 2010.

Project Name and Location: City of Riverside Circulation Element Update – Riverside, CA
Project Role: Mr. Hamrick served as Project Manager for the update study for the City of Riverside Circulation Element. The project covered all key issues including traffic impacts, roadway classification, truck routing, bicycle facilities and included detailed analysis of cut-through traffic in the City. The project began in 2003 and was completed in 2007.

Project Name and Location: Subregional Bicycle Plans – South Bay and North Los Angeles County, CA
Project Role: Mr. Hamrick served as Project Manager for the bicycle master plans of the South Bay Area and North Los Angeles Area cities for the LACMTA. These plans included advisory committees of all South Bay and North Los Angeles area cities, which jointly reviewed bicycle facility improvements. Key elements of the master plans included inventories of existing facilities, bicycle usage counts, surveys of all cities plus the County, recommendations regarding bicycle improvements, implementation phasing program and design of high priority projects. The project began in 2010 and was completed 2010.

Project Name and Location: City of Livermore General Plan and Downtown Specific Plan – Livermore, CA
Project Role: Mr. Hamrick served as Project manager for update of the Circulation Element of the General Plan. MMA applied the city's travel demand forecasts to create a recommended circulation system, as well as new goals and policies for the city and the downtown area. Goals and policies were developed to deal with the issue of regional impacts on the local arterial street system. Special policies and standards were developed for certain intersections and freeway interchanges where the city is unable to accommodate regional traffic intrusion. The street system in downtown was reconfigured to accommodate the new downtown plan, including adding angle parking, taking away travel lanes on the main street, and adding lanes on parallel streets. The project began in 2002 and was completed in 2004.

John A. Lower, PTP, FITE
Associate Vice President



EDUCATION
MA, Public Administration, University of Southern California, Cum Laude, 1984

BA, Urban Studies, Temple University, Cum Laude, 1977

PROFESSIONAL REGISTRATIONS
Institute of Transportation Engineers Professional Planners (PTP)

EMPLOYMENT HISTORY
Iteris, Inc.
04/2010 – Current
Associate Vice President

City of Anaheim
12/1989 – 8/2009
Transportation Manager

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers (ITE), Fellow

ITE Management & Operations/ITS Council Chair

Urban Land Institute, Orange County, Member of Place Council

Intelligent Transportation Society of California Board of Directors, Member, 11/2007- 01/2012

Intelligent Transportation Society of America (ITSA), Sustainable Transportation Working Group

EXPERIENCE SUMMARY

Mr. Lower has more than 25 years of management experience focused on operations of surface transport infrastructure, traffic management systems, and policy analyses. As Traffic and Transportation Manager for the City of Anaheim for two decades, Mr. Lower directed the planning, management, maintenance and operations of transportation projects and systems for the City. ITS was mainstreamed into project delivery via project designs and with new development conditions of approval.

Innovations in proactive traffic management through and around construction zones were developed in Anaheim during the late 1990s mitigation monitoring of to coordinate the simultaneous construction of the Disney California Adventure theme park, Anaheim Convention Center expansion, and major Interstate 5 widening. As a result of successes from these processes, Caltrans began requiring Transportation Management Plans in for all major projects.

In his prior role as City of Anaheim Traffic and Transportation Manager, Mr. Lower developed a strong record of collaboration with community stakeholders, as well as local, regional, state and federal transportation agencies. For example, Mr. Lower collaborated with Caltrans and adjacent cities to refine plans and coordinate construction staging and detours for the $1.2 billion widening of Interstate 5 for the 10-mile reach through Anaheim. This project was constructed to allow for the future striping of a second high occupancy vehicle lane per direction. It also encouraged increased average vehicle occupancy with direct carpool interchanges to major activity centers.

Mr. Lower is noted for excellent communications skills, and for being sensitive to all stakeholders. He has led a number of innovative transportation infrastructure and traffic management system projects to successful completion. He has extensive experience in leading community meetings for dialogue of safety, mobility, access, traffic calming and quality of life issues. Prior to the City of Anaheim, Mr. Lower served as a private consultant and successfully managed a number of transportation planning and circulation studies, traffic operations and safety projects throughout Southern California.

Mr. Lower has presented at national and international conferences on "Emerging ITS Strategies in Sustainable Communities" (2011 ITE District 6 Annual Meeting, Anchorage, Alaska); "Transportation System Efficiencies with ITS" (2010 ITS America Annual Meeting, Houston Texas); "Deploying and Operating ITS in a Local Agency: Lessons Learned" (2010 Indo-US Workshop on Intelligent Transportation Systems, Chennai, India); and "Multimodal Approaches to Sustainability in Anaheim" (2008 ITS World Congress, Stockholm, Sweden). He has also presented on the role of surface transportation in reducing greenhouse gas emissions; traffic safety and traffic impact studies; adaptive traffic signal timing; event traffic management; and organizational approaches to parking management.

PROJECT EXPERIENCE

Mr. Lower has extensive experience in the development of plans, policies, funding and project development through collaborative and participatory processes. Improved coordination among land use and transportation systems planning has been achieved via dialogue with agencies, organizations and the public through major projects including The Anaheim Resort, the Platinum Triangle, Anaheim Canyon business center, traffic calming and spillover parking issues resolution in established neighborhoods.

Project Name and Location: OCTA Master Plan of Arterial Highways Guidance Update – Orange, CA
Project Role: Mr. Lower completed technical analyses and is now concluding consensus building among OCTA and the cities of Orange County in transforming the Master Plan of

Arterial Highways (MPAH) Guidance into a 21st century mobility tool, one that better reflects the Complete Streets approach by planning our roads for multimodal transportation choices. Stakeholder dialogue led by Mr. Lower led to Technical Advisory Committee recognition that MPAH amendment requests may consider person trips rather than retaining sole focus on vehicle trip capacities. The person trip concept is to allow for contributions of both transit and bicycle travel.

Project Name and Location: 17th Street/LOSSAN RR Grade Separation Project Traffic Report – Santa Ana, CA
Project Role: Mr. Lower led technical analyses of multimodal traffic conditions in support of a proposed grade separation of a Major Arterial at the Los Angeles to San Diego RR Corridor. Specific measures were identified to address community impacts related to project construction detours and other long-term roadway improvements needed to address future traffic demands. Modal considerations for autos, buses, bicycles, pedestrians, and the Santa Ana Streetcar were addressed.

Project Name and Location: Expanded Rail Feeder Service for Anaheim Canyon Metrolink Station – Anaheim, CA
Project Role: To reduce regional traffic congestion by facilitating mode shifts from private vehicles to Metrolink, Mr. Lower prepared an OCTA Project S application for an expanded rail feeder service. The expanded service calls for connecting the Anaheim Canyon Metrolink Station with Downtown Anaheim and with The Anaheim Resort. The project is designed to deliver more direct express service and improved transit information to allow for more informed traveler decision making.

Project Name and Location: Grade Separation Traffic Management Planning – Placentia, CA
Project Role: The OC Bridges project includes five Grade Separations of the BNSF main line to improve traffic flow and safety on our streets to separate car, bicycle and pedestrian traffic from trains. These bridges will eliminate the need for commuters and commercial vehicles to stop, wait and waste time at railroad crossings as seemingly endless freight trains pass by, but will have detour routing inconveniences. Mr. Lower led review of the five grade separation Traffic Management Plans to identify measures that reduce community impacts and improve multimodal traffic mobility along the detour routes.

Project Name and Location: The Anaheim Resort Specific Plan – Anaheim, CA
Project Role: Mr. Lower served as Transportation Manager. Identified and implemented transportation improvements for Disney's California Adventure, Anaheim Convention Center expansion and 15,000 new hotel rooms in the 800-acre tourism hub of Orange County. This effort promoted a "Park Once" strategy, which encouraged the 20 million annual visitors to exit their vehicles only once and circulate via clean fuel shuttles and along pedestrian routes. The pedestrian routes were designed to communicate a sense of place and a sense of safety with a landscaped buffer separating pedestrians from travel lanes. Intelligent Transportation Systems were deployed to enable shared parking, and to maximize person-trip capacity of the Katella Avenue and Harbor Boulevard City arterials. Bus shelters were upgraded, and BRT operations were planned along these corridors.

Project Name and Location: The Platinum Triangle – Anaheim, CA
Project Role: Mr. Lower served as Transportation Manager. Assessed plans to increase development intensities within the Platinum Triangle to over 18,000 residential units; 5.6 million square feet (msf) of commercial uses; 16.8 msf of office uses; and 1.5 msf of institutional uses centered around the Anaheim Regional Transportation Intermodal Center. Transit oriented development measures were identified consistent with "Growing Cooler" concepts. Innovations including an SR-57/State College Boulevard smart corridor operation, dynamic messaging to guide travelers around congestion and to available parking, and dynamic lane assignment were identified for deployment through an area benefit-assessment district.

Project Name and Location: Bus Shelter Program – Anaheim, CA
Project Role: Mr. Lower served as Transportation Manager. Administered contract with bus shelter advertising company for 130 shelter locations. Contract negotiations required company to maintain clean and comfortable shelters with minimum weekly or more frequent / as needed emptying of trash receptacles and graffiti removal. The City also shared advertising revenues, with a minimum $90,000 per year paid to the City.

Michael P. Meyer, T.E.
Vice President

EDUCATION
MA, Transportation Planning & Public Policy, University of California, Berkeley, 1977

BS, Civil Engineering, University of California, Berkeley, 1974

PROFESSIONAL REGISTRATIONS
Traffic Engineer, California #1390, 1979

EMPLOYMENT HISTORY
Iteris, Inc.
1/1991 – Current
Principal/Vice President

DKS Associates
6/1986 to 1/1991
Principal

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers

American Planning Association

Women's Transportation Seminar

Congress for the New Urbanism

EXPERIENCE SUMMARY

Mr. Meyer has managed transportation planning and traffic engineering projects of increasing importance during his 35 years as a transportation consultant. His wide ranging client base includes both the pubtic and private sector and he is frequently a member of multi-disciplinary teams developing integrated tand use and transportation plans. Recent projects that have been managed by Mr. Meyer include the Metro Orange Line Busway Extension, Santa Monica Boulevard Transit Parkway Project and Downtown Los Angeles Transportation Access Plan and New Street Design Standards in Los Angeles, Westside Subway Extension Consensus Building Effort, San Fernando Vatley North-South Transit Corridor Study, Ontario Agricultural Preserve Transportation tmptementation Plan, and Neighborhood Traffic Management projects in Long Beach, Pasadena, Beverly Hills and San Marino. For Caltrans, Mr. Meyer managed projects related to signal design, ramp meter design, telephone communications, CCTV design, and traffic data collection. Mr. Meyer has developed transportation plans for transit oriented devetopments and he is well-versed in complete streets and context sensitive design principles. Mr. Meyer has prepared transportation analyses for environmental documents on projects such as the Metro Red, Btue, Green and Expo Lines, LA Cotiseum Renovation, Saint John's Hospital, Our Lady of Angels Cathedrat, and numerous retail and commercial office devetopments.

PROJECT EXPERIENCE

Transportation Planning

Project Name and Location: Circulation Element Updates
Project Role: Project Manager for Circulation Element Updates in the Cities of Long Beach, Solvang, Santa Monica, Hermosa Beach, Claremont, San Bernardino, Santa Barbara, and San Marino. Several included EIR's, neighborhood traffic management programs, and fee programs to implement improvements.

Project Name and Location: Green Line Transit Circulator Feasibility Study, El Segundo
Project Role: Project Manager for study to develop plan for transit access improvements to the Green Line for the El Segundo Employers Association. Shuttle service was initiated upon the opening of the Green Line.

Project Name and Location: Westside Cities Transportation Planning
Project Role: For six years, served as Project Manager for transportation policy analysis for the Cities of Beverly Hills, Culver City, Santa Monica and West Hollywood, providing input to regional policy documents, developing traffic impact study guidelines, pedestrian safety tool box, taxi licensing program, and other focused studies.

Project Name and Location: Community Plan Updates
Project Role: Project Manager for the preparation of a transportation improvement and mitigation programs (TIMP) to accommodate future build out of the Wilshire Community Plan Area, the Hollywood Community Plan Area, Silverlake Community Plan Area and Central City (Downtown Los Angeles) area.

Project Name and Location: Metro Orange Line Northern Extension, Los Angeles
Project Role: Project Manager for the preparation of the Alternatives Analysis, Conceptual Engineering and Environmental Clearance, Final Design of key elements and preparation of Design/Build Documents for the four-mile extension of the Metro Orange Line north from

Canoga/Warner Center to Chatsworth Metrolink Station. Nine alternatives were screened to two build alternatives and TSM for the EIR. The build alternatives included on-street dedicated bus-only lanes on Canoga Avenue and an off-street Busway alternative on Metro-owned railroad right-of-way with a parallel bikeway/pedestrian pathway. Following award of the Design/Build cotract, Mr. Meyer served as project liaison during the Design/Build phase of the project, which was completed ahead of schedule and below budget.

Project Name and Location: Travel Demand Forecasting
Project Role: Project Manager/PIC for dozens of model development and application projects, including mulit-county and city-wide models. Examples include City of Long Beach, community plans in Los Angeles for Wilshire, Hollywood and Silverlake areas, and RIV-SAN model of Riverside and San Bernardino counties. Transit patronage modeling has been conducted for San Fernando Vally bus rapid transit routes, light rail, heavy rail and Magleo train projects.

Project Name and Location: Freeway Cap Park Projects, Los Angeles County
Project Role: Project Manager/PIC for freeway cap park projects in Hollywood and Downtwon Los Angeles on the 101 Freeway and in Santa Monica on the I-10 freeway. Analysis included conceptual design, ramp modifications and traffic circulation issues with the freeway decks, as well as pedestrian and bicycle circulation and access to the park areas above the freeways.

Project Name and Location: Southern California Heavy Duty Truck Model
Project Role: Principal-In-Charge of development of a truck forecasting model for southern California. The model was developed for the Southern California Association of Governments (SCAG) to cover the five county region and is integrated into the regional model.

Project Name and Location: Mid-City Westside Transit Corridor, Los Angeles, Beverly Hills, Culver City, Santa Monica
Project Role: Principal-In-Charge for transportation analysis of the Wilshire and Expo
Corrdors in MIS and EIR phases. Managed before and after studies for Wilshire BRT dedicated peak period lane.

Project Name and Location: El Monte Transit Center TOD
Project Role: Principal-In-Charge of transportation planning for mixed use residential/commercial/entertainment development on the site of the existing El Monte transit terminal.

Project Name and Location: Livermore Circulation Element & Downtown Plan
Project Role: Principal-In-Charge of transportation analysis for the Circulation Element and Downtown Specific Plan prepared as part of the General Plan Update. Key issues included calming of through traffic in the downtown area and protection of undeveloped and agricultural lands.

Project Name and Location: Downtown Los Angeles Access & Circulation Study
Project Role: Project Manager for a study which analyzed access issues related to the freeway ring around Downtown Los Angeles and circulation within Downtown. A key issue was one-way versus two-way street circulation patterns. New street standards, respective of historic and permanent high-rise buildings were developed on a block-by-block basis.

Project Name and Location: Access Minneapolis
Project Role: Principal-In-Charge for preparation of the long range transportation master plan for Minneapolis, including context sensitive street design plan based on street type and place type.

Project Name and Location: Port of Los Angeles Transportation Master Plan
Project Role: Principal-In-Charge of transportation planning for Port of Los Angeles. Analysis includes existing conditions baseline and forecast of future traffic demands, including truck volumes, and development of conceptual infrastructure improvements.

Project Name and Location: Coastal Transportation Corridor Specific Plan, Los Angeles
Project Role: Project Manager for development of the first transportation improvement and mitigation program (TIMP) in the City of Los Angeles. The fee program funds transportation improvements in the area west of the I-405 from Los Angeles Airport to Santa Monica.

Project Name and Location: Sepulveda Tunnel Alternatives Analysis, LAX
Project Role: Principal-In-Charge of transportation analysis for the EIR/EIS evaluating alternative ways to increase capacity on Sepulveda Boulevard in the Los Angeles Airport area.

Project Name and Location: NAFTA Impacts, International Border Transportation Planning
Project Role: Project Manager for comparative analysis of Mexican and California transportation planning procedures for San Diego Association of Governments.

Traffic Engineering

Project Name and Location: On-Call Traffic Engineering
Project Role: Principal-In-Charge for on-call contracts for Caltrans Districts 7 and 8. Assignments included Signal Design, Ramp Metering, CCTV, and Fiber Optic Communications Design.

Project Name and Location: Dodger Stadium Area Improvement Plan
Project Role: Project Manager for study to improve access to the stadium and internal circulation, plus reduce impacts on surrounding residential neighborhoods.

Project Name and Location: I-80/American Canyon Rd/Hiddenbrooke Pkwy Project Study Report (PSR), Vallejo
Project Role: Project Manager for the traffic engineering input to this study evaluating the long-term need for improvements at a diamond interchange at the City of Vallejo/County of Napa border.

Project Name and Location: I-5 Interim High Occupancy Vehicle (HOV) Project. Southeast Los Angeles County
Project Role: Project Manager for the analysis of traffic impacts associated with the interim HOV project on I-5 between Orange County and I-710. Analysis included parallel arterial streets, freeway interchanges and mainline, and both construction impacts and permanent changes in traffic patterns.

Project Name and Location: Main Street Pedestrian Improvements, Santa Monica.
Project Role: Principal-In-Charge for the analysis of pedestrian safety improvements along Main Street in the Civic Center area of Santa Monica.

Project Name and Location: I-15/I-40 Interchange Reconstruction, Barstow
Project Role: Principal-In-Charge for the transportation analysis of the reconstruction of this freeway-to-freeway interchange. Analysis included impacts of trucks and RVs, preparation of a TMP, and design of signals and signing and striping.

Project Name and Location: Ontario New Model Colony Transportation Implementation Plan
Project Role: Project Manager responsible for preparation of the roadway implementation plan for the former Ontario Agricultural Preserve, which will be developed to house a population of 100,000. The plan included detailed alignment studies, cost estimates and development of a fee program.

Project Name and Location: Santa Monica Boulevard Transit Parkway, West Los Angeles.
Project Role: Project Manager for a Major Investment Study, followed by EIR and Project Report for the reconstructions of Santa Monica Boulevard (SR 12) in West Los Angeles. Two parallel roadways will be reconstructed as a Classic Boulevard with bike lanes and transit priority, plus major urban design upgrades and neighborhood traffic management. Consensus on the preferred project was developed through an extensive community outreach effort.

Janet L. Harvey
Senior Transportation Engineer

EDUCATION
Bachelor of Civil Engineering, Georgia Institute of Technology, Atlanta, GA, 1984

PROFESSIONAL REGISTRATIONS
Engineer in Training, Georgia, EIT No. 13535

EMPLOYMENT HISTORY
Iteris, Inc.
01/2001 – Current
Senior Transportation Engineer

PROFESSIONAL AFFILIATIONS
Women's Transportation Seminar

EXPERIENCE SUMMARY

Ms. Harvey has twenty seven years of pubtic sector and professional consulting experience in multi-modat transportation planning and development. Her experience includes project management, strategic and annual policy planning, cost and schedule performance, design and construction oversight, and state/federal policy and law reviews. She has also been involved in City and County General Plan and Specific Plan updates, traffic impact analyses for numerous development projects, goods movement and trucking studies, port area planning, and parking studies. These include the update of the Orange County Long Range Freeway Needs Study, Downtown Long Beach Parking Study, Chino Circulation Element, a Trucking Study in North Los Angeles County, and the I-405/Dickens Street Interchange analysis.

PROJECT EXPERIENCE

Transportation Planning/ Traffic Engineering

Project Name and Location: City of Los Angeles Community Plan Updates – Los Angeles, CA
Project Role: Project Manager for the preparation of the Transportation Improvement and Mitigation Program (TIMP) for multiple Community Plan Areas within Los Angeles as part of the Community Plan Update process. Work included the customization a travel demand forecasting model for each area using land uses and other demographic data provided by City Planning staff. The CPU TIMP included an assessment of existing traffic, transit and transportation demand programs in the study area, forecast future buildout conditions in the area, and analysis of land use and roadway network alternatives. The TIMPs included improvements such as some peak hour parking prohibitions, street widenings, street extensions, signing and striping improvements, signal improvements, transit improvements, freeway access improvements, TSM and TDM strategies, and neighborhood protection to help mitigate future traffic in each Community Plan area.. The project began in 2006 and is ongoing.

Project Name and Location: I-605/I-405/SR-91 Gateway Cities Congestion Hot Spots Study – Los Angeles Metropolitan Area, CA
Project Role: Project Engineer and part of a large interdisciplinary team that performed a wide range of transportation planning and traffic engineering services for METRO in association with the Gateway Cities Council of Governments (GCCOG). The project is funded by Measure R and analyzes congestion improvement alternatives in the Gateway Cities subregion for the various congestion "Hot Spots" already identified in previous studies. Tasks include analysis of improvements to freeway to freeway interchanges, additional general purpose lanes, and arterial improvements. This analysis was performed using a travel demand forecasting modeling tool and detailed analysis of improvement alternatives utilized Synchro and Highway Capacity Manual techniques. This work covers over 200 intersections plus all freeway mainline sections and ramps. The project began in 2011 and is ongoing.

Project Name and Location: Jordan Downs Specific Plan and EIR – Watts, CA
Project Role: Project Manager for transportation studies used in preparation of the Master Plan for the Jordan Downs public housing complex located in Watts, for the Housing Authority of the City of Los Angeles (HACLA). The Specific Plan includes the addition of approximately

1,100 residential units to the current 700 residential units, along with school site expansion, park and recreational facilities, mixed-use development, and retail and light industrial development. The project includes annexation of adjacent county land, and a multi-phase development plan. Iteris is continuing its work for HACLA with the traffic/transportation Environmental Impact Report technical study. The project began in 2009 and was completed in 2011.

Project Name and Location: San Pedro Waterfront Promenade – Los Angeles, CA
Project Role: Project Engineer for the preparation of a traffic analysis of a comprehensive implementation plan for the development of the San Pedro Waterfront and Promenade, a 400 acre site at the Port of Los Angeles. The plan develops a long term vision regarding linkage opportunities to the San Pedro Waterfront from the adjacent communities, both physically and visually, promotes public access to the San Pedro Waterfront, sets the framework for future development of the San Pedro waterfront open space, promenade, and plazas, identifies realistic funding options and sources, establishes development/construction priorities, and balances good urban design with budgetary and financial considerations. Work included a site specific Transportation Study of the traffic and associated roadway infrastructure requirements and recommend improvements necessary to provide public access to the waterfront. Improvements were identified that address traffic flow, traffic congestion, provide public and tenant parking, improve public safety, improve pedestrian access, and to provide for additional and enhanced waterfront access and connection to the communities. The project began in 2003 and was completed in 2008.

Project Name and Location: Wal-Mart Distribution Center – Barstow, CA
Project Role: Project Manager of a traffic impact analysis study for a one million square foot Wal-Mart regional food distribution center. This distribution center, with 165 dock doors, would be mainly accessed from I-15 in Barstow, California. The site is proposed to operate 24 hours per day, so the traffic impacts were analyzed for both truck and employee trips during a typical weekday and Sunday (which experiences peak Las Vegas traffic) conditions. The analysis followed City of Barstow and SANBAG methodology, and utilized the travel demand model that was developed for the San Bernardino County General Plan to determine trip distribution and regional growth. Trip generation for the facility was based upon the "High-Cube" truck trip generation rates as shown in the San Bernardino County CMP, and confirmed by other similar Wal-Mart distribution facilities. Coordination was conducted with Caltrans and SANBAG, as well as the City of Barstow. The project began in 2005 and was completed in 2009.

Project Name and Location: Orange County Long Range Freeway Needs Study – Orange County, CA
Project Role: Assisted the Orange County Transportation Authority (OCTA) with the development of a long range countywide freeway needs study. The freeway needs study provides a summary of existing freeway system conditions in Orange County, which currently has 140 centerline miles of traditional freeway, 51 centerline miles of toll roads, 1,108 lane miles of freeway and toll road combined and lane 246 miles of High Occupancy Vehicle Lanes (HOV). The needs study summarizes future freeway system deficiencies, and a high-level set of alternative strategies to improve long-term mobility. Worked with OCTA modeling staff to apply Orange County Transportation Analysis Model (OCTAM) data to assess year 2030 freeway system conditions and test improvements. A review of operational characteristics was undertaken to determine interchange spacing, volume ranking, existing and future levels of service (LOS), and the presence or absence of auxiliary lanes on a segment-by-segment basis for 85 individual segments. Three system improvement alternatives were tested, including a lower cost alternative with funded projects, a medium alternative with moderate cost and minimal right-of-way requirements, and a high alternative with higher costs and more required right-of-way. For both the medium and high alternative, sub-alternatives were tested including "no tolls," conversion to "3 plus" person HOV lanes. Also tested were scenarios with a greater emphasis on HOV versus another with a greater emphasis on general-purpose lane systems. The alternatives were compared to one another and the advantages and disadvantages of each were summarized. The final technical task was to develop cost estimates, which ranged from $2.5 billion for the medium alternative to $7.0 billion for the high cost alternative. This project began in 2004 and was completed in 2006.

Shaumik Pal, PTP
Senior Transportation Planner

EDUCATION
Master in Business Administration (MBA), University of California, Los Angeles, 2012.

Master of Urban Planning and Policy (MUPP), University of Illinois, Chicago, 2003.

Bachelor of Urban Planning, School of Planning and Architecture, New Delhi, 2001.

EMPLOYMENT HISTORY
Iteris, Inc.
2/2007 – Current
Senior Transportation Planner

LSA Associates Inc.
10/2003 – 1/2007
Transportation Planner

PROFESSIONAL REGISTRATIONS
Professional Transportation Planner (PTP)

PROFESSIONAL AFFILIATIONS
American Planning Association (Member)

Institute of Transportation Engineers (Member)

EXPERIENCE SUMMARY

Mr. Pal has nine years of experience in the field of transportation planning and engineering. Mr. Pal has served as transportation planner/engineer for preparation of technical traffic analyses for various land development projects and traffic operations analyses for capital improvement projects, corridor analyses and circulation studies. He has also served as the project manager for preparation of traffic impact studies for many projects in an around Riverside and San Bernardino County. Mr. Pal is proficient with computer software packages applicable to the fields of transportation and urban planning (TRAFFIX, SYNCHRO, HCS, CORSIM).

PROJECT EXPERIENCE

Roadway Improvement Projects

Project Name and Location: Reche Canyon/Reche Vista Drive Roadway Widening and Realignment (Riverside County, City of Colton, Moreno Valley, San Bernardino County)
Project Role: Lead Analyst for preparation of a traffic operations analysis report to assess the impact on traffic conditions of proposed improvements on Reche Canyon Road and Reche Vista Drive.

Project Name and Location: Mission Boulevard Widening (Ontario)
Project Role: Assistant Task Manager for conducting a traffic operations analysis associated with widening of Mission Boulevard from Haven Avenue to Archibald Avenue in the City of Ontario.

Grade Seperation Projects

Project Name and Location: Milliken Avenue Grade Separation (City of Ontario)
Project Role: Project Manager for circulation and detour analysis for proposed grade separation of Milliken Avenue at the UPRR Railroad tracks. Evaluated project benefits and identified temporary improvements to mitigate traffic impacts during construction.

Project Name and Location: Archibald Avenue Grade Separation (City of Ontario)
Project Role: Project Manager for circulation and detour analysis for proposed grade separation of Archibald Avenue at the UPRR Railroad tracks. Evaluated project benefits and identified temporary improvements to mitigate traffic impacts during construction.

Project Name and Location: Dillon Road Grade Separation (City of Coachella)
Project Role: Technical Analyst for Traffic Operations Analysis for Project Report for proposed grade separation of Dillon Road over the Union Pacific tracks and Route 111.

Traffic Impact Studies

Project Name and Location: Santa Monica Civic Center Joint Use Project (CCJUP)
Project Role: Project Manager for traffic and parking analysis for the CCJUP project. The analysis role included working with the District and in close coordination with the City to assess the parking needs of the school both during the school hours and non-school hours. In

addition, helping the District to assess the traffic impacts of the proposed new and expanded facilities.

Project Name and Location: Deutsch Specific Plan Traffic Study (City of Banning)
Project Role: Task Manager for Traffic Impact Analysis for 4,800-home residential development in City of Banning, Riverside County. Tasks also included modification of existing travel model and internal tract analysis.

Project Name and Location: Rancho Las Flores Specific Plan Traffic Study (City of Hesperia)
Project Role: Assistant Task Manager for Traffic Impact Analysis for 15,000-home residential development in the City of Hesperia, San Bernardino County. Extensive efforts were required in volume refinement and identification of feasible mitigation measures.

Project Name and Location: Stater Bros Distribution Center (City of San Bernardino)
Project Role: Assistant Project Manager for Traffic Impact Analysis (TIA) for proposed distribution center. The TIA was prepared consistent with the SANBAG TIA guidelines and included approximately 45 intersections.

Project Name and Location: Perris Marketplace (City of Perris)
Project Role: Task Manager for Traffic Impact Analysis for proposed shopping center including a WalMart Supercenter. Traffic Impact Analysis included cumulative impacts of a 450,000 square feet shopping center. Special consideration was given to determine feasible truck routes which would not conflict with other vehicular traffic.

Project Name and Location: Culligan Site Distribution Center (City of San Bernardino)
Project Role: Assistant Project Manager for traffic study for proposed warehouse/distribution center in the City of San Bernardino. The study inlcuded alternative analysis with different transportation improvements around the area.

Project Name and Location: Haven/Arrow Residential (City of Rancho Cucamonga)
Project Role: Lead Analyst for traffic study for proposed residential development in the City of Rancho Cucomonga.

Project Name and Location: Upper Santa Ana River Wash (City of Highland)
Project Role: Assistant Task Manager for analyzing truck traffic impacts associated with increase in mining production. Analyses included very detailed intersection traffic operations under different land use and access alternatives.

Project Name and Location: Sub Area 29 In-Tract Analysis (City of Ontario)
Project Role: Project Manager for an in-tract analysis for Sub Area 29, part of New Model Colony in the City of Ontario. The analysis included proper sizing of roadways, roadway capacity analysis and determination of appropriate control measures.

Project Name and Location: Church of the Woods (San Bernardino County)
Project Role: Project Manager for conducting a traffic analysis associated with the construction of a Church in the Rim Forest area of San Bernardino County. Extensive coordination required with the County and Caltrans due to the location of the project and possible traffic impacts on the State Highway system.

Long-Range Planning

Project Name and Location: Abu Dhabi Congestion Management Procedures Manual, Abu Dhabi Emirate
Project Role: Assisted in development of a manual for Emirate of Abu Dhabi that explains the procedures for Congestion Management Procedures (CMP). This Manual does not, in itself, will constitute a CMP, but will provide guidance in development of such plans, whether on a regional level or on a corridor-specific level. Task included literature review and developing a draft report.

Project Name and Location: Helendale Specific Plan
Project Role: Project Manager for the traffic study and circulation element for the Helendale Specific Plan area in San Bernardino County. Project involved public outreach and feedback in the development of proposed land use and circulation plans.

Project Name and Location: North City Specific Plan (Riverside County)
Project Role: Project Manager for the traffic study and circulation element for the North City Specific Plan area in Cathedral City, in Riverside County. Project involved public outreach and feedback in the development of proposed land use and circulation plans.

Project Name and Location: Highgrove Area Redevelopment (Riverside County)
Project Role: Task Manager for the traffic study and circulation element for the Highgrove Area redevelopment plan in Riverside County. Developed customized roadway cross-sections and coordinated with regional bikeway and trail plans.

Project Name and Location: Deutsch Specific Plan Traffic Study (City of Banning)
Project Role: Task Manager for Traffic Impact Analysis for 4,800-home residential development in City of Banning, Riverside County. Tasks also included modification of existing travel model and internal tract analysis.

Project Name and Location: Rancho Las Flores Specific Plan Traffic Study (City of Hesperia)
Project Role: Assistant Task Manager for Traffic Impact Analysis for 15,000-home residential development in the City of Hesperia, San Bernardino County. Extensive efforts were required in volume refinement and identification of feasible mitigation measures.

Candice Fukuzaki Sullivan, AICP
Transportation Planner

EDUCATION
University of California, Los Angeles, Master of Urban Planning, Specialization in Transportation Policy and Planning, 2005

University of California, Irvine, BA, Environmental Analysis and Design, 2002

University of California, Irvine, BA, Criminology, Law and Society, 2002

PROFESSIONAL REGISTRATIONS
American Institute of Certified Planners (AICP) Certification # 024318

EMPLOYMENT HISTORY
Iteris, Inc.
4/2005 – Current
Transportation Planner

Metro
1/2004 – 6/2005
Graduate Transportation Intern

Caltrans
1/2001 – 6/2002
Transportation Intern

PROFESSIONAL AFFILIATIONS
American Planning Association, Transportation Planning Division

AWARDS
UCLA Institute of Transportation Studies Fellowship, 2003

EXPERIENCE SUMMARY

Ms. Sullivan has a Master's degree in Urban Planning with a specialization in Transportation Planning and Land Use. She has seven years of professional transportation planning experience. She has been involved in a number of transportation planning and traffic engineering projects including: traffic impact analysis, multimodal transportation studies, corridor "hot-spot" studies, transportation improvement programs, regional transportation plans, general plan updates, intersection and corridor-level analysis, the development of mobility elements, public outreach, and assisting in the preparation of proposals and budgets. Ms. Sullivan has utilized several computer software packages, including but not limited to TRAFFIX, ArcView, ArcGIS, Synchro, QRS II, and SPSS. She also has a working knowledge of TransCAD and CUBE.

PROJECT EXPERIENCE

Transportation Planning

Project Name and Locations: SR-91/I-605/I-405 Congestion "Hot Spots" Multi-Modal Review – Gateway Cities Area
Project Role: Ms. Sullivan researched and developed the SR-91/I-605/I-405 Congestion "Hot Spots" Multi-Modal Review document. The Multi-Modal review included the documentation of existing transit opportunities, GIS analysis of bus stop utilization, calculation of study area transit boardings and alightings, and an evaluation of potential high-speed rail, park-and-ride facilities, and HOV utilization within the study area. Census data and data from the existing and 2030 SCAG Travel Demand Model was also collected and analyzed within the study area to determine current and future projected mode split. The project began in April 2011 and is currently on-going.

Project Name and Locations: Pacific Electric Right-of-Way/West Santa Ana Branch Alternatives Analysis, Purpose and Need Report – Multiple Jurisdictions
Project Role: Ms. Sullivan researched and wrote the Purpose and Need document for the PEROW/WSAB Alternatives Analysis. The report consisted of a summary of existing conditions (context, rail crossings, jurisdictions, etc.) study area demographics (current and projected population, ethnicity, low-income residents, transit-dependent households, travel time to work, mode split, and land use), travel market analysis (activity centers and trip patterns), truck trip evaluation, transportation system performance using the Los Angeles County Metro Travel Demand Model, analysis of SWITRS data, and a summary of air quality and future planning projects in the study corridor. The project consisted of extensive fieldwork, research, and data collection. The project began in early 2010 and was completed in 2011.

Project Name and Locations: City of Long Beach Context Sensitive Mobility Element – Long Beach, CA
Project Role: Ms. Sullivan assisted with the preparation and development of the City of Long Beach Mobility Element. The Mobility Element combined Context-Sensitive Solutions (CSS) and traditional transportation planning and traffic engineering practices to guide the City's travel demands. It addresses all modes of transportation in the City, including transit overlays, bicycle and pedestrian elements, multi-modal LOS (MMLOS), ITS, and truck and rail movements associated with the growing ports. In addition, a comprehensive overview of each

of the City's goals, objectives and policies was evaluated and updated, where necessary, to reflect the City's multi-modal goals. A consultant-team bicycle and van tour was conducted throughout the city with city planning staff to document existing conditions, neighborhood character, and areas in need of mobility improvements. The project began in July 2007 and is currently in progress.

Project Name and Locations: Southern California International Gateway Project – Los Angeles, CA
Project Role: Ms. Sullivan used TRAFFIX to analyze the traffic impacts associated with over 60 SCIG project scenarios for the traffic section of the Project's environmental impact report. The SCIG Project consists of property acquisition, the demolition of existing on-site structures, the termination or non renewal of leases and relocation of businesses, and the construction and operation of a new near-dock intermodal rail facility that would handle cargo containers up to a maximum capacity of 1.5 million lifts or 2.8 million TEUs. The project is currently in progress.

Projet Name and Locations: Intermodal Container Modernization Project – Long Beach, CA
Project Role: Ms. Sullivan used TRAFFIX to analyze the traffic impacts associated with over 75 ICTF project scenarios for the traffic section of the Project's environmental impact report. The Project consists of a modernization project that will increase container throughput at the ICTF. The project will include the replacement of diesel cranes and yard hostlers with electric ones, as well as the addition of six new railroad tracks totaling 50,000 feet. The project is currently in progress.

Project Name and Locations: California High Speed Train Existing Conditions Draft EIR/EIS – Multiple Jurisdictions
Project Role: Ms. Sullivan assisted with the research, preparation and development of the California HST Existing Conditions EIR/EIS document for the Los Angeles to Anaheim segment. Document included a site summary, description of key roadways, functional classifications, existing volumes and level of service, programmed and funded improvements, existing transit, non-motorized transportation, freight and goods movement, and truck routes. Ms. Sullivan also updated the Los Angeles Union Station traffix network and conducted existing and future with project traffic impact analyses. The project began in April 2009 and was completed in July 2009.

Project Name and Locations: UCLA Northwest Housing Infill Project and Amended Long Range Development Plan and Traffic Impact Study – Los Angeles, CA.
Project Role: Ms. Sullivan developed a detailed Traffix model to develop LOS and V/C ratios under existing and future traffic conditions at over 50 study intersections near the UCLA campus. In addition, she also summarized existing public transit and TDM programs, developed existing and future trip generation estimates for the campus based on parking inventory, conducted a field analysis, analyzed potential traffic-related mitigations for significant impacts, wrote the final document, and responded to public comments. The project began in February 2008 and was completed in November 2008.

Project Name and Locations: UCLA On-Call Traffic Study Reports – Los Angeles, CA.
Project Role: Ms. Sullivan developed trip generation estimates, analyzed traffic flow patterns, and conducted either a full or preliminary traffic impact analysis for various UCLA development projects, including the Pauley Pavilion Renovation, the UCLA Meyer and Renee Luskin Conference and Guest Center, the Wasserman Building, and the Weyburn Graduate Housing project.

Project Name and Locations: The Shops at Santa Anita Park Traffic Impact Study – Arcadia, CA.
Project Role: Ms. Sullivan developed a Traffix network to model existing and future traffic at study intersections, calculated trip distribution and trip generation, ran numerous LOS analyses to calculate changes in LOS and V/C ratios, documented existing transit, analyzed potential roadway mitigations, gathered information for cumulative project review, analyzed neighborhood intrusion impacts, attended public hearings, developed the final report and assisted with responses to public comments. The project began in 2004 and was completed in 2008.

Project Name and Locations: Burton Way Mixed-Use Development Transportation Impact Analysis – Los Angeles, CA.
Project Role: Ms. Sullivan developed a Traffix network to model existing and future traffic at study intersections, conducted a review of study intersections for lane geometries and traffic control, documented transit surrounding the site, conducted LOS and V/C analyses, developed a GIS network for related graphics, and wrote the final TIA. The project began in January 2008 and was completed in October 2008.

Jeremy Klop, AICP

Principal

About

Mr. Klop's professional experience includes a wide range of Complete Streets planning and implementation projects across the United States. Through his combined expertise in travel demand forecasting and multimodal traffic operations, he has helped implement Complete Streets projects in diverse settings such as high mountain Main Streets, economically challenged Midwestern towns, biomedical campuses, 4,000+ acre infill communities, thriving urban downtowns, and small transit villages throughout the Western US. He is known for working effectively with planning commissions, elected officials, advocacy groups, and multiple city departments to gain consensus on complex transportation planning issues. His work with the City of Denver led to one of the first "Living Streets" collaborations in the country. He frequently lectures and trains practitioners on multimodal planning and served as a chapter co-author for the ITE Transportation Planning Handbook. He currently leads the consultant team helping the City of Los Angeles create a new citywide Complete Streets Network.

Education

Master of Regional Planning, University of North Carolina, Chapel Hill, NC, 1999
Bachelor of Science, Biology, Calvin College, Grand Rapids, MI, 1994

Affiliations

American Planning Association: Member
American Planning Association – Colorado Chapter: Vice President of Communications
Institute of Transportation Engineers: Member

Professional Registration

American Institute of Certified Planners, 2003 (018596)

Publications and Presentations

Transportation Planning Handbook – Chapter 21 Pedestrian & Planning, with Matthew Ridgeway, Institute of Transportation Engineers, (forthcoming in 2009)
Sustainable Development Code - Complete Streets Chapter, Rocky Mountain Land Use Institute, March 2009
TOD Trip Generation – State of the Practice Methods, Colorado Wyoming ITE, Colorado WTS, and Rocky Mountain ITS Spring Transportation Symposium, April 2008
Complete Streets, presentation to Rocky Mountain Land Use Institute, March 2007
Bridging the Gap: Integrating the Regional Model and Microsimulation, TRB Annual Meeting Presentation, January 2006
Who Rules Your Right of Way?, with Greg Hoch, Kathleen Bracke, and Ellen Ittelson, National APA Conference, April 2006
Factors influencing bicycle crash severity on two-lane, undivided roads in North Carolina, with Asad J. Khattak, Transportation Research Record 1674 January 1999

Project Experience

Street Classification and Benchmarking System, Los Angeles, CA

As project manager, Mr. Klop led this effort to develop a new classification and benchmarking system for streets throughout the City of Los Angeles. In addition to a review of existing classifications and policies within the City, Fehr & Peers researched and evaluated the effectiveness of measurement tools for benchmarking related to travel modes, land use context, and potential reduction in vehicle miles traveled. The classification

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system was closely linked to the physical design of streets and a new set of street typologies that respond to the adjacent land use context.

Transportation and Outreach Consultant Services for the Update of the City of Los Angeles, CA General Plan Mobility Element

Fehr & Peers is leading a team updating the General Plan Mobility Element for the City of Los Angeles. From a selection of alternative approaches, the City chose a multimodal layered-network approach with a context sensitive overlay to update its street classification system. Fehr & Peers is picking up where its LA Street Classification and Benchmarking System study left off and working with the City to develop concepts for a layered network. Fehr & Peers will work with the City to create new street standards based on the development of that layered network. Through an extensive social media campaign and a series of meetings and workshops, Fehr & Peers will frame the conversation in terms of transportation choices, where options and tradeoffs are clearly defined to reflect both aspirational goals and the constraints of conditions on the ground. This framing allows for the productive exchange of ideas between the public and the City. The Fehr & Peers team is working with the City to prepare a Streetscape Manual that identifies required improvements associated with each street type and addresses the existing disconnects between policy goals and current street standards. Throughout the project, our team is performing outreach and branding related to public engagement for the Mobility Element (now called LA2B). Using an innovative social media approach, the engagement approach includes crowdsourced idea generation and dialogue, a custom contest for ideas, and in-person workshops across the City. Mr. Klop is project manager.

Strategic Transportation Plan, Denver, CO

Building on our work on Blueprint Denver and the Downtown Multimodal Access Plan, Fehr & Peers helped the City and County of Denver develop the Strategic Transportation Plan. As part of a large, multidisciplinary team, Fehr & Peers worked with staff to develop a new "person trip" capacity approach to forecasting demand for travel and establishing needed improvements. Since the focus of the study was citywide, the project team also sought to go beyond the traditional focus on corridors and instead emphasize a series of "travelsheds" that captured major origin and destination patterns and which also recognized the relationship between adjacent neighborhoods and major transportation corridors. Mr. Klop oversaw the Downtown Travelshed portion of the plan, which included forecasts of person travel in and out of Downtown, evaluation of potential multimodal improvements, and development of a specific project list and cost estimates for implementation. The project also represented a pivotal point in Denver's strategy for transforming transportation where key decisions were made to focus on moving people and to stop growing Denver's road footprint.

Downtown Multimodal Access Plan - Denver, CO

In its Downtown Multimodal Access Plan (DMAP), Denver defined an integrated, multimodal transportation system that will balance the travel needs of Downtown employees, visitors, and residents. As the prime consultant on the project, Fehr & Peers created a process to incorporate public input toward a broad vision for the system while also providing detailed analysis of the transit, traffic, bicycle, and pedestrian implications of various alternatives. Mr. Klop managed the multimodal modeling and operational analysis for this project. Notable outcomes related to multimodal facility design included a minimum unobstructed pedestrian space on all streets, a "promenade" pedestrian concept on 14th Street, and specific recommendations for transit and bicycle streets.

RTD FasTracks Program Management – QoL Study, TOD Planning, Denver, CO

As part of the program management team for the Denver Regional Transportation District (RTD) FasTracks program, Mr. Klop served as a project planner and technical advisor for the Quality of Life (QoL) Study and for Transit Oriented Development (TOD). The QoL is a long-term study to determine how existing and future transit station areas, rapid transit corridors and the Denver region change during all phases of FasTracks implementation. Fehr & Peers developed data collection methodologies, assembled and analyzed data, and created new approaches such as a Walkability Index to evaluate station area improvements over time. For the TOD group, Mr. Klop oversaw development of ridership analytics tools that directly forecast ridership and parking utilization with alternate development scenarios to help RTD evaluate joint development proposals.

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Jeremy Klop, AICP
Principal

Sheridan Transportation Policy Plan - Sheridan, WY

Mr. Klop managed and led this effort to develop a new Transportation Policy Plan for the City of Sheridan to guide future investment decisions and shift City policy to better reflect community values. Previous planning efforts focused on technical analysis and engineering solutions, but public support was lacking due to key disconnects between the community's values and the proposed solutions. Fehr & Peers worked with staff first to establish a clear sense of the community's transportation vision and then align policies and investment priorities with this vision. Accordingly, the Plan included an extensive public outreach process with community wide events, online and print surveys, and meetings with stakeholders and the general public to envision and test ideas for Sheridan's transportation system.

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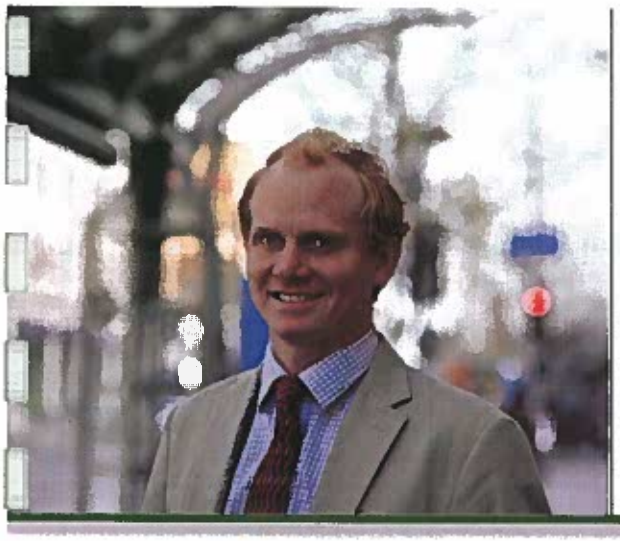

Matt Benjamin, AICP

Associate

About

Over the past 10 years, Matt has had the opportunity to approach non-motorized transportation issues from a variety of perspectives, including work in the public, non-profit and private sectors. After serving as the Bicycle Parking Coordinator for the Los Angeles County Metropolitan Transportation Authority, Matt joined the staff of the Los Angeles County Bicycle Coalition where he served as Planning and Policy Director and led a groundbreaking study of low-income cyclists in Los Angeles County. Since 2007, Matt has worked full-time in the private sector, managing the Los Angeles office of Alta Planning + Design, where he led a variety of bicycle and pedestrian planning projects in the greater Los Angeles area. Prior to joining Fehr & Peers, Matt served as a Project Manager for GCR & Associates, leading several major redevelopment studies in the greater New Orleans area, where he was able to inject serious consideration of transportation affordability (particularly via non-motorized modes) into the standard analyses that drive the development of affordable housing. Matt currently leads the bicycle and pedestrian planning practice for Fehr & Peers in Southern California.

Education

Master of Urban Planning, University of California, Los Angeles, 2003
B.A. in International Relations, Florida State University, 1998

Affiliations

American Planning Association, Member
Association of Pedestrian and Bicycle Professionals, Member

Awards

Advocacy Planning Award: Outreach to Low-Income Bicyclists in Los Angeles County, American Planning Association, Los Angeles Chapter (2005)

Outstanding Planning Award for a Grassroots Initiative: Coyote Creek Bikeway Master Plan, American Planning Association, Orange County (CA) Chapter (2009)

Achievement in Mobility: Metro Blue Line Bicycle and Pedestrian Access Plan, Southern California Association of Governments (SCAG) Compass Blueprint Awards (2011)

Selected Presentations

Bikeway Planning and Design, UCLA, Department of Urban Planning, Transportation Planning Lecture Series (2010)

Bikeway Planning and Design, Cal Poly Pomona, College of Environmental Design, Department of Landscape Architecture Lecture Series (2010)

Strategies for Increasing Bicycle Mode Share in Los Angeles, Los Angeles County Metropolitan Transportation Authority, Transportation Demand Management, Multi-Mobility Forum (2009)

Project Experience

Matt served as project manager and primary author of the following plans and studies.

OCTA Commuter Bikeways Strategic Plan

As the Regional Transportation Planning Agency for Orange County, OCTA developed the Commuter Bikeways Strategic Plan (CBSP) to facilitate coordinated planning

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and strategic funding of bicycle transportation projects. The CBSP met their goals by providing a countywide inventory of existing and planned bikeways, qualified participating jurisdictions for state BTA funding, clarified the roles and responsibilities of OCTA regarding bikeway development, and provided a strategy for improving the regional bikeway network. The plan required coordination the County of Orange, Caltrans District 12, and 34 incorporated cities.

Metro Blue Line Bicycle and Pedestrian Access Plan (City of Long Beach)

The project's goal was to develop a strategy for improving access to nine light rail stations serving the City of Long Beach. An extensive public outreach and field evaluation process was conducted to identify access-related issues around each station, including bicycle and walk audits, presentations to local stakeholder groups, and multilingual (English/Spanish/Khmer) transit user interviews. A series of project recommendations and schematic designs were developed to address the access issues identified around each station. Findings were presented to and vetted by all relevant city departments as well as Long Beach Transit and Metro. This project received an award from the Southern California Association of Governments (SCAG) for Achievement in Mobility.

City of Los Angeles Bicycle Plan

This innovative planning project began with an ambitious goal of providing a detailed blueprint for transforming an international symbol of automobile-based transportation planning and culture into one of the most bicycle-friendly major cities in North America. The plan had to receive the blessing of various City departments, a demanding advocacy community, a diverse Planning Commission, and a 14-member City Council representing a population of whom less than 2% regularly commute by bicycle. The plan included an exhaustive feasibility study of over 1,000 miles of roadways, a detailed policy document, and extensive design guidelines for future infrastructure. The plan was approved by the City Planning Commission and adopted by the City Council in early 2011.

Culver City Bicycle and Pedestrian Master Plan

Study of Low-Income, Non-Discretionary Bicyclists in Los Angeles County (LACMTA)

Eastside Light Rail Bike Interface Plan (LACMTA)

Bicycle Commuter Center Feasibility Study for Hollywood/Western Station (LA/CRA)

City of Oxnard Bicycle and Pedestrian Facilities Master Plan

Town of Mammoth Lakes Trail System Master Plan

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Michael Kennedy AICP, LEED AP

Senior Transportation Planner

About

Michael Kennedy areas of expertise include pedestrian and bicycle planning, transit planning, and sustainability. Michael has managed several transportation impact studies for the City of Redondo Beach. He is currently managing Fehr & Peers' work on the Metro Green Line to LAX study, leading the effort to evaluate the Project's potential for surface transportation impacts. Michael he recently managed Fehr & Peers' involvement in the Virgil Village Traffic Calming project, a project to incorporate bicycle lanes and other pedestrian and bike amenities on Virgil Avenue in Los Angeles. He also led the preparation of several technical studies for the Metro Westside Subway Extension EIS/EIR, including the station circulation study, which evaluated pedestrian, bicycle and bus access to proposed stations. Michael is primary planner for the Westside Mobility Plan for the Los Angeles Department of Transportation, developing multi-modal transportation improvement strategies for Los Angeles' coastal and west side neighborhoods.

Education

Master of Urban & Regional Planning, California State Polytechnic University, Pomona, CA, 2007
Bachelor of Arts, Music, Wesleyan University, Middletown, CT, 1999 (Phi Beta Kappa)

Affiliations

American Planning Association (APA)

Professional Certifications

American Institute of Certified Planners (AICP)
Leadership in Energy & Environmental Design Accredited Professional (LEED AP)

Honors and Awards

AICP Outstanding Student Award, 2007
Deans Award, College of Environmental Design, Cal Poly Pomona, 2007

Project Experience

Redondo Beach Harbor/Pier Zoning Amendments Traffic Study

Michael was project manager for the transportation impact study evaluating the potential impacts of the planned Harbor/Pier zoning amendments in the City of Redondo Beach. The detailed transportation impact analysis prepared included evaluations of the planned zoning amendment's potential to impact area intersections, streets segments, transit service, and pedestrian and bicycle safety. The content of the study was incorporated into the language of the ballot measure that was passed by Redondo Beach voters.

Shade Hotel Redondo Beach Traffic Study, Redondo Beach, CA

Michael was project manager for the preparation of a transportation impact study to assess the potential for impacts associated with the proposed Shade Hotel Redondo Beach project in the Redondo Beach Harbor area. Detailed event traffic analyses were conducted, and a mitigation package that included hotel shuttles, pedestrian and bicycle amenities, as well as other travel demand management strategies was prepared.

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Michael Kennedy, AICP, LEED AP

Senior Transportation Planner

LADOT Westside Mobility Plan, City of Los Angeles

Fehr & Peers is leading a multi-disciplinary team to develop a long-term comprehensive Mobility Plan for the Westside of the City of Los Angeles, California. Michael is primary planner on the project. The study includes a mobility and rail connectivity study evaluating the potential for north/south transit connections from the LAX area through the Westside, including light rail and Bus Rapid Transit. Pedestrian and bicycle access to transit is also being evaluated. The Westside Mobility Plan blueprint is intended to serve as a catalyst for action to improve transportation on the Westside.

Metro Green Line to LAX

Michael is project manager for Fehr & Peers on the Metro Green Line to LAX AA/EIS/EIR project. Fehr & Peers is a member of the ConnectLAX team preparing the supporting technical studies and environmental documentation for the project. Fehr & Peers is leading the preparation of the grade crossing technical study, and the existing and future ground transportation technical studies evaluating transit, traffic, parking, and pedestrian/bicycle conditions in the study area. Fehr & Peers will lead the preparation of the surface transportation impacts chapter for the DEIS/DEIR, and will participate with the ConnectLAX team in the evaluation of station area urban design.

Metro Eastside Access Project

& Peers was a partner on the design team developing a plan to enhance the safety and aesthetics of pedestrian and bicycle connections to Metro Gold Line Eastside Extension light rail stations in Boyle Heights. Michael was project manager for Fehr & Peers, who was the primary technical lead for the pedestrian and bicycle audits that were conducted in the study area with stakeholders and the design team to document opportunities and constraints, and identify potential projects to enhance pedestrian and bicycle connectivity to stations. Working with the design team, Fehr & Peers designed a network of bicycle lanes, routes, and pedestrian improvements to enhance pedestrian and bicycle access to the stations, including a bike lane on 1st Street that has recently been installed.

Virgil Village Urban Design and Traffic Calming, Los Angeles, CA

Fehr & Peers was part of a team working for the Los Angeles Neighborhood Initiative to develop conceptual designs for streetscape improvements, traffic calming elements, and improvements to pedestrian/bicycle facilities for the Virgil Village area of Los Angeles. Fehr & Peers participated in walking audits and public outreach to identify opportunities to enhance pedestrian and bicycle safety in the study area, and conducted traffic analysis to determine the feasibility of implementing a road diet to accommodate bicycle lanes on Virgil Avenue. Michael was Project Manager.

San Pedro Waterfront Project

Mr. Kennedy conducted the technical analysis for the traffic impact study of the San Pedro Waterfront project, a proposed redevelopment of the West Channel of the Port of Los Angeles as well as the expansion of the World Cruise Center. As part of the extensive traffic and circulation analysis required for the CEQA and NEPA environmental review of the proposed project and five alternatives, traffic impacts on intersections, street segments, and CMP monitoring locations were analyzed. The San Pedro Waterfront project Draft EIR was selected as an outstanding document by the Association of Environmental Professionals.

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Laura Stetson, AICP

Senior Vice President

Planning in Motion
Hogle-Ireland, Inc.

EDUCATION

B.S., Stanford University, 1983
Graduate Coursework in Public Administration, American University, 1992

YEARS OF EXPERIENCE

26

PROFESSIONAL AFFILIATIONS

American Planning Association

American Institute of Certified Planners

Professional Experience

Ms. Stetson has served as project manager on general plans, zoning codes, specific plans, and special planning studies for diverse cities throughout California. In this capacity, she has worked with advisory committees, commissions, and councils to develop long-range goals, policies, and programs, and to craft the regulatory tools to implement those programs. She has conducted background research for planning, written plan elements, coordinated preparation of plans and related environmental documentation, and presented recommendations to decision-making bodies. She also directs preparation of CEQA documents, either as part of planning programs or to address development projects.

Ms. Stetson is in charge of the Hogle-Ireland Pasadena office and manages projects for a variety of public sector clients. Recent experience includes comprehensive zoning code updates for the cities of Duarte, La Puente, and Baldwin Park, and serving as managing principal for General Plan updates in Redwood City, Arcadia, Rancho Cucamonga, and Torrance. While with a prior firm, she served as project manager for the Manhattan Beach General Plan update.

Ms. Stetson led a team of specialists to prepare the City of Riverside's key land use regulatory tools: the General Plan, the zoning ordinance, the subdivision ordinance, and citywide Design Guidelines, as well as a Program EIR. The program involved working with many community groups to affirm direction defined through a prior visioning process and economic strategy study.

As part of crafting a vision for the City of Claremont that was to be integrated into the General Plan, Ms. Stetson led a multi-layered public involvement program, including working with a 100+ member General Plan Committee with topic-oriented subcommittees.

In addition to the projects described above, experience includes managing the following projects:

General Plans	Zoning Codes	EIRs
Brea	Brea Hillsides	Raymond Theater Reuse
Colton	Chino Hills	Del Mar Station Mixed Use
Manhattan Beach	Commerce	Palmdale Water District MP
Montebello	La Mirada	Rosedale Planned
Monterey Park	Maywood	Community (Azusa)
Rialto		Pasadena Land Use and Mobility Element

Jose M. Rodriguez

Associate Project Manager II

Planning in Motion
Hogle-Ireland, Inc.

EDUCATION

M.A., Urban Planning
University of California, Los Angeles, 2001

B.S., Urban and Regional Planning
California State Polytechnic University, Pomona, 1998

YEARS OF EXPERIENCE

12

PROFESSIONAL AFFILIATIONS

American Planning Association (APA)

Professional Experience

Mr. Rodriguez has extensive and varied experience in urban planning. He has been a member of teams preparing general plans, specific plans, zoning ordinances, housing elements, design guidelines, and special planning studies. Additionally, he provides geographic information system (GIS) management for a variety of projects. He has a high level of expertise in managing advance planning projects, including developing and leading community engagement programs.

Prior to joining Hogle-Ireland, Inc., he worked as a planner for several Southern California cities.

General Plans

Mr. Rodriguez has experience preparing general plan elements and comprehensive general plan updates for cities throughout California. He has particular expertise with GIS mapping and analysis for these projects, particularly for land use alternatives impact analysis. Mr. Rodriguez has worked on general plans for the following cities:

- Rancho Cucamonga
- Rialto
- Colton
- Claremont - Awarded an APA Comprehensive Planning Award
- Manhattan Beach
- Brea - Awarded an APA Comprehensive Planning Award
- Redwood City - Awarded an APA Comprehensive Planning Award

Specific Plans

Mr. Rodriguez has assisted in preparing specific plans, from downtown plans to large master plans, for public agencies and private companies. Mr. Rodriguez has worked on the following specific plans:

- Yucaipa Freeway Corridor Specific Plan
- Friant Ranch Specific Plan
- Kern River Valley Specific Plan
- Irvine Wildlife Corridor Master Plan - This project was awarded a Focused Issue Planning Award from APA
- Covina Town Center Specific Plan
- City of Azusa - Provided project management and staff support for the Azusa Pacific University Specific Plan

Staff Services

While with Hogle-Ireland and previous firms, Mr. Rodriguez has served as a contract planner for diverse cities, providing both current and long-range planning services. Most recently, he worked as the City of Whittier's full-time historic resource planner, processing applications for projects within the City's historic districts. He has also provided staffing support in Azusa, Hawaiian Gardens, Glendale, and Upland.

EXHIBIT B

7. FEE PROPOSAL

FEE PROPOSAL

Our team's fee proposal (outlined in the table below) has been developed to provide the required Mobility Element update within the City's designated budget. This includes review of the prior Element, traffic, pedestrian and bicycle counts at selected locations (with comparisons to the prior counts), development of a Complete Streets framework, assistance in evaluating multi-modal level of service options, updates to goals and policies as well as two public workshops. Optional tasks include additional traffic, pedestrian and bicycle counts beyond the number stated, additional levels of CEQA studies, and additional public meetings (beyond two). Our team is open to negotiation on all scope of work elements and associated fees.

Fee Proposal

TASK	Task Description	Person Hours Required by Category						Labor	Labor
		VP/PRIN	SENIOR	ASSOC	TECH	CLERICAL			
		Average Labor Rate by Category							
		$ 230	$ 180	$ 120	$ 100	$ 80	$ 100	Hours	Costs
	Review Plans	4	8	12				24	$ 3,800
	Assess Current Conditions	6	16	60				82	$ 11,460
	Complete Street Best Practices	2	8	32				42	$ 5,740
	Complete Streets Goals and Policies	2	16	40				58	$ 8,140
	Multi Modal Level of Service Framework	2	16	16				34	$ 5,260
	Evaluate MMLOS Methods	2	24	32				58	$ 8,820
	Evaluate Modal Priorities	4	32	80				116	$ 16,280
	Recommend MMLOS Approach	4	8	16				28	$ 4,280
	Bicycle and Pedestrian Project List	8	16	40				64	$ 9,520
	Outreach - TAC and Staff Meetings	20	30	16				66	$ 11,920
	Outreach - Two Public Workshops	20	20	40				80	$ 13,000
	CEQA - focused impact screening analysis	6	8	40				54	$ 7,620
	Documentation - Draft and Final Reports	8	16	40	40	24		128	$ 15,440
Option	Option - additional counts - cost per count location per below list								
Option	Option - CEQA Initial Study, MND or EIR - to be determined if needed								
	LABOR TOTALS	88	218	464	40	24	0	834	$ 121,080

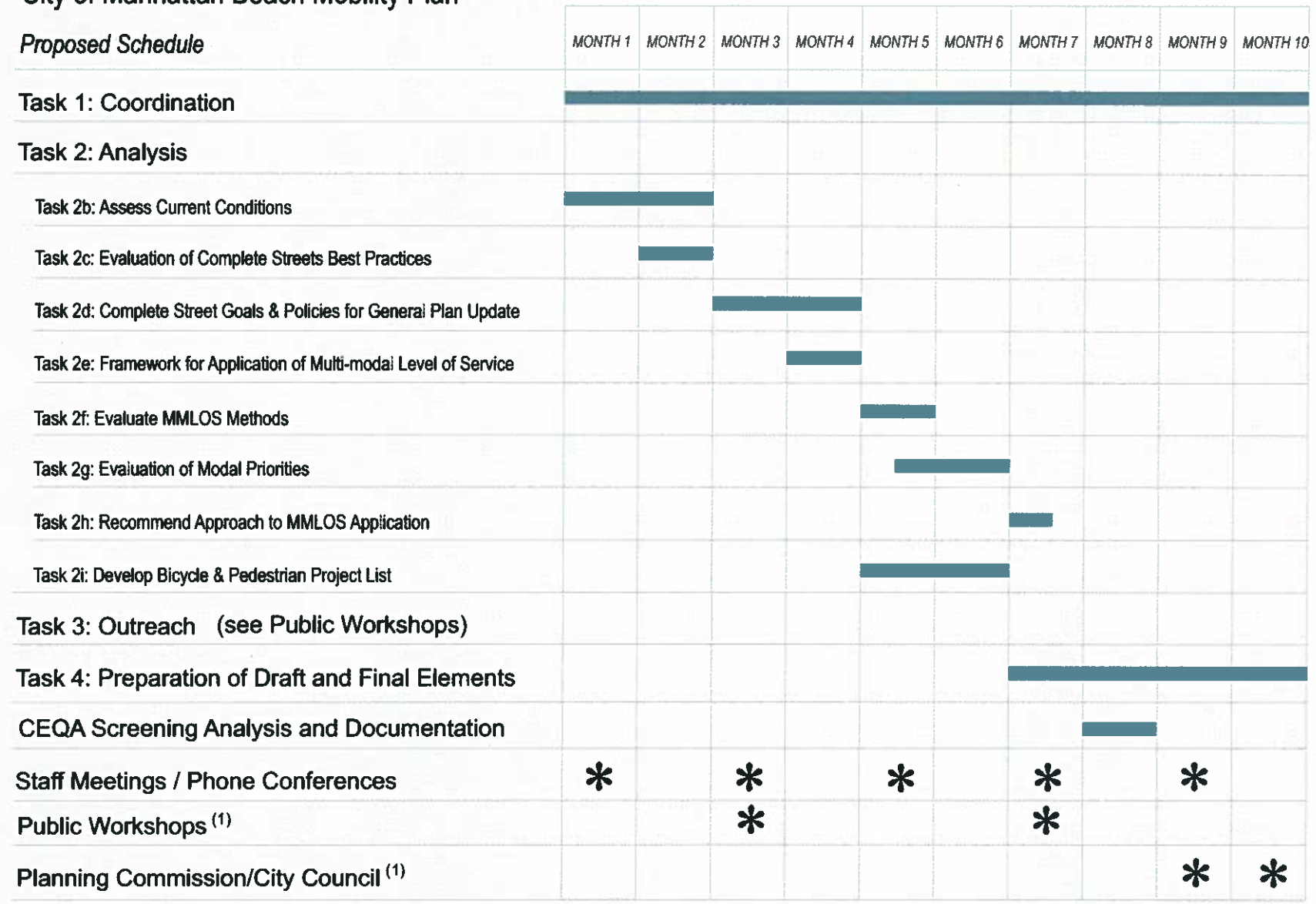
JOB ESTIMATE SUMMARY		
Labor		$ 121,080
Expenses		$ 3,000
TOTAL ESTIMATED AMOUNT		$ 124,080

Expense Estimate Details						
Other Direct Costs						
Intersection Counts w/bike	10	@	$ 200	$ 2,000		
ADT Counts	10	@	$ 50	$ 500		
			Subtotal		$	2,500
Travel Expenses						
Mileage	1000	miles @	$ 0.50	$ 500		
			Subtotal		$	500
Handling Charge		@	10%		$	-
			Total Estimated Expenses and Other Costs		$	3,000

ITERIS

City of Manhattan Beach Mobility Plan

Proposed Schedule



(1) These dates are tentative and subject to modification based on project needs and City requirements.

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EXHIBIT C

SCHEDULE OF WORK