



# Memo

To: Mayor and Hayden City Council

From: Dulci Kau, P.E., City Engineer

Date: 4/14/2026

**Agenda Item: Approval of Engineering Services Agreement with Iteris Inc. for an Amendment to the Transportation Strategic Plan**

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## **Agenda Item Location**

New Business

## **Background and Recommended Action or Motion**

The City's current Transportation Strategic Plan (TSP) was published in 2021, and many of the assumptions need to be reviewed and updated to match the true trends of the City and County. Additionally, the City has authorized a rate specialist to perform the new Impact Fee study, which utilizes the Capital Improvement Projects in the TSP. The contract with Iteris allows the City's TSP to be updated promptly for rates of growth, and the associated Capital Improvement Plan to be updated to provide the best information for the new rate study. This is an amendment to the TSP that updates the most critical pieces of the model and figures, but it is not a comprehensive update. A comprehensive TSP update is recommended to occur within the next couple of years, and this amendment will be useful for that update.

Iteris Inc. has the City's transportation model and was selected through the Roster for planning and traffic. Staff will bring the proposed TSP Amendment back to council for adoption to the 2040 TSP.

Recommended Motion: I Move to approve the Engineering Services Agreement with Iteris Inc. for an Amendment to the Transportation Strategic Plan for a fee not to exceed \$46,075.

## **Functional Impact of Authorizing**

If authorized, current and best information regarding transportation projects can be provided for the Impact Fee Study update and the community. This also requires developers to perform their Traffic Impact Analyses, if required, with the amended projects and projections.

## **Functional Impact of Not Authorizing**

If not approved, staff would not be able to provide the necessary information for the Impact Fee Study and additional analyses would be based on information from 2019-2021.

**Fiscal Impact**

The Transportation Strategic Plan Update was budgeted for \$200,000 in GL 120-112-59200. This TSP Amendment shall not exceed \$46,075.

**Budget Funding Source / Transfer Request**

120-112-59200

**Attachment**

Engineering Services Agreement

## ENGINEERING SERVICES AGREEMENT

THIS ENGINEERING SERVICES AGREEMENT (“Agreement”) is made and entered into this \_\_\_ day of April, 2026 (“Effective Date”) by and between **THE CITY OF HAYDEN**, a political subdivision of the state of Idaho (“CITY”) and **ITERIS, Inc.** (“ENGINEER”). The CITY and ENGINEER may be collectively referred to herein as the “parties” and individually referred to as a “party.” The promise and agreements of each being in consideration of the promises and agreements of the other. The parties agree as follows:

1. SCOPE OF WORK: The CITY engages ENGINEER to perform the work identified in the Proposal to Update the City of Hayden Transportation Strategic Plan (2040): Travel Demand Model Update, Interim TSP Amendment, Traffic Impact Fee Support, attached as Appendix A.

2. PAYMENT: The CITY agrees to pay ENGINEER for its services on rendered under this Agreement on a time and materials basis for said services rendered. The parties agree that ENGINEER will invoice the CITY for payment under this Agreement for services rendered herein and will create a separate task or item number for each service requested to simplify tracking shown in Appendix A.

3. RIGHT OF CONTROL: The CITY agrees that it will have no right to control or direct the details, manner, or means by which ENGINEER accomplishes the results of the services performed hereunder. ENGINEER has no obligation to work any particular hours or days or any particular number of hours or days. ENGINEER agrees, however, that its other contracts or services shall not interfere with the performance of its services under this Agreement.

4. INDEPENDENT ENGINEER RELATIONSHIP: ENGINEER is an independent contractor and is not an employee, servant, agent, partner, or joint venturer of the CITY. The CITY shall determine the scope of work to be done by ENGINEER, but ENGINEER shall determine the legal means by which it accomplishes the work specified by the CITY.

5. FEDERAL, STATE, AND LOCAL PAYROLL TAXES: Neither federal, state or local income taxes, nor payroll taxes of any kind shall be withheld and paid by the CITY on behalf of ENGINEER or the employees of ENGINEER. ENGINEER shall not be treated as an employee with respect to the services performed hereunder for federal or state tax purposes. ENGINEER understands that ENGINEER is responsible to pay, according to law, ENGINEER's income tax. ENGINEER further understands that ENGINEER may be liable for self-employment (Social Security) tax to be paid by ENGINEER according to law.

6. LICENSES AND LAW: ENGINEER represents that it possess the skill and experience necessary and all licenses required to perform the services under this Agreement. ENGINEER further agrees to comply with all applicable laws in the performance of the services hereunder.

7. FRINGE BENEFITS: Because ENGINEER is engaged in its own independently established business, ENGINEER is not eligible for, and shall not participate in, any employee pension, health, or other fringe benefit plans of CITY.

8. WORKER'S COMPENSATION: ENGINEER shall maintain in full force and effect worker's compensation for ENGINEER and any agents, employees, and staff that the ENGINEER may employ, and provide proof to the CITY of such coverage or that such worker's compensation insurance is not required under the circumstances.

9. EQUIPMENT, TOOLS, MATERIALS OR SUPPLIES: ENGINEER shall supply, at ENGINEER's sole expense, all equipment, tools, materials and/or supplies to accomplish the services to be provided herein.

10. EFFECTIVE DATE: The above set date shall be the Effective Date of this Agreement. The anticipated schedule is included in Appendix A.

11. WARRANTY: ENGINEER warrants that all services will be performed in a good workmanlike manner and in conformance with the standards established for Engineers in the state of Idaho. ENGINEER acknowledges that it will be liable for any breach of this warranty.

12. INDEMNIFICATION AND INSURANCE:

As respects to acts, errors or omissions in the performance of professional services, ENGINEER agrees to indemnify and hold harmless the CITY, its officers, employees, and the CITY's designated volunteers from and against any and all claims, demands, defense costs, liability or consequential damages of any kind or nature arising directly out of ENGINEER's negligent acts, errors or omissions in the performance of its professional services under the terms of this contract.

As respects all acts, errors or omissions which do not arise directly out of the performance of professional services including, but not limited to those acts or omissions normally covered by general and automobile liability insurance, ENGINEER agrees to indemnify, defend (at the CITY's option), and hold harmless the CITY, its officers, agents, employees, representatives, and volunteers from and against any and all claims, demands, defense costs, liability, or consequential damages of any kind or nature arising out of or in connection with ENGINEER's (or ENGINEER's subcontractors, if any) performance or failure to perform, under the terms of this contract; excepting those which arise out of the sole negligence of CITY.

Without limiting the CITY's right to indemnification, it is agreed that ENGINEER shall secure prior to commencing any activities under this Agreement, and maintain during the term of this Agreement, insurance coverage as follows:

- a. Worker's compensation insurance as required by Idaho statutes.
- b. Comprehensive general liability insurance or commercial general liability insurance, including coverage for premises and operations, contractual liability, personal injury liability, products/completed operations liability, broad-form property damage (if applicable) and independent ENGINEER's liability (if applicable), in an amount of not less than One Million Dollars (\$1,000,000.00) per occurrence, combined single limit, written on an occurrence form.

- c. Comprehensive automobile liability coverage including, as applicable, owned, non-owned and hired autos, in an amount of not less than One Million Dollars (\$1,000,000.00) per occurrence, combined single limit, written on an occurrence form.
- d. Professional liability insurance coverage, including contractual liability, in an amount not less than One Million Dollars (\$1,000,000.00), and ENGINEER shall maintain such coverage for at least four (4) years from the termination of this Agreement; and during this four-year period, ENGINEER shall use ENGINEER's best efforts to ensure that there is no change of the retroactive date on this insurance coverage.

The CITY is hereby authorized to reduce the requirements set forth above in the event the CITY determines that such reduction is in the CITY's best interest.

Each insurance policy required by this Agreement shall contain the following clauses:

- a. This insurance shall not be canceled, limited in scope or coverage, or non-renewed until after thirty (30) days prior written notice has been given to the Clerk of the CITY.
- b. It is agreed that any insurance maintained by the CITY shall apply in excess of and not contribute with insurance provided by this policy.

Each insurance policy required by this Agreement, excepting policies for worker's compensation and professional liability, shall contain the following clause:

The CITY, its officers, agents, employees, representatives and volunteers are added as additional insureds as respects operations and activities of, or on behalf of, the named insured, performed under contract with the CITY.

Prior to commencing any work under this Agreement, ENGINEER shall deliver to the CITY insurance certificates confirming the existence of the insurance required by this Agreement, and including the applicable clauses referenced above. Also, within thirty (30) days of the execution date of this Agreement, ENGINEER shall provide to CITY endorsements to the above-required policies, which add to these policies the applicable clauses referenced above. Said endorsements shall be signed by an authorized representative of the insurance company and shall include the signature's company affiliation and title. Should it be deemed necessary by the CITY, it shall be ENGINEER's responsibility to see that the CITY receives documentation acceptable to the CITY which sustains that the individual signing said endorsements is indeed authorized to do so by the insurance company. Also, the CITY has the right to demand, and to receive within a reasonable time period, copies of any insurance policies required under this Agreement.

In addition to any other remedies the CITY may have if ENGINEER fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, the CITY may, at its sole option:

- a. Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;

- b. Order ENGINEER to stop work under this Agreement and/or withhold any payment(s) which become due to ENGINEER hereunder until ENGINEER demonstrates compliance with the requirements hereof.
- c. Terminate this Agreement.

Exercise of any of the above remedies, however, is an alternative to other remedies the CITY may have and is not the exclusive remedy for ENGINEER's failure to maintain insurance or secure appropriate endorsements.

Nothing herein contained shall be construed as limiting in any way the extent to which ENGINEER may be held responsible for payments of damages to persons or property resulting from ENGINEER's, or its subcontractor's, performance of the work covered under this Agreement.

13. NONDISCRIMINATION: ENGINEER, for itself and its successors and assigns, agrees that in the performance of services provided for in this Agreement, ENGINEER will not unlawfully discriminate against any employee or applicant for employment because of age, race, handicap, color, creed, religion, sex, marital status, ancestry, or national origin.

14. CONFLICT OF INTEREST: ENGINEER warrants that it presently has no interest and will not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of its services hereunder. ENGINEER further covenants that, in performing this Agreement, it will employ no person who has any such interest. Should any conflict of interest arise, it will be disclosed and managed accordingly.

15. OWNERSHIPS: All work performed by ENGINEER on behalf of the CITY shall become the property of the CITY upon payment by the CITY for the services, including but not limited to electronic data and data compiled for the purpose of generating the final work product. The CITY shall have the right to use the data without obtaining prior approval by the ENGINEER.

16. NONWAIVER: Failure of either party to exercise any of the rights under this Agreement, or breach thereof, shall not be deemed to be a waiver of such right or a waiver of any subsequent breach.

17. CHOICE OF LAW: Any dispute under this Agreement, or related to this Agreement, shall be decided in accordance with the laws of the state of Idaho.

18. ENTIRE AGREEMENT: This is the entire agreement of the parties and can only be modified or amended in writing by the parties.

19. SEVERABILITY: If any part of this Agreement is held unenforceable, the remaining portions of the Agreement will nevertheless remain in full force and effect.

20. ATTORNEY FEES: Reasonable attorney fees shall be awarded to the prevailing party in any action to enforce this Agreement or to declare forfeiture or termination of this Agreement.

21. CERTIFICATION CONCERNING BOYCOTT OF ISREAL: Pursuant to Idaho Code section 67-2346, if payments under the Contract exceed one hundred thousand dollars and

CONSULTANT employs ten or more persons, CONSULTANT certifies that it is not currently engaged in, and will not for the duration of the Contract, engage in a boycott of goods or services from Israel or territories under its control. The terms in this section defined in Idaho Code section 67-2346 have the meaning defined therein.

22. CERTIFICATION THAT COMPANY IS NOT CURRENTLY OWNED OR OPERATED BY THE GOVERNMENT OF CHINA: Pursuant to Idaho Code section 67-2359, CONSULTANT certifies that the company is not currently owned or operated, and will not for the duration of the contract be owned or operated by the government of China. The terms defined in Idaho Code section 67-2359 shall have the meaning defined therein.

23. NOTICES: Any and all notices required or permitted to be given under this Agreement will be sufficient if furnished in writing, hand delivered, or sent by registered or certified mail to:

To the City: City of Hayden  
Attn: Lisa Ailport, City Administrator  
8930 N. Government Way  
Hayden, Idaho 83835  
Telephone: (208) 772-4411  
Facsimile: (208) 772-6522  
E-mail: [lailport@haydenid.gov](mailto:lailport@haydenid.gov)

With a copy to: Fonda Jovick  
Lake City Law  
435 W Hanley Avenue, Suite 101  
Coeur d'Alene, Idaho 83815  
Telephone: (208) 664-8115  
Facsimile: (208) 664-6338  
E-mail: [fjovick@lclattorneys.com](mailto:fjovick@lclattorneys.com)

To Contractor: ITERIS, Inc.  
Attn: Scott Carlson  
1700 Carnegie Avenue, Suite 100  
Santa Ana, CA 92705

**Iteris Project Manager (Spokane)**  
Jennifer Martin, P.E.  
(509)309-8581  
[jmartin@iteris.com](mailto:jmartin@iteris.com)

IN WITNESS WHEREOF, the parties have made and entered into this Agreement as of the Effective Date first above written.

The parties have executed this Agreement as of the Effective Date.

CITY

ENGINEER

CITY OF HAYDEN

ITERIS, Inc.

By: \_\_\_\_\_  
Alan Davis, Mayor

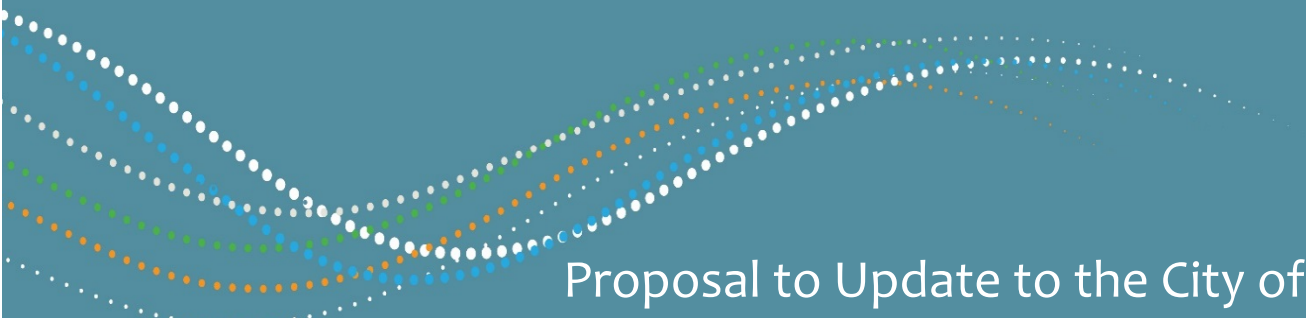
By: \_\_\_\_\_

ATTEST:

Its: \_\_\_\_\_

\_\_\_\_\_  
Abbi Sanchez, City Clerk

\_\_\_\_\_



Proposal to Update to the City of Hayden  
Transportation Strategic Plan (2040):  
*Travel Demand Model Update, Interim TSP  
Amendment, Traffic Impact Fee Support*

April 1, 2026

Submitted to:



11477-155.26 | Prepared by Iteris, Inc.

Acceptance and agreement of attached proposal is hereby acknowledged.

By: \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_, 2026.

Title: \_\_\_\_\_

March 30, 2026

Ms. Dulci Kau, PE  
City Engineer  
City of Hayden  
8930 N. Government Way  
Hayden, ID 83835

**Re: Proposal for Update to the City of Hayden Transportation Strategic Plan (2040):**

*Travel Demand Model Update, Interim TSP Amendment, Traffic Impact Fee Support*

11477-155.26

Dear Ms. Kau:

Iteris, Inc. (Iteris) is pleased to submit this proposal for services related to an interim update to the Imagine Hayden 2040 Transportation Strategic Plan (TSP). As the developer of the current model, and the author of the 2040 TSP, Iteris is ready to efficiently jump into this effort and provide Hayden with an interim update needed to support current planning efforts in Hayden, along with updated future growth forecasts from KMPO. This proposal includes three separate tasks:

- **AN UPDATE TO THE CURRENT CITY OF HAYDEN TRAVEL DEMAND MODEL**

Iteris will perform an update to the land use in the 2040 City of Hayden travel demand model, consistent with updated KMPO future forecasts. There will be minimal updates to the model aside from land use. This effort will assist with understanding future capacity constraints, and assessment of future mitigation measures.

- **A BRIEF AMENDMENT TO THE CURRENT 2040 TSP**

Iteris will review the current Capital Improvement Plan (CIP) from the 2040 TSP and provide updates to the prioritized implementation plan. The purpose of this update is to include previously updated mitigation agreements and future capacity constraint mitigations into an updated CIP list. This list will be used for future planning efforts, as well as the current update to the Traffic Impact Fee.

- **PROVISION OF MODEL DATA TO SUPPORT THE CURRENT UPDATE TO THE TRAFFIC IMPACT FEE**

Consistent with outputs that Iteris provided for the prior Impact Fee project, Iteris will provide the City of Hayden and FCS Group with updated trip information for the City of Hayden, from the updated travel demand model, to support their current Impact Fee project.

This proposal is submitted under the current pre-approved consultant roster. Iteris proposes **Ms. Jennifer Emerson-Martin, PE**, as **Project Manager** for this project. She will be the principal contact with the City and other entities per the City's direction. Ms. Emerson-Martin will oversee work from project inception to completion, and will also be responsible for coordinating staff activities and meetings.

Thank you for the opportunity to submit our proposal. Iteris looks forward to assisting the City in the upcoming roster term. Please contact me at 509.309.8581 or [jmartin@iteris.com](mailto:jmartin@iteris.com), should you have any questions.

Sincerely,  
**Iteris, Inc.**



Jennifer Emerson-Martin, PE  
Assistant Vice President  
Mobility Consulting Services

## BACKGROUND

The City of Hayden last updated their model and TSP in 2020 and 2021. The City of Hayden travel demand model was developed as a regionally consistent travel demand model (in VISUM software), using the 2019 model. KMPO now maintains a newer model, developed in 2022, which has a lower future year growth forecast than the previous model.

The travel demand model was used to develop the project prioritization and implementation plan (the CIP) for the 2040 TSP. Since that time, mitigations for existing capacity constraints have been modified, and future year growth forecasts have changed regionally. Using an updated model would be beneficial in reviewing the CIP, which will be used for future planning efforts, including the current update to the Traffic Impact Fee.

## SCOPE OF WORK

Iteris has developed the following scope of work. The outcome of this scope of work is expected to be the following:

- An interim update to the City of Hayden travel demand model for the years of 2022, 2030, and 2040,
- An amendment to the TSP, including an updated CIP list, and
- Updated trip information to support the current Traffic Impact Fee project.

### TASK 0. PROJECT MANAGEMENT

This task consists of project administrative functions, which generally include all administrative tasks required to initiate the project contract: establish the project accounting protocols, establish invoicing procedures, and perform regular financial tracking, reporting, and invoicing. Other administrative functions include monitoring staff effort on project tasks, directing staff effort on specific tasks, and project communications (e.g., emails, phone calls).

### TASK 1. TRAVEL DEMAND MODEL UPDATE

This task consists primarily of updating the land use for 2022, 2030, and 2040 in the current City of Hayden model. The KMPO land use will come from the current KMPO model, which maintains land use for the years of 2022 and 2045, with 5-year interim forecast control totals. The technical activities for this task will include the following:

- Review networks for base year consistency (2022)
- Update land use for 2022, 2030, and 2040
- Document growth rates between 2022 and 2035, as well as growth rate between 2035 and 2045 (should be consistent with KMPO's annual growth forecast of 2.5%)
- Run the three years of models – A note that the scenarios will include the following:
  - 2022 Existing,
  - 2030 with Short-Term and Near-Term Improvements, and
  - 2040 with Long-Term Improvements

#### Assumptions:

- No counts will be collected for this activity
- The land use for available model years will be interpolated as needed and applied directly to the current City of Hayden Transportation Analysis Zone structure

#### Deliverables:

- Model inputs and outputs for 2022, 2030, and 2040
- A brief model update technical memorandum discussing the updated model

### TASK 3. TRANSPORTATION STRATEGIC PLAN AMENDMENT

The outcome of this task will be an amendment to the Imagine Hayden 2040 Transportation Strategic Plan identifying additional required roadways and projects required to complete the connectivity and grid to support future development in parcels in the City of Hayden. Tables and Figures (and supporting text) to be updated in the Amendment include:

- Figure 4.7 – 2022 Average Daily Travel
- Figure 4.8 – Existing Land Use Densities
- Figure 4.9 – Existing Dwelling Units
- Figure 4.10 – Existing Retail Versus Non-Retail Employment
- Figure 4.16 – AM Peak Hour Volume/Capacity Ratio (2022)
- Figure 4.17 – PM Peak Hour Volume/Capacity Ratio (2022)
- Figure 6.1 – Near-Term (2030) Land Use Densities
- Figure 6.2 – Near-Term (2030) Dwelling Unit Growth
- Figure 6.3 – Near-Term (2030) Dwelling Units
- Figure 6.5 – Near-Term (2030) Retail vs. Non-Retail Employment Growth
- Figure 6.5 – Near-Term (2030) Retail vs. Non-Retail Employment Growth
- Figure 6.6 – Near-Term (2030) Trip Growth
- Figure 6.7 – AM Peak Hour Volume/Capacity Ratio (2030)
- Figure 6.8 – PM Peak Hour Volume/Capacity Ratio (2030)
- Figure 7.1 – Long-Term (2040) Land Use Densities
- Figure 7.2 – Long-Term (2040) Dwelling Unit Growth
- Figure 7.3 – Long-Term (2040) Dwelling Units
- Figure 7.4 – Long-Term (2040) Retail vs. Non-Retail Employment Growth
- Figure 7.5 – Long-Term (2040) Retail vs. Non-Retail Employment Growth
- Figure 7.7 – AM Peak Hour Volume/Capacity Ratio (2040)
- Figure 7.8 – PM Peak Hour Volume/Capacity Ratio (2040)
- Figure 10.4 – AM Peak Hour Volume/Capacity Ratio (2030) with Short-Term and Near-Term Improvements
- Figure 10.5 – PM Peak Hour Volume/Capacity Ratio (2030) with Short-Term and Near-Term Improvements
- Figure 10.6 – AM Peak Hour Volume/Capacity Ratio (2040) with Long-Term Improvements
- Figure 10.7 – PM Peak Hour Volume/Capacity Ratio (2040) with Long-Term Improvements
- Figure 10.8 – Capital Improvement Plan Projects
- Table 4.7 – Existing Land Use
- Table 6.1 – Near-Term (2030) Land Use
- Table 6.2 – AM Peak Hour and PM Peak Hour Near-Term Trip Growth
- Table 7.1 – Long-Term (2040) Land Use
- Table 7.2 – AM Peak Hour and PM Peak Hour Long-Term Trip Growth
- Table 10.3 – Recommended Projects, Plans, and Policies (Short-Term 0-5 Years)
- Table 10.4 – Recommended Projects, Plans, and Policies (Near-Term 5-10 Years)
- Table 10.5 – Recommended Projects, Plans, and Policies (Long-Term 10-20 Years)
- Table 10.6 – Capital Improvement Projects

The draft amendment will be delivered to the City of Hayden for their review, and a single, consolidated set of comments will be incorporated into the final documentation. If needed, Iteris will meet with the City to discuss the draft document prior to developing the final document.

### Assumptions:

- The amendment will be as brief as possible, with updates primarily to figures and tables supporting updated land use growth forecasts.
- The Order of Magnitude costs in the CIP will be developed primarily by the City of Hayden, with minor input from Iteris.

### Deliverables:

- Draft and Final Amendment in Word and PDF format

## TASK 4. TRAFFIC IMPACT FEE SUPPORT

Model outputs for each of the model runs developed in **Task 2** will consist of model plots and excel spreadsheets. For each model run (up to two runs for each model year), Iteris will provide the following data, as detailed below:

- AM peak hour, PM peak hour, and estimated ADT plots for the City of Hayden, Area of City Influence (ACI), and Shared Tier combined geography
- Trip Generation forecasts (total productions and total attractions) at the TAZ level, delivered in excel format
- AM peak hour and PM peak hour flow bundle plots for up to six (6) locations within the City of Hayden
  - As a note, these locations are expected to be locations representing future projects and can be used to understand vehicular demand for the given location (e.g. where do trips begin and end who use requested link).

### Deliverables:

- Model plots and Excel summaries of volumes and trips for 2022, 2030, and 2040

## SCHEDULE

Iteris will commence work within one (1) week of receipt of Notice-to-Proceed (NTP). It is anticipated that this scope of work can be completed within three (3) months, with a schedule extending through July to assist with the current Traffic Impact Fee update.

## FEE PROPOSAL

Iteris' not to exceed cost estimate for this project is **\$46,075** as detailed in **Table 1**. The proposal assumes a contract type of T&M at fully burdened rates, which will be invoice monthly upon progress of work by task.

**Table 1 – Iteris' Cost Estimate**

TASKS	ITERIS STAFF HOURS					LABOR HOURS	COST
	Project Manager	Senior	Engineer	Associate Engineer	Administration		
	<i>Staff Rates</i>						
	\$260	\$250	\$175	\$140	\$125		
<b>1 Project Management</b>	15				3	18	\$4,275
<b>2 Travel Demand Model Update</b>	8	12	40	20		80	\$14,880
<b>3 Transportation Strategic Plan Update</b>	8	12	24	60		104	\$17,680
<b>4 Transportation Impact Fee Support</b>	4	16	24			44	\$9,240
<b>Subtotal Hours Labor</b>	<b>35</b>	<b>40</b>	<b>88</b>	<b>80</b>	<b>3</b>	<b>246</b>	<b>\$46,075</b>
						Subtotal Labor	\$46,075
						Other Costs (Mileage, etc.)	
						<b>TOTAL COST ESTIMATE</b>	<b>\$46,075</b>

iteris<sup>®</sup>



1700 Carnegie Avenue, Suite 100  
Santa Ana, CA 92705

[iteris.com](http://iteris.com)

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