

CITY OF CULVER CITY

TRANSPORTATION DEPARTMENT

4343 DUQUESNE AVENUE, CULVER CITY, CA 90232

(310) 253-6500 • FAX (310) 253-6513

Culver CITY

Art A. Ida

Transportation Director

June 6, 2017

Susan Corrales-Diaz, President
Systems Integrated
2200 North Glassell Street
Orange, CA 92865

Re: RFP#1587 Culver City Bus: Bus Signal Priority Systems Project
Response to Bid Protest

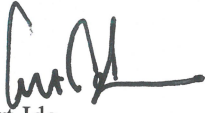
Dear Ms. Corrales-Diaz:

City staff, in consultation with the City Attorney's Office, has reviewed your Bid Protest dated May 6, 2017 (Attachment 1), as well as a response to your Protest from Iteris dated May 17, 2017 (Attachment 2). The professional services agreement for this Project has been scheduled for the City Council's consideration on June 12, 2017. Your Bid Protest will be on the agenda as well and will be considered by City Council. At that time, City staff will be recommending denial of your Protest, and approval of an agreement with Iteris, based on the following:

- The City's Request for Proposals for the Culver CityBus: Bus Signal Priority System Project (Project) sought professional services to provide and implement a turnkey Bus Signal Priority (BSP) System that is compliant with Metro's Countywide Signal Priority (CSP) approach, as described in the City's RFP #1587. The scope of the Project does not require Iteris to have a State Contractor's License, and Iteris will be retaining a licensed contractor to perform any hardware installation services.
- In response to the RFP, Iteris submitted a redacted and an unredacted proposal. When the City receives a public records request for proposals received after an RFP, it is the City's standard practice to permit the proposers to redact trade secrets and other confidential or proprietary information in other documents such as the "Best and Final Offer" (BAFO) or other responses to the City. Systems Integrated was given this same opportunity when a request for its proposal, BAFO and other documentation was received by the City.
- The City did not release to Iteris any proprietary information submitted by Systems Integrated. Iteris' proposal to use the City's existing communications structure in its design was developed by Iteris and not copied from Systems Integrated.

The City Council agenda report will be available for review on the City's website on or after June 6, 2017 at <https://culver-city.legistar.com/Calendar.aspx>.

Sincerely,

A handwritten signature in black ink, appearing to read 'Art Ida', with a stylized flourish extending to the right.

Art Ida
Transportation Director

Attachments: 1. May 6, 2017 Letter from Systems Integrated
2. May 17, 2017 Letter from Iteris

cc: Kambiz Borhani, Assistant Chief Financial Officer
Heather Baker, Assistant City Attorney



2200 North Glassell Street, Orange, CA 92865 • TEL 714/998-0900 • FAX 714/998-6059

May 6, 2017

Mr. Art Ida
Transportation Director
Culver CityBus
CULVER CITY TRANSPORTATION DEPARTMENT
4343 Duquesne Ave., Culver City, CA 90232

Ref: RFP # 1587 Culver CityBus: Bus Signal Priority Systems Project - BID PROTEST

Dear Mr. Ida:

Based upon Exhibit C of the Request for Proposal, (titled, "Standard Federal Solicitation Provisions / Required Contract Clauses Background"), section titled, *Bid Solicitation and Contract Administration*, Systems Integrated is filing a protest in regards to RFP# 1587. Per Exhibit C the following is the required information:

(a) Name, address, and telephone number of protestor:

Systems Integrated
2200 North Glassell Street
Orange, CA 92865
Tel: 714-998-0900

(b) Identification of contract solicitation;

RFP # 1587 Culver CityBus: Bus Signal Priority Systems Project

(c) A detailed statement of the legal and factual grounds of the protest, including copies of the relevant documents;

1. Award to Iteris will violate California Construction Law.

RFP # 1587, Exhibit A, Section 3.3.1.2 Intersection Equipment Installation, states, "*The Contractor shall install the WLAN communications equipment at the intersections on the project corridors in accordance with the approved detailed design plans ... pulling conductors through existing conduit runs or using spare conductor or fiber in existing interconnect cables, and for mounting equipment on poles and in the cabinets*". Based upon California Construction Law, "pulling conductors into existing conduits, mounting equipment on poles" is considered construction and requires that the contractor performing construction work on a public works project must a contractor's license for the work to be performed. The contractor cannot rely on the contractor license of any subcontractor performing the construction work: this is a violation of the California regulations, the Contractor must hold the contractor license. (Attached is a legal opinion on these requirements, issued by Finch, Thornton & Baird).

RFP #1587, Exhibit B, Section IV Compliance With Laws (page 71), it states that, "*The Contractor shall also comply with all Federal, OSHA, state, and local laws and ordinances applicable to any of the service involved in*

Mr. Art Ida
CULVER CITY TRANSPORTATION DEPARTMENT
May 6, 2017
Page Two

this Contract". The Contractor must have the specific Contractor's License to insure the equipment and wire installed meets the applicable codes and is responsible for performing the construction work being performed; that it meets Code, and ensure that it is performed safely.

The Contractor, Iteris, Inc., does not hold any California contractor licenses and based upon California Law, they cannot rely on a subcontractor's contractor license to satisfy this requirement. (Attached is a current snapshot from the California Therefore, the original Iteris bid was materially deficient and the City should have been rejected the Iteris bid and should not have pursued further negotiations with Iteris.

2. Culver City has not followed their published requirements within the original RFP regarding the submittal of redacted proposals.

Background: Pages 2 & 3 of RFP 1587, dated September 2016, it states that, *"To be considered, Proposers must send one original, one electronic (searchable PDF copy of entire proposal), and seven (7) hard copies of their proposal in a sealed envelope with the name of the company submitting the proposal and the title of "Culver CityBus: Bus Signal Priority Systems Project" by October 27, 2016, 3:00pm PST to:*

*City of Culver City
City Clerk
9770 Culver Blvd.
Culver City, CA 90232*

All hardcopies of the proposal must be in color. If any information in your proposal is confidential and/or proprietary, please further submit a separate, redacted copy for servicing public records requests."

In an April 4, 2016 email with from Diana Chang, she stated, *"The City will release the requested records after the negotiations have been completed and any necessary redactions have been made"*.

Discussion: The original RFP stated that bidders were to submit any redacted copy of their proposal with the submission of their RFP responses to protect their confidential/proprietary information. In the event a bidder did not submit a redacted copy at the proposal deadline by October 27, 2016, it would mean that the bidder did not have any confidential and/or proprietary information to protect in their proposal.

Subsequently, Systems Integrated requested information about the bid but based upon the April 4, 2016 email, the City has extended an exception to Iteris, post proposal submission, by allowing Iteris, after the fact, to create a redacted copy of their proposal documents (including the spreadsheet). If Iteris did not provide a redacted proposal on October 27, 2016 because it did not contain any confidential and/or proprietary information, their submitted proposal should be the document released upon a request.

On May 4, 2017, the City released various documents associated with the BSP bid. After review of these documents, it appears that Iteris did not submit a redacted proposal in October, and the City, rather than follow the procurement rules of the RFP, the City allowed Iteris to subsequently redact their proposal. One of the indications is that the dates on the document have all been redacted on the "original" Iteris proposal – what is proprietary about a date? Further, the name of the Iteris team members is redacted –what is proprietary about the names of the team members for a public works project? By allowing Iteris to subsequently redact their responses,

limits SI's ability to develop a complete review and a more complete protest has been denied by the City's actions.

Systems Integrated has been damaged as it is unable to fully identify all of the violations of the bid process, because SI has not been afforded access to the proposal documents as submitted.

3. Systems Integrated's proprietary design was released by the City to the other bidder during the BAFO process, thereby eliminating our competitive advantage.

SI received a letter from the City dated December 7, 2016 where, as part of the letter the SI design of interconnecting the signals using the existing communications infrastructure. This release of information was proprietary to SI, and, because of implementing the solution using this approach, significantly reduced the overall cost of the project. Systems Integrated spent a great deal of engineering time to insure that the communications infrastructure that would be provided by the McCain contract and the implementation time associated with its installation would support the bus prioritization system schedule. Further, SI identified the overall design weaknesses of the approach that was provided in the Request for Proposal, and provided significant additional information during the oral discussion as to why the approach being proposed by the City was flawed. Further, SI provided during that same oral presentation the unique advantages to the SI approach verses the City specified approach and the one that Iteris had implemented in all of its earlier projects for other agencies.

Upon receipt of the BAFO letter, it appeared to SI that the City may not be adhering to fair procurement practices since it had released SI intersection interconnect design (as SI's unique approach to the BSP project was appropriately identified proprietary to SI, as it provided a redacted copy of its proposal with this design element redacted). SI stated its concerns at the time with the City, by asking the City to confirm that there were separate BAFO questions tailored to each bidder's proposal. The request was via a letter sent to Diana Chang on December 14, 2016. In that letter, SI stated that its proposal contained a proprietary approach to accomplish the objectives of the City's BSP project, and, based upon the BAFO questions provided to SI, reflected the core design aspects of our proposal. The City, by releasing SI's proprietary design gave away SI's intellectual property that made our solution both unique and allowed for a lower cost. The City responded to SI's letter with an email dated December 16, 2017 stating that they were in compliance with the procurement process.

The May 4, 2017 release of documents, showed that the City sent out the same BAFO document to both bidders, which included SI's approach and thus gave Iteris the ability to lower their overall cost using the SI design.

Systems Integrated's initial proposal provided the City with a unique approach to the BSP project using specific equipment and a different method – this represents our competitive edge and our proprietary information. After the presentation of our proprietary approach and at the point of the BAFO, the City gave Systems Integrated's approach and intellectual property to our competition, thereby eliminating the competitive advantage of Systems Integrated.

Mr. Art Ida
CULVER CITY TRANSPORTATION DEPARTMENT
May 6, 2017
Page Four

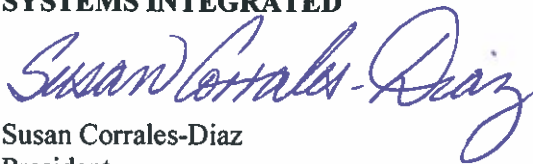
(d) A statement as to what relief is requested.

Based on these facts, Systems Integrated requests:

- As Iteris is not a licensed contractor, since this contract requires construction work to be performed, it would be a violation of the California Construction code therefore Iteris should be immediately disqualified for award on this project.
- As Systems Integrated does hold the proper licenses, identified this in its proposal and is legally able to perform the construction work associated with this project, that the contract be awarded to the only qualified bidder, Systems Integrated.
- The City has not only violated the rules defined in the RFP but they have shared Systems Integrated's intellectual property with an industry competitor. This action by the City has harmed SI in multiple ways not only on this present bid but on future similar bids. The only way for the City to partially compensate Systems Integrated is to award the BSP project to Systems Integrated.
- The City to provide Iteris's original "redacted" proposal at the time the bids were due and the BAFO redacted proposal submitted by Iteris: not the proposal documents that the City allowed Iteris to subsequently redact after the various due dates.
- Per the dispute clauses associated with this procurement, immediately remove from the May 8, 2017 City Council consent agenda (File # 16766/ Agenda #C-4), the award to Iteris for this project.

Sincerely,

SYSTEMS INTEGRATED



Susan Corrales-Diaz
President

Enclosures

Cc: Lisa A. Vidra, Senior Deputy City Attorney, City of Culver City

Enclosure 1

Award to Iteris will violate California Construction Law.

intersection plans <CDRL> shall be signed and sealed by a registered California Professional Engineer, and signature blocks shall also be provided for Culver City.

3.3.1.1 Equipment Configuration and Pre-Installation Checkout

The Contractor shall procure and configure all specified equipment based on the finalized and approved PDR. The Contractor shall perform a pre-installation checkout (PIC) prior to receiving authorization to proceed with any equipment installations subject to the requirements outlined in Section 7.6.1 of this specification. All procurement related decisions related to final hardware and quantities must be approved by CCB staff prior to actual procurement. Culver City reserves the right to adjust equipment procurement needs based upon the final detailed design requirements, operational changes, and other uncontrollable conditions.

Successful completion of the PIC is required before full-scale installation can begin. Satisfactory performance shall be determined and approved by the Contractor and participating local agencies.

3.3.1.2 Intersection Equipment Installation

The Contractor shall install the WLAN communications equipment at the intersections on the project corridors in accordance with the approved detailed design plans. The Contractor shall coordinate with Culver City staff for access to the traffic controller cabinets, for pulling conductors through existing conduit runs or using spare conductors or fiber in existing interconnect cables, and for mounting equipment on poles and in the cabinets, and to coordinate the installation of upgraded traffic signal control equipment including controllers, controller firmware, timing modifications to enable BSP, and controller cabinets.

3.4 SYSTEM DELIVERABLES

BSP deliverables provided by the Contractor shall include all Work required to deliver the system and system components in accordance with this Specification. This list is for convenience of the Contractor only and shall not be considered all-inclusive. See Appendix C for a list of required CDRLS.

3.4.1 OnStreet Subsystem

The Contractor shall provide upgrades communication interfaces to the Culver City Traffic Signal Controllers as necessary to enable BSP at all intersections (105) within the City. The Contractor shall deploy a WLAN along all CCB routes and deploy interfaces (if necessary) such that a BSP equipped bus can transmit BSP messages to intersections along the corridor per the messaging standards found within this specification. The BSP related hardware shall be tested following installation based on the acceptance test plan. The delivery and installation of the OnStreet BSP enhancements shall be accomplished per the Contractor provided and CCB approved schedule.

create a level playing field for all potential offerors, assure that contract decisions are made in public, and to protect the integrity of the RFP / Bid Evaluation process. Violation of this provision may result in rejection of the offeror's proposal.

- III. **NON-DISCRIMINATION REQUIREMENTS:** In addition to any other obligations set forth in the specifications, Contractor shall not discriminate against any employee or applicant for employment because of gender, gender identity, gender expression, sexual orientation, sex, age, disability, medical condition, genetic information, marital status, race, color, religion, ancestry, or national origin. Contractor shall take affirmative action to ensure that employees are treated during employment without regard to their gender, gender identity, gender expression, sexual orientation sex, age, disability, medical condition, genetic information, marital status, race, color, religion, ancestry, or national origin. Such affirmative action shall include, but not be limited to, the advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Contractor shall post in a conspicuous place available to all employees and applicants for employment notices setting forth the provisions of this fair employment practices paragraph.
- IV. **COMPLIANCE WITH LAW:** The Contractor shall familiarize itself with and perform the service required under this contract in conformity with requirements and standards of the City, municipal and public agencies, public and private utilities, special districts, and railroad agencies whose facilities and services may be affected by service under this contract. The Contractor shall also comply with all Federal, OSHA, state, and local laws and ordinances applicable to any of the service involved in this Contract. The Contractor shall indemnify and save harmless the City against any claim arising from the violation of any such laws, ordinances and regulations whether by the Contractor or his employees.
- V. **PROTECTION OF RESIDENT WORKERS:** Protection of Resident Workers: The City of Culver City actively supports the Immigration and Nationality Act (INA) which includes provisions addressing employment eligibility, employment verification, and nondiscrimination. Under the INA, employers may hire only persons who may legally work in the United States (i.e., citizens and nationals of the U.S.) and aliens authorized to work in the U.S. The employer must verify the identity and employment eligibility of anyone to be hired, which includes completing the Employment Eligibility Verification Form (I-9). The Contractor shall establish appropriate procedures and controls so no services or products

Protest Item C. 1
Department of Consumer Affairs
Contractors State License Board
May 6, 2017

Checked for Contractor License for Iteris/Iteris, Inc.
RESULTS – No license found in Search



Enter the Contractor Business Name to check the status of their license.

Contractor Name

[SEARCH](#)

SEARCH TIPS

If you cannot find the license by using the business name, and it contains a first and last name, type the last name first. For example: If the name is "John Smith Construction" type "Smith John Con". If the name is "John A Smith Construction" type "Smith John A Co".

This search will return up to 50 names. If your search request results in more than 50 names you can click on the next 50 names link at the bottom of the page.



Enter the Contractor Business Name to check the status of their license.

Contractor Name

[SEARCH](#)

SEARCH TIPS

If you cannot find the license by using the business name, and it contains a first and last name, type the last name first. For example: If the name is "John Smith Construction" type "Smith John Con". If the name is "John A Smith Construction" type "Smith John A Co".

This search will return up to 50 names. If your search request results in more than 50 names you can click on the next 50 names link at the bottom of the page.

CA.GOV | DEPARTMENT OF CONSUMER AFFAIRS | CONTRACTORS STATE LICENSE BOARD

Home | Online Services | Check a License | Home Search Results

Contractor Name Search Results

Select the license number you would like to check for status or return and enter another name search.

Contractor Name	ITES SERVICE CORPORATION
Name Type	Previous
License	531548
City	SACRAMENTO
Status	Expired

Contractor Name	ITES SERVICE CORPORATION
Name Type	Previous
License	531548
City	SACRAMENTO
Status	Expired

Contractor Name	ITES SERVICE CORPORATION
Name Type	DBA

Online Services (2 of 11)

- Check a License or HIS Registration
- Exempted Artist Questions
- Fees and Applications
- Guides and Publications
- CSLB Laws and Regulations
- List of All CSLB Fees
- License Classifications
- Contractor Newsletter
- Application Status
- Application Status (Licenses)
- Application Status by Personnel Name
- Application Status by Business Name

Online Services

Memorandum

FINCH • THORNTON • BAIRD^{LLP}

ATTORNEYS AT LAW

Date: May 5, 2017
To: Systems Integrated
From: Jon F. Gauthier
Subject: Contractors' License Requirement for Culver City job

A CALIFORNIA CONTRACTORS' LICENSE IS REQUIRED TO BE HELD BY ANYONE WHO CONTRACTS TO PERFORM ANY WORK WHICH INCLUDES WORK FOR WHICH A LICENSE IS REQUIRED

A. A License is Required to be Held by Anyone Who Submits a Bid or Undertakes Work Including Work Requiring a License.

California Business & Professions Code section 7026 defines "contractor" as anyone who "... undertakes to ... or submits a bid to ... or does himself or by or through others" perform any construction work "or any part thereof." This section has been interpreted to exempt an agent of the owner (such as a construction manager) who neither contracts for performance of the work nor performs any of the work (by himself or through others). *The fifth Day LLC v. Boloti* (2009) 72 Cal.app.4th 939. However, it includes anyone who provides a bid for, signs a contract for, or actually performs any work for which a license is required. Since section 7026 uses the word "or", a license is required for any of those alternatives.

B. A License is Required to be Held by Anyone Who Subcontracts Work Including Work Requiring a License, Despite the Subcontractor Having the Required License.

The contractors' license law cannot be evaded by merely subcontracting to others (who are licensed) all work for which a license is required. *Mouris Ahdoubt v. Majid Hekmatjah* (2013) 213 Cal.App.4th 21, 31. *Ahdoubt* was decided by the Second District Court of Appeals, which covers Los Angeles County. Two other cases in the Bay Area held the same. *Vallejo Development Co. v. Beck Development Co.* (1994) 24 Cal.App.4th 929, 941; *Currie v. Stelowitz* (1959) 169 Cal.App.2d 810, 815-816.

C. A License is Required to be Held by Anyone Who Submits a Bid or Undertakes Work Including Work Requiring a License, Even if Most of the Work Does Not Require a License.

A license is required to be held by anyone who submits a bid or undertakes work including work requiring a license, even if most of the work does not require a license. In *Franklin v. Nat C. Goldstone Agency* (1949) 33 Cal.2d 628, the California Supreme Court held that an interior decorator was required to be licensed, even though the painting work was only a small portion of his overall work. Similarly, a gardener who performed some "hardscape" and grading work was required to be licensed, even though most of his work was mere gardening. *People v. Vis* (1966) 243 Cal.App.2d 549. A contractor licensed in one trade may perform "incidental work of another trade. 16 Cal. Code of Regulations sections 830-831; however, this exception does not apply to anyone who holds no contractors' license at all.

- D. A License is Required to be Held by Anyone Whose Contract Includes Installation of Electrical Conduit or Pulling Wire Through Electrical Conduit.

16 Cal. Code of Regulations section 832.10 defines work requiring an electrical license as: "An electrical contractor places, installs, erects or connects any electrical wires, fixtures, appliances, apparatus, raceway, conduits, solar photovoltaic cells or any part thereof. . . ."

- E. Even if This Bidder Was to Act Only as the Owner's Agent (As a Construction Manager), it Would Need to Hold One of Three Alternative Licenses.

The bids are for a contract requiring the contractor to accept responsibility for performing actual construction work, not merely to supervise or direct such work. However, even if the contract were only for supervision or direction of the work, a public entity in California may award such work only to a contractor, engineer, or architect. 79 Op. Atty. Gen. Cal. 48, February 9, 1995 (interpreting California Government Code sections 4525 and 4529.5). So, if the bidder is not a licensed architect or engineer, the bid is defective even if it is argued that the bid is only to supervise or direct the work of others.

Enclosure 2

Culver City has not followed their published requirements within the original RFP regarding the submittal of redacted proposals.

**City of Culver City
City Clerk
9770 Culver Blvd.
Culver City, CA 90232**

All hardcopies of the proposal must be in color. If any information in your proposal is confidential and/or proprietary, please further submit a separate, redacted copy for servicing public records requests.

For a complete list of the City's RFP submittal terms and conditions, legal statements, and insurance requirements, please refer to "Exhibit B" attached hereto.

D. RFP Questions

Questions with regard to this RFP should be submitted by e-mail to Diana Chang, Senior Management Analyst/Transportation Planner, at diana.chang@culvercity.org by September 29, 2016. All firms sending questions will receive responses to all questions and any other addenda that may be released via e-mail by October 13, 2016. **To receive updates including addendums and responses to questions, all proposers must sign up to receive Bid Notices via GovDelivery (<https://service.govdelivery.com/accounts/CACULVER/subscriber/new>).**

E. Mandatory Pre-Proposal Conference

A mandatory pre-proposal conference will be held at Culver City Transportation Department Facility at 4343 Duquesne Ave., Culver City, CA 90232 on September 19th, 2016 at 8:30 AM (PST).

F. Schedule

The City reserves the right to make changes to the below schedule, but plans to adhere to the implementation of this bid process as follows:

RFP released:	September 8, 2016
Mandatory Pre-Proposal Meeting	September 19, 2016 @ 8:30 am PST
Deadline for receiving questions:	September 29, 2016
Response to questions:	October 13, 2016
Proposals due:	October 27, 2016 @ 3:00pm PST
Finalists selected:	November 9, 2016
Presentations/Interviews (if necessary):	Week of November 14, 2016
BAFO released (if necessary):	December 5, 2016
BAFO due (if necessary):	December 16, 2016
Vendor selected:	Week of January 16, 2017

At the City's discretion, the City may request the finalist proposers to submit a Best and Final Offer (BAFO). The City will then determine the final, winning proposer based on the discussions, interview, and BAFO (refer to VI.A. Best and Final Offer).

Susan Corrales-Diaz

From: Chang, Diana <diana.chang@culvercity.org>
Sent: Tuesday, April 4, 2017 7:28 PM
To: Susan Corrales-Diaz
Cc: Larry Pomatto
Subject: RE: Culver City City Council Meeting - March 27, 2017 - Agenda Item C-12

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Susan,

At this time, the negotiations with Iteris are ongoing and have not been completed. The City will release the requested records after the negotiations have been completed and any necessary redactions have been made. You will be notified when the negotiations have been finalized and the documents become available. We will also notify you of the date of the City Council meeting at which Transportation staff will make its recommendation to the City Council regarding the award of the contract for this RFP, once such date has been scheduled.

Best Regards,

Diana Chang

Diana Chang
Senior Management Analyst/Transportation Planner
Culver City Transportation Department

From: Chang, Diana
Sent: Thursday, March 30, 2017 5:31 PM
To: Susan Corrales-Diaz <scorrales-diaz@systemsintegrated.com>
Cc: Larry Pomatto <lpomatto@systemsintegrated.com>
Subject: RE: Culver City City Council Meeting - March 27, 2017 - Agenda Item C-12

Hi Susan,

We are in receipt of your email below. At this time, we are in the process of consulting with the City Attorney's Office to determine which records can be released, and we will get back to you as soon as possible.

Thank you,

Diana Chang

Diana Chang
Senior Management Analyst/Transportation Planner
Culver City Transportation Department

From: Susan Corrales-Diaz [<mailto:scorrales-diaz@systemsintegrated.com>]
Sent: Wednesday, March 29, 2017 8:18 PM
To: Chang, Diana <diana.chang@culvercity.org>
Cc: Larry Pomatto <lpomatto@systemsintegrated.com>
Subject: RE: Culver City City Council Meeting - March 27, 2017 - Agenda Item C-12

Diana, thank you for the confirmation of the postponement.

Also, previously I requested documents associated with RFP 1587, and have not yet received these documents. The protest requirements state that we need to provide a detailed statement of the legal & factual grounds of the protest and Systems Integrated cannot do so unless we have receipt of these documents.

Also, I had requested a debrief and would like to have this scheduled as soon as possible.

Please address these items, so we can be assured that our rights as a bid participant are not jeopardized.

Thank you,
Susan Corrales-Diaz
Systems Integrated

From: Chang, Diana [<mailto:diana.chang@culvercity.org>]
Sent: Wednesday, March 29, 2017 6:19 PM
To: Susan Corrales-Diaz <scorrales-diaz@systemsintegrated.com>
Cc: Clerk, City <city.clerk@culvercity.org>; Chan, Jane <Jane.Chan@culvercity.org>
Subject: RE: Culver City City Council Meeting - March 27, 2017 - Agenda Item C-12

Good evening, Susan.

The City Clerk forwarded your email to me.

Item C-12 was not presented to the City Council on March 27, 2017.

Regards,

Diana Chang

Diana Chang
Senior Management Analyst/Transportation Planner
Culver City Transportation Department

From: Susan Corrales-Diaz [<mailto:scorrales-diaz@systemsintegrated.com>]
Sent: Monday, March 27, 2017 7:50 PM
To: Clerk, City <city.clerk@culvercity.org>
Subject: Culver City City Council Meeting - March 27, 2017 - Agenda Item C-12

Dear Mr. Green,

I was advised that Agenda Item C-12 File # 16-766 (Contract award to Iteris) was going to be postponed on the City Council's March 27, 2017 Agenda.

Was this agenda item in fact postponed?

I would appreciate your response as soon as possible.

Thank you,

Susan Corrales-Diaz
President, Systems Integrated

Enclosure 3

Systems Integrated's proprietary design was released by the City to the other bidder during the BAFO process, thereby eliminating our competitive advantage



2200 North Glassell Street, Orange, CA 92865 • Tel 714/998-0900 • Fax 714/998-6059

December 14, 2016

Ms. Diana Chang
Senior Management Analyst/Transportation Planner
CULVER CITY TRANSPORTATION DEPARTMENT
4343 Duquesne Ave., Culver City, CA 90232

Ref: RFP # 1587 Culver CityBus: Bus Signal Priority Systems Project

Dear Diana:

I am contacting you to understand the Best & Final (BAFO) process for the above RFP, as well as other aspects of this procurement.

As a participant in this process, I would like to know whether all bidders were provided the same BAFO documents as were sent to Systems Integrated on December 7 (BAFO Notice with Questions; Revised Exhibit A Technical Specification and Exhibit D – Price Sheet), as well as the December 13 email with the BAFO clarifications and attachments (Culver City CCTV Sheet and Interconnect Map).

In the course of the City's RFP process, prior to the point of the BAFO, the bidder's had all received the same information. Systems Integrated's proposal provided the City with a unique approach to the BSP project using specific equipment and a different method – this represents our competitive edge and our proprietary information.

The RFP (page 3) advises bidder's, *"If any information in your proposal is confidential and/or proprietary, please further submit a separate, redacted copy..."* Systems Integrated provided the City with a redacted copy, however, the BAFO documents have incorporated proprietary information from our proposal.

In the interest of transparency and fairness to my company, I would appreciate your assurance that the BAFO documents, should they have been sent to others, protected Systems Integrated's proprietary information.

Also, Exhibit C of the RFP describes the Bid Bond Requirements (page C-28, Item 1.34) associated with this RFP. Please confirm that all bidders did in fact submit Bid Security with their proposal.

Systems Integrated is preparing our BAFO response but request this information regarding the bidding process prior to the Dec 19th submission date.

Sincerely,

SYSTEMS INTEGRATED

A handwritten signature in blue ink, reading 'Susan Corrales-Diaz'.

Susan Corrales-Diaz
President

SER: 5070-16b

Susan Corrales-Diaz

From: Purchasing <purchasing@culvercity.org>
Sent: Friday, December 16, 2016 5:01 PM
To: Susan Corrales-Diaz
Cc: Larry Pomatto; Chang, Diana
Subject: RE: Systems Integrated BAFO RFP 1587

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Susan Corrales-Diaz:

This email is in response to your inquiry regarding for RFP #1587 – Culver CityBus: Bus Signal Priority Systems Project. We have reviewed your concerns and trust the BAFO process as conducted has been in compliance with the City's Purchasing Code. We do not believe any proprietary or confidential information was shared through the BAFO process.

We recommend the evaluation of RFP #1587 proceed as documented. Your submission will remain subject to the December 19th deadline.

Thanks,
Purchasing Division
City of Culver City
9770 Culver Boulevard | Culver City, CA 90232-0507
voice: 310-253-6550 | www.culvercity.org

From: Susan Corrales-Diaz [<mailto:scorrales-diaz@systemsintegrated.com>]
Sent: Wednesday, December 14, 2016 4:47 PM
To: Chang, Diana <diana.chang@culvercity.org>
Cc: Larry Pomatto <lpomatto@systemsintegrated.com>
Subject: Systems Integrated BAFO RFP 1587
Importance: High

(Diana, below is a copy of the attached letter for ease of review).



CITY OF CULVER CITY

TRANSPORTATION DEPARTMENT

4343 DUQUESNE AVENUE, CULVER CITY, CA 90232

(310) 253-6500 • FAX (310) 253-6513

Culver CITY

Art A. Ida

Transportation Director

December 7, 2016

Larry Pomatto

Director of Engineering
Systems Integrated

Subject: Request for Best and Final Offer
RFP 1587 – Culver CityBus: Bus Signal Priority Systems Project

Dear Mr. Pomatto,

Culver CityBus has reviewed your initial proposal regarding the procurement of a Culver CityBus BSP System, your responses to our questions, and your technical interview. At this time, I would like to provide you with the opportunity to submit a Best and Final Offer (BAFO) based on and in response to this letter and the attached addendum to the SBS RFP. The changes to your proposal price should be based on the attached revised technical specifications.

The committee will score the proposals in accordance with the criteria and weights in the RFP. For informational purposes, below is the formula that will be used for the price evaluation.

Proposer's Price Score = Lowest Price / Proposer's Price * Price Points

Please provide the following as part of your BAFO response:

1. Please review the additional information from Culver City Public Works and provide an optional cost option, if utilizing the City's existing Actelis switches in the controller cabinets would better support your design. Please describe how your company will ensure there will be no interference to the City's existing traffic signal system, using this approach and continue to maintain the 90% message received rate.

"It is acceptable to connect BSP to the Actelis switches. We do not believe the BSP needs to be connected directly to the ATCS Ethernet port on the signal controller. The switches will be configured to support multiple VLAN with a connection to the signal controller."

Culver City Employees take pride in effectively providing the highest levels of service to enrich the quality of life for the community by building on our tradition of more than seventy-five years of public service, by our present commitment, and by our dedication to meet the challenges of the future.

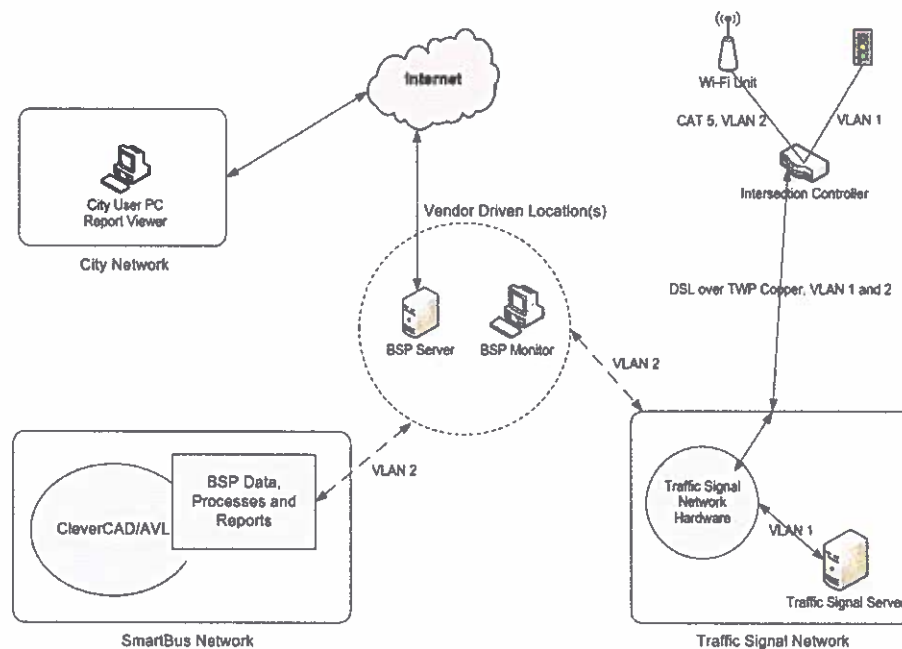
2. In addition to question 1, please review the additional information from Culver City Public Works and state (1) if your proposed BSP network can use the existing switches and (2) confirm that it will be independent of the Culver City traffic signal system.

"It is okay to have the BSP network interface with the traffic signal communication system and use the to-be established Ethernet over copper traffic signal network for transmit BSP data. However, the BSP network shall be independent from our traffic signal system. The BSP's condition shall not in any way impact the traffic signal network."

3. Has your team deployed your proposed architecture elsewhere? If so, please state where.
4. Please revise your responses and provide a revised compliance matrix based on the recent updated Technical Provisions. Also provide a list of the changes from your proposal response, including changes to the compliance matrix. Clearly list any exceptions that are taken.
5. Please provide a list of comparable signal priority projects your team has deployed with an Adaptive traffic control system.
6. Please describe any other potential BSP enhancements or solutions your team would like Culver City to consider for future enhancements along with the associated cost.
7. What reports are your team proposing to provide for real time and/or end of day logging?
8. Hypothetical questions, not a scope change: Please elaborate on how your BSP architecture would be able to support interoperability with other systems. Would other transit providers (i.e. Metro) be able to utilize the City's system if service was expanded? Also, would Culver CityBus service be able to operate outside the City if service was expanded.
9. Please explain how your BSP architecture would enable communication from an Access Point to downstream intersections.
10. Please explain how a route change by Culver City would impact your solution and any resulting costs.
11. Please provide a detailed description of analysis reports to be provided with the BSP Monitor and detailed descriptions for end of the day logging reports and costs for options for real-time automated reports that utilize data from Clever and the controllers for comprehensive system performance reports.

12. As a follow up to question 11, please confirm that BSP Monitor and its information can be accessed remotely.
13. Please provide your proposal and costs based on discussions during your Oral interview.
14. Assume the BSP Server will be on its own network independent of the City and SmartBus networks. Please provide changes to your proposal, if any.

15. Network Diagram (Clarification): The diagram below shows the different physical networks involved and also showing the BSP server and monitor. The purpose of this diagram is to explain and depict that we have 3 separate networks and to show what our requirements are as far as access. Access to all BSP reports from the City network is required (as shown in the diagram). Given the information above, how do you propose to meet our requirements in terms of BSP monitor system health status reporting and BSP data reports (signal priority request sent, received, granted & not granted)?



Responses to the request for final offer are due to the office of Diana Chang, Culver CityBus, 4343 Duquesne Ave, Culver City, California by 9AM on December 19, 2016.

Submission of an electronic copy of your BAFO is acceptable. If no response is received by that time, the Culver CityBus will consider your response to the original proposal to be your best and final offer.

Should you have any questions regarding this request, please contact me at diana.chang@culvercity.org or (310) 253-6566. Thank you and we look forward to receiving your response.

Sincerely,

A handwritten signature in cursive script that reads "Diana Chang". The ink is a dark purple or brown color. The signature is fluid and elegant, with the first name "Diana" and last name "Chang" clearly distinguishable.

Diana Chang
Sr. Management Analyst/Transportation Planner



CITY OF CULVER CITY

TRANSPORTATION DEPARTMENT

4343 DUQUESNE AVENUE, CULVER CITY, CA 90232

(310) 253-6500 • FAX (310) 253-6513

Culver CITY

Art A. Ida

Transportation Director

December 7, 2016

Alek Hovsepian
Associate Vice President
Transportation Systems
Iteris

Subject: Request for Best and Final Offer
RFP 1587 – Culver CityBus: Bus Signal Priority Systems Project

Dear Mr. Hovsepian,

Culver CityBus has reviewed your initial proposal regarding the procurement of a Culver CityBus BSP System, your responses to our questions, and your technical interview. At this time, I would like to provide you with the opportunity to submit a Best and Final Offer (BAFO) based on and in response to this letter and the attached addendum to the SBS RFP. The changes to your proposal price should be based on the attached revised technical specifications.

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"It is acceptable to connect BSP to the Actelis switches. We do not believe the BSP needs to be connected directly to the ATCS Ethernet port on the signal controller. The switches will be configured to support multiple VLAN with a connection to the signal controller."

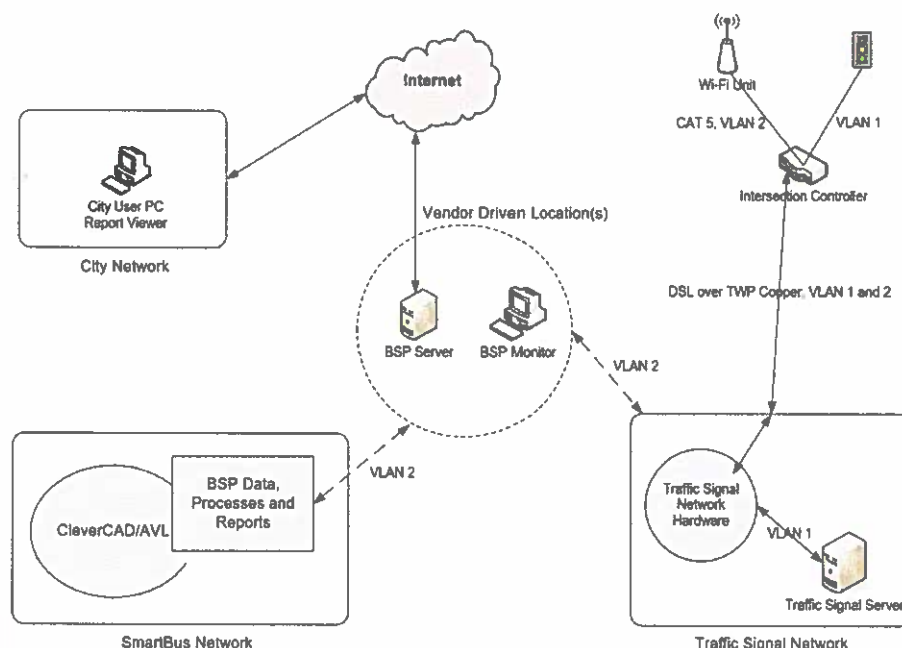
Culver City Employees take pride in effectively providing the highest levels of service to enrich the quality of life for the community by building on our tradition of more than seventy-five years of public service, by our present commitment, and by our dedication to meet the challenges of the future.

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15. **Network Diagram (Clarification):** The diagram below shows the different physical networks involved and also showing the BSP server and monitor. The purpose of this diagram is to explain and depict that we have 3 separate networks and to show what our requirements are as far as access. Access to all BSP reports from the City network is required (as shown in the diagram). Given the information above, how do you propose to meet our requirements in terms of BSP monitor system health status reporting and BSP data reports (signal priority request sent, received, granted & not granted)?



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Should you have any questions regarding this request, please contact me at diana.chang@culvercity.org or (310) 253-6566. Thank you and we look forward to receiving your response.

Sincerely,

A handwritten signature in cursive script that reads "Diana Chang".

Diana Chang
Sr. Management Analyst/Transportation Planner

May 17, 2017

In reply please refer to: 17LTR0032

Mr. Art Ida
Transportation Director
Culver City – Transportation Department
4343 Duquesne Avenue
Culver City, California 90232

Sent Via Federal Express
Telephone: 310-253-6566

Re: Systems Integrated Bid Protest, RFP #1587, Bus Signal Priority Systems Project

Dear Mr. Ida:

Iteris, Inc. now responds to Systems Integrated, LP's ("SI") May 6, 2017 bid protest on RFP #1587, Bus Signal Priority Systems Project (the "Project"). As discussed below, SI's bid protest is entirely without merit and is an abusive effort to interfere with the City's proper decision to award the Project to Iteris. Iteris respectfully requests that the City deny SI's protest.

SI's protest is separated into three issues. Iteris responds to these three issues in kind.

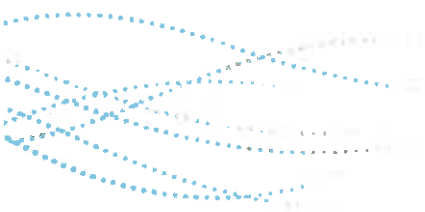
1. ITERIS DOES NOT NEED A CONTRACTOR'S LICENSE TO COMPLETE THE PROJECT

SI argues that because the Project scope of work includes "pulling conductors through existing conduit runs or using spare conductor or fiber in existing interconnect cables, and for mounting equipment on poles and in cabinets," any party submitting a proposal must be a licensed contractor. SI then argues that since Iteris does not have a license from the California Contractor State License Board, it is precluded from submitting a proposal for this work. In support of this argument, SI submits with its protest a memorandum prepared by its lawyers. SI's argument, along with its legal memorandum, is completely irrelevant to this Project.

SI conveniently ignores that the Project is for the implementation of an Intelligent Transport System ("ITS") that allows for an improved efficiency of City bus operations. The RFP asks for a turnkey system that allows traffic signals within the City to give priority to city buses. Importantly, the RFP does not call for proposals for the construction of any building, roadway, bridge or any structure. This is not a construction project, and a contractor's license is not needed.

California Business and Professions Code § 7026 defines a "contractor" for purposes of licensing requirements. Section 7026 states, with emphasis added:

"Contractor," for the purposes of this chapter, is synonymous with "builder" and, within the meaning of this chapter, a contractor is any person who undertakes to or offers to undertake to, or purports to have the capacity to undertake to, or submits a bid to, or does himself or herself or by or through others, construct, alter, repair, add to, subtract from, improve, move, wreck or demolish any building, highway, road, parking facility, railroad, excavation or other structure, project, development or



improvement, or to do any part thereof, including the erection of scaffolding or other structures or works in connection therewith, or the cleaning of grounds or structures in connection therewith, or the preparation and removal of roadway construction zones, lane closures, flagging, or traffic diversions, or the installation, repair, maintenance, or calibration of monitoring equipment for underground storage tanks, and whether or not the performance of work herein described involves the addition to, or fabrication into, any structure, project, development or improvement herein described of any material or article of merchandise. "Contractor" includes subcontractor and specialty contractor. "Roadway" includes, but is not limited to, public or city streets, highways, or any public conveyance.

SI's bid protest fails to explain how this Project falls into the categories set forth in Section 7026. The conduit and equipment installation work on which SI relies on is a mere fraction of the total amount of work to be performed on this Project. Said work is not the construction of any structure or building, but the installation of hardware necessary for the implementation of the ITS. Without demonstrating that the Project is one that would be covered by Section 7026, SI cannot simply rely on a legal conclusion from its attorneys that Iteris must hold a contractor's license.

Even if the conduit and equipment installation work, by some stretch of the imagination, falls into the categories set forth in Section 7026, Iteris would still be exempt from having to hold a contractor's license. Business & Professions Code § 7051 states: "This chapter does not apply to a licensed architect or a registered civil or professional engineer acting solely in his or her professional capacity or to a licensed structural pest control operator acting within the scope of his or her license or a licensee operating within the scope of the Geologist and Geophysicist Act." The Project requires the design and implementation of the ITS. To do so, Iteris and its engineers would be acting in a professional engineering capacity, and thus would be exempt from the requirements of California contractor license law.

Lastly, an engineer, acting in its professional capacity, is permitted to let contracts to other licensed contractors to perform discrete portions of work. *See, Wallich v. Salkin* (1963) 219 Cal.App.2d 157. In that case, the California Appellate Court rejected the claims by the plaintiff homeowner that his architect improperly let subcontracts and supervised construction because the architect did not hold a contractor's license. The appellate court instead held that the defendant architect was permitted to let subcontracts and supervise construction. In so doing, the appellate court reviewed the roles of engineers and architects on construction projects, and found that it was common for engineers and architects to engage and supervise the work on projects they designed. *Wallich*, 219 Cal.App.2d at 160-161. The appellate court further acknowledged that engineers and architects are exempt from contractor licensing requirements. *Id.* Iteris, in its bid, intends on doing just that – entering into a subcontract with a licensed electrician to pull the conduit and install the equipment, all the while under the direct supervision and control of Iteris. Iteris' proposal is compliant with California law.

SI's argument that a contractor's license is necessary for the Project is wrong. In making its argument, SI relies on general propositions of California license law that have no applicability to an ITS project. Furthermore, SI ignores the law discussed above, which completely defeats its bid protest.

II. THE ALLEGED IRREGULARITIES RELATED TO REDACTION OF ITERIS' PROPOSAL DO NOT PROVIDE SUFFICIENT GROUNDS FOR A BID PROTEST

SI's second complaint is devoid of any law or facts to support casting aside Iteris' proposal. SI alleges that the City allowed Iteris to redact portions of its proposal after the deadline expired for doing so, and that as a result, SI was unable to "develop a complete review" of Iteris' proposal and that "a more complete protest has been denied by the City's action." At the outset, SI fails to establish any legal right to protest bid results because it could not perform a "complete review." That failure is fatal, and SI's protest related to this second issue may be denied.

Additionally, SI is not claiming that Iteris' bid was non-conforming or in deviation of the bidding instructions. However, even if one construed this second issue as such a challenge, the City's actions would not nullify the validity or conformance of Iteris' proposal. Additionally, the simple allegation that a non-conformity exists is not sufficient grounds for a bid protest. SI must show that the City's action gave some advantage to Iteris that affected its proposal price. *Ghilotti Construction Co. v. City Of Richmond* (1996) 45 Cal.App.4th 897. Furthermore, a non-conforming or deviating bid can be set aside only if the deviation is "capable of facilitating corruption or extravagance, or likely to affect the amount of bids or the response of potential bidders." *Ghilotti* at 908.

SI offers no evidence that Iteris gained any sort of advantage. SI's second complaint falls well short of its legal burden, and thus, there are no grounds for setting aside Iteris' bid.

III. ITERIS GAINED NO COMPETITIVE ADVANTAGE AS A RESULT OF THE RELEASE OF ALLEGED PROPRIETARY INFORMATION

In its third and final complaint, SI alleges that the City released proprietary information related to the design of interconnecting signals using existing communications infrastructure and that as a result, SI lost a competitive advantage, or alternatively, Iteris gained a competitive advantage. SI's argument here is an exaggeration. The use of existing communications infrastructure is not proprietary, and Iteris gained no advantage by the alleged release of that design.

First, Iteris has used existing communications infrastructure to interconnect signals long before submitting its bid on this Project. As an example, attached hereto as Exhibit A is a December 7, 2012 email exchange where Iteris proposed using existing fiber and interconnects for an Inglewood signal project. SI's alleged proprietary design is nothing new.

Furthermore, Iteris' original proposal submitted on October 27, 2016 included four specific references to the use of existing communication infrastructure (See Exhibit B attached hereto):

1. "Importantly for CCB's project, the needed communications link between Aps can also be accomplished using wired links created from existing fiber or twisted pair cabling used to signal communications." (page 42)
2. ".....County, we expect to make significant use of the existing communications infrastructure between intersections to minimize the need for wireless bridging due to the heavy foliage in many of CCB's corridors." (page 46)
3. ".....communications and monitoring. On other corridors this has largely been done with cellular communications but for this project we expect the existing intersection communications will be able to support this need." (page 46)

4. ".....the use of existing conduits, use of existing signal interconnect cables or fiber optics for selected runs, traffic controller upgrades, and equipment installation requirements." (page 61)

Second, SI's claim that the BAFO documents gave Iteris the ability to lower its overall cost using SI's alleged design is also not true. The Iteris response to the City's interview question # 10 – "How many access points were assumed in your costs?" – was included in the Iteris presentation on November 17, 2017, on slide No. 31, which stated:

Iteris Response: the proposed cost estimate assumed 104 access points based on the provided cost sheet. We have preliminary design alternatives optimizing the BSP installation that modifies this number to between 50-75 access points. The optimization will be discussed as part of our presentation and would represent a significant cost savings for the City. (See, Exhibit C attached hereto.)

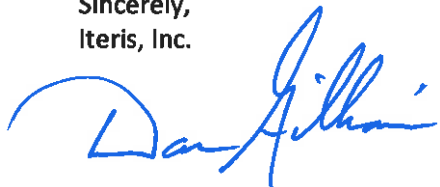
Third, SI argues that its design was unique to the City's approach set forth in the RFP or any work that Iteris previously performed. This is an overstatement. Each project is unique. Iteris implements designs that match the project requirements and characteristics, incorporating features that may or may not be similar to the design of this Project, as applicable.

The facts discussed above demonstrate that the release of SI's alleged proprietary design was a nonevent. Iteris gained nothing from it. The release of the design did not alter the competitiveness of the RFP process, and is thus insufficient grounds for a bid protest.

* * *

In conclusion, SI's bid protest ignores key facts and applicable law. The protest is a frivolous attempt to interfere with Iteris' successful proposal, and the City must reject that attempt. Iteris looks forward to working with the City should it require any further information to resolve this protest.

Sincerely,
Iteris, Inc.



Dan Gilliam
Vice President Contracts

A. "Countywide Metro Rapid Signal Priority Expansion Phase II Project" City of

Inglewood

Alek Hovsepian

From: Alan Fang
Sent: Friday, December 07, 2012 6:34 AM
To: Jonathan M. Yee; Jim Curry
Cc: Alek Hovsepian
Subject: RE: Bus Priority and interconnect in Inglewood
Attachments: 20121206_114726.jpg; 20121206_114733.jpg; 20121206_114737.jpg; 20121206_114757.jpg; 20121206_114802.jpg; 20121206_115751.jpg; 20121206_115756.jpg; 20121206_115806.jpg; 20121206_115809.jpg; 20121206_115836.jpg; 20121206_115852.jpg; 20121206_123032.jpg; 20121206_123039.jpg; 20121206_123101.jpg; 20121206_123109.jpg

Here is what I gathered from the field yesterday

- Century – Metro on TWP pairs Blue/White going NB, Existing Fiber, Controller on pairs Green/Red and Orange/Red.
- Hardy – TS location on WIFI, TWP all patched through, Controller on pairs Green/Red and Orange/Red AND Green/White and Orange/White (These last two pairs is most likely just between Hardy and Arbor Vitae)
- Arbor Vitae – Pole-mounted TS location on WIFI, TWP all patched through, Controller on pairs Green/Red and Orange/Red AND Green/White and Orange/White (These last two pairs is most likely just between Hardy and Arbor Vitae)
- La Brea/Market/Spruce – Metro on TWP pairs Blue/White going SB and pairs Blue/Red going NB, TWP all patched through, Controller on pairs Green/Red and Orange/Red
- Kelso – Pole-mounted TS location on WIFI, No C2 cable, TWP all patched through, Controller on pairs Green/Red and Orange/Red
- Nutwood – Pole-mounted TS location on WIFI, TWP all patched through, Controller on pairs Green/Red and Orange/Red AND Green/White AND Orange/White
- Manchester – On Manchester Blvd, TWP all patched through, Controller on pairs Blue/White and Brown/White
- Queen – TS location on WIFI, TWP all patched through, Controller on pairs Orange/White and Blue/Red
- Regent – TS location on WIFI, TWP all patched through, Controller on pairs Orange/White and Blue/Red
- Florence – Metro on TWP pairs Blue/Red going SB, TWP patched through, 2070 controller

Most likely the City of Inglewood already knows which pairs their controllers are on but I recorded it anyway. The main pairs Metro is using are the Blue/White and the Blue/Red pairs. Attached are photos I took of the locations where Metro was on the TWP.

Let me know if you have any questions.

Alan Fang

Associate Transportation Engineer

tel 949.270.9636 | fax 949.270.9401

axf@iteris.com | www.iteris.com

From: Jonathan M. Yee

Sent: Tuesday, December 04, 2012 9:48 AM

To: Alan Fang; Jim Curry

Cc: Alek Hovsepian

Subject: RE: Bus Priority and interconnect in Inglewood

1

Alan,

From the few cabinets I did maintenance on, I noticed the following:

- Century/Hawthorne used two copper pairs to bridge to Century/Market-Spruce. I unplugged the Ethernet extender @ Century/Market-Spruce and bridged the locations using the radios (there was line of sight)
- Prairie/Florence was connected to two copper pairs. However, the signal interconnect is now fiber.



Jonathan Yee, PE, TE
Transportation Systems
Iteris, Inc.
tel 949.270.9698 | fax 949.270.9401

From: Alan Fang
Sent: Tuesday, December 04, 2012 9:37 AM
To: Jim Curry
Cc: Alek Hovsepian; Jonathan M. Yee
Subject: RE: Bus Priority and Interconnect in Inglewood

I do recall seeing interconnect on the Hawthorne corridor. I do believe it is the north end. I think they linked the radios via interconnect at places where the radio wouldn't be able to bridge. I'll have to go out and check to determine which intersections exactly are using it.

From: Jim Curry
Sent: Tuesday, December 04, 2012 9:35 AM
To: Alan Fang
Cc: Alek Hovsepian; Jonathan M. Yee
Subject: FW: Bus Priority and Interconnect in Inglewood

Alan, see below. Question refers to Hawthorne Blvd corridor. I think that there are ten intersections on LaBrea at the north end of the Hawthorne corridor – Regent, Queen, Manchester, Nutwood, Kelso, Hillcrest, Market/Spruce, Arbor Vitae, Hardy, and Century.

Is that correct?

Are some or all of these intersections bridged using interconnect. Do you know where interconnect is being used?

Thanks.

Jim

From: Gota, Steven [<mailto:GOTAS@metro.net>]
Sent: Monday, December 03, 2012 12:48 PM

To: Jim Curry; Alek Hovsepian; Alan Fang
Cc: Jones, Reinland
Subject: FW: Bus Priority and Interconnect in Inglewood

FYI,

Can we please put this together for Chad.

Thanks
Steve

From: Chad Sweet [<mailto:csweet@cityofinglewood.org>]
Sent: Monday, December 03, 2012 11:32 AM
To: Gota, Steven
Subject: Bus Priority and interconnect in Inglewood

Hi Steve, it has been brought to my attention on a future La Brea Ave. TLSP project that there is other METRO devices that are currently used using existing interconnect.

Could I get the list of intersectional locations and communication mediums used from your office. As several interconnect systems are being considered for abandonment and conversion to either Wireless communication or future fiber optics back to the City's TMC, I do not want to disrupt any previous install/working systems in Inglewood that METRO uses.

Thanks,

*Chad Sweet, P.E.
Senior Transportation Engineer
City of Inglewood - DPW
Main: 310-412-5333
Office: 310-412-8727
Fax: 310-412-5552*

Alek Hovsepian

From: Alan Fang
Sent: Tuesday, December 18, 2012 1:26 PM
To: Alek Hovsepian; Alan Clelland
Cc: Jim Curry
Subject: RE: Mylars for S. Bay Design Plans

Was there supposed to be plans attached?

In the City of Inglewood Interconnect is used to connect La Brea/Century to La Brea/Market/Spruce and La Brea/Market/Spruce to La Brea/Florence.

There is an additional section that uses interconnect at Crenshaw/Manchester to Crenshaw/80th.

Let me know if these answered your questions.

Alan Fang

From: Alek Hovsepian
Sent: Tuesday, December 18, 2012 12:59 PM
To: Alan Clelland
Cc: Jim Curry; Alan Fang
Subject: Re: Mylars for S. Bay Design Plans

Hello Alan

I have Alan Fang reviewing it. I'm in the field. We'll have a response soon

Alek

On Dec 18, 2012, at 12:57 PM, "Alan Clelland" <axc@iteris.com> wrote:

Jim,

Any comments?

Alan

From: Abi Mogharabi
Sent: Tuesday, December 18, 2012 12:51 PM
To: Alek Hovsepian; Alan Clelland
Subject: FW: Mylars for S. Bay Design Plans

Hi alek, can you kindly handle this?
Sent from my Windows Phone

From: Narvaez, Andres
Sent: 12/18/2012 10:47 AM
To: Abi Mogharabi
Cc: White, Jane; Alan Clelland; Ly, Alvin
Subject: RE: Mylars for S. Bay Design Plans

Hello Abi,

The City of Inglewood just responded to me from the request I sent back in August. Chad had a question for Sheet 13. Does Metro use the existing interconnect for their Bus Signal Priority? Sheet 13 mentions the removal of the existing conduit. See attached e-mail.

Thanks,

Andres

From: Abi Mogharabi [<mailto:axm@iteris.com>]
Sent: Thursday, November 29, 2012 9:12 AM
To: Abi Mogharabi; Narvaez, Andres
Cc: White, Jane; Alan Clelland; Ly, Alvin
Subject: Mylars for S. Bay Design Plans

Hi Andres,

I personally delivered the mylars and a CD containing the CAD drawings of the project to the County on Wednesday the 28th. The attached is the transmittal letter.

Thanks, Abi

From: Abi Mogharabi
Sent: Monday, November 26, 2012 2:08 PM
To: 'Narvaez, Andres'
Cc: 'White, Jane'; Alan Clelland; 'Ly, Alvin'
Subject: RE: Message from KMBT_C552

Thank you Andres.

It was great working with you and Alvin on this lasting and interesting project.

Look forward to assisting you and the County on other upcoming projects.

Thanks, Abi

From: Narvaez, Andres [<mailto:ANARVAEZ@dpw.lacounty.gov>]
Sent: Monday, November 26, 2012 2:02 PM
To: Abi Mogharabi



ITERIS' RESPONSE TO REQUEST FOR PROPOSAL FOR
Culver CityBus: Bus Signal Priority System Project
RFP No. 1587

amount. When the decision to request priority has been made by the IVN on-bus system, IP-based communications are initiated with the intersection via Clever Device's mobile router at intersections where priority is desired. Three messages are transmitted for each priority request, two check-in messages and one check-out message, using the on-board IEEE 802.11b mobile router. The three messages are as follows:

- **Message 1.** The on-bus system sends a check-in message to the intersection where priority is being requested using the WLAN. The message is sent at pre-determined locations per Clever Device's software. At 30 miles per hour, this is typically at a distance of about 500-800 feet from the intersection. The time interval for sending the initial check-in message is user configurable to accommodate varying street traffic conditions and characteristics.
- **Message 2.** An update message is sent to the intersection six seconds later. This is done primarily for redundancy, to ensure that the request for priority is received by the intersection, but could also be used to update the estimated time of arrival accounting for any traffic conditions that the bus experiences as it approaches the intersection if supported by the intersection controller firmware.
- **Message 3.** Finally, as the bus enters the intersection, a check-out message is sent allowing the intersection controller to cancel any additional priority strategies that it may be employing. This will reduce the impact of providing priority to the bus on traffic signal operations.

► **Bus-To-Intersection Communications**

The CSP architecture employs a WLAN to provide for communications between BSP equipped CCB buses and intersection traffic signal controllers equipped with the necessary wireless antennas, access points, and terminal servers to enable this messaging. The WLAN will be developed using the IEEE 802.11 specification to ensure compatibility with the CSP architecture and interoperability with Metro Rapid service on Sepulveda Boulevard. The WLAN consists of a network of devices known as access points (AP) that are connected or bridged together using wireless communications and, where available, wired communications and devices installed on both CCB buses and at intersection controllers. Each AP manages communications with a number of devices, both BSP equipped CCB buses and intersections, associated to it by authenticating each client's permission to be utilizing the network and by brokering network communications between each client and other network devices. Equipped CCB buses may move around within an AP's coverage area and be provided with network services as depicted in Figure 6.

Figure 6 – Mobile Client Communicating with Access Point



Wireless communications equipment may be configured to provide point-to-point wireless communications connecting multiple Aps enabling continuous network access for CCB buses. For the Metro and Torrance Transit BSP Systems deployed to date, Encom and Cisco Wireless broadband radios that provide both wireless bridging and AP functionality have been used. Importantly for CCB's project, the needed communications link between Aps can also be accomplished using wired links created from existing fiber or twisted pair cabling used to signal communications. Once a wired or wireless network infrastructure link is established, the radio functions as an AP to accept mobile and intersection clients as well as to connect the AP with adjacent APs as depicted in Figure 7.

Figure 10 – Typical WLAN Access Point Equipment Installations

The AP equipment will be installed as high as possible on the traffic signal pole or on the signal mast arm in order to obtain an unobstructed line of sight to the adjacent APs and intersection clients and to minimize interference from surrounding vegetation and any other physical obstructions. For these intersections, line of sight is important in order to establish wireless links to the adjacent APs as well as coverage for the intersection and mobile clients. For this project, based on our experience in deployment of BSP systems across Los Angeles County, we expect to make significant use of the existing communications infrastructure between intersections to minimize the need for wireless bridging due to the heavy foliage in many of CCB's corridors.

The WLAN hardware is installed on a custom-fabricated aluminum panel that is attached to the cabinet frame on the back side of the intersection controller cabinet and hinged so that signal technicians can easily move the WLAN hardware out of the way when necessary for signal maintenance. The WLAN hardware includes a terminal server, network switch, and power supply equipment. Details of the panel are shown in Figure 11. At some AP locations additional networking equipment may be deployed to facilitate remote communications and monitoring. On other corridors this has largely been done with cellular communications but for this project we expect the existing intersection communications will be able to support this need.

Figure 11 – AP Equipment Panel in Type 332 Traffic Cabinet

Based upon this initial analysis, the Iteris Team will conduct a Radio Frequency (RF) coverage survey for strategic signalized intersections to verify solutions to potentially challenging RF issues along the routes and determine possible issues with RF propagation and characteristics along the various corridors. This will cover the noted strategic locations along the length of each segment of the various CCB corridors and will confirm the sections where utilization of the underlying traffic signal control communications infrastructure will be needed to deploy a fully functional WLAN. The RF coverage survey is conducted using an access point radio mounted temporarily in a bucket truck at a proposed access point radio location. Signal strength is monitored from a motor vehicle equipped with a wireless client radio and rooftop antenna as the motor vehicle approaches and departs from the access point location. From the signal strength observations, access point locations that provide for coverage with minimum threshold or higher signal strength levels (-75dB or better) are determined. Typically, the placement of access points is determined by the access point coverage.

▶ **Subtask 2.2. Meetings with Participating Culver City Stakeholders**

The Iteris Team will conduct a meeting with the appropriate Culver City staff responsible for traffic signal operations and maintenance to discuss the placement of the WLAN equipment including antennas and communications equipment enclosures on traffic signal poles and mast arms, the placement of communications hardware mounted in the intersection controller cabinets, and the use of existing conduits, use of existing signal interconnect cables or fiber optics for selected runs, traffic controller upgrades, and equipment installation requirements.

▶ **Subtask 2.3. Preliminary Design Report**

The Preliminary Design Report will describe the required WLAN communications system design, incorporating both the results of the RF coverage survey and kickoff meetings conducted with Public works, and any proposed traffic signal control system equipment modifications. The Preliminary Design Report will describe the overall design of the WLAN including any cellular interties required for operations monitoring and network health monitoring, proposed IP addressing, and utilization of Culver City twisted pair/fiber infrastructure between access points. The WLAN network design will be based on the design developed by the Iteris Team and implemented for Metro Rapid and Torrance Transit corridors throughout Los Angeles County. The design of the WLAN will identify where WLAN access points are to be located, taking into account the RF propagation characteristics along the length of the corridor. The location of the access points along the corridor will be verified through a Radio Frequency (RF) coverage survey as described above. Special attention will be given to sections of the segment where the line of sight may be restricted due to elevation changes, curved street alignment, freeway or railroad overpasses or other obstacles including heavy foliage as noted in Figure 15 and Table 5. The Preliminary Design Reports will also meet the requirements for the OnStreet BSP Hardware



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TECHNICAL SPECIFICATIONS		COMPLIANCE	EXCEPTION	COMMENTS
	time. The Contractor shall confirm that the firmware in operation at project intersections at a minimum contains the Low Priority Operation of Program 233LA2.C features and maintains the capability to communicate with the RTIS Traffic Control System or its replacement.			
3.3	BSP IMPLEMENTATION			
3.3.1	OnStreet Design For the project corridors, the Contractor shall prepare a detailed design for the installation of appropriate intersection traffic signal control and communications equipment at signalized intersections within Culver City to enable BSP operations. A preliminary listing of project intersections and available twisted pair and fiber infrastructure is provided for reference in Section 5.2 and 5.3.5 respectively. The Contractor shall verify these intersections and available communications infrastructure with CCB and Public Works as part of the design process.	☒	☐	
3.3.1	The Contractor shall conduct a Radio Frequency (RF) coverage survey for each CCB project route to determine the RF propagation characteristics along the length of the corridor and to identify where the necessary WLAN access points and bridges are to be located to enable continuous WLAN access for CCB buses along project routes. Special attention shall be given to sections of the segment where the line of sight may be restricted due to elevation changes, curved street alignment, or street-side obstacles including trees. The types of traffic signal poles available for the installation of the bridge antennas and location of the intersection controller cabinets shall also be noted during the survey.	☒	☐	
3.3.1	The Contractor shall prepare a draft Preliminary Design Report (PDR) <CDRL> that describes the proposed traffic signal control system equipment modifications and WLAN communications system design, incorporating the results of the RF coverage survey and proposed use of twisted pair or fiber optic communications media as well as any meetings conducted Culver City. The PDR shall describe the overall design of the WLAN including any interties that are required for network monitoring and operational data being transmitted to the CSP Network Monitor and BSP databases as noted in other sections of this specification. The PDR will also include a description of where the CCB BSP Monitor will be installed as well as any necessary network or operational configuration that must be put into place to enable operations.	☒	☐	
3.3.1	Following submission of the PDR the Contractor shall conduct a design review meeting per the requirements set out in Section 8, to discuss the placement of WLAN equipment including antennas, pole-mounted enclosures, and hardware mounted in the intersection controller cabinets as well as the use of existing conduits, possible use of existing signal interconnect cable or fiber for selected runs, traffic controller and controller cabinet upgrades, traffic control timing and configuration necessary to enable BSP at intersections within the project corridors, and equipment installation requirements. The Contractor shall coordinate the design of traffic signal control and communications equipment with Culver City staff and obtain approval for all system designs. The Contractor shall revise the draft PDR and submit a Final PDR <CDRL> based on the outcomes of the design review meeting within two weeks.	☒	☐	Clarification needed – our assumption / interpretation of this requirement is we will provide parameters to enable BSP. We are not proposing a full retiming.
3.3.1	Based on the design approach developed for the Preliminary Design Report and agreed upon by Culver City, the Contractor shall prepare intersection plans (1"=20') for each of the signalized intersections, showing the proposed traffic signal control equipment modifications and WLAN communications equipment installation details <CDRL>. Intersection prints for project intersections are available and field checking of the intersection plan prints shall be			

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Exhibit B to Iteris Response to Protest
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Question #10

How many access points were assumed in your costs?

Iteris Response: The proposed cost estimate assumed 104 access points based on the provided cost sheet. We have preliminary design alternatives optimizing the BSP installation that modifies this number to between 50-75 access points. This optimization will be discussed as part of our presentation and would represent a significant cost savings for the City.