



Notice of Request for Proposals

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009
PO Box 6638
Phoenix, AZ 85005-6638

SOLICITATION NO.: L8-022

PAGE
1

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Solicitation Contact Person:

Agency Chief Procurement Officer Authorization

Arizona Department of Public Safety
Rex Martin
Procurement Specialist: [Signature]
Phone Number: 602 223-2405

Agency Chief Procurement Officer Authorization
[Signature]
(Lu Himmelstein)
Date: 1/11/08

DESCRIPTION:

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Issue Date: 01/11/08

PROPOSAL DUE DATE:

FEBRUARY 25, 2008

AT 3:00 P.M. MST

Pre- Offer Conference:

N/A

In accordance with A.R.S. § 41-2534, competitive sealed proposals for the materials or services specified will be received by the Arizona Department of Public Safety at 2102 W. Encanto Boulevard, P.O. Box 6638 – Mail Drop 1330 Phoenix, Arizona 85005 until the time and date cited. Proposals received by the correct time and date will be opened and the name of each offeror will be publicly read.

Proposals must be in the actual possession of the State on or prior to the time and date and at the location indicated above. Late proposals shall not be considered.

Proposals must be submitted in a sealed envelope or package with the Solicitation number and the offeror's name and address clearly indicated on the envelope or package. All proposals must be completed in ink or typewritten. Additional instructions for preparing proposal are included in this notice.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the appropriate Procurement Agency. Requests should be made as early as possible to allow time to arrange the accommodation. A person requiring special accommodations may contact the solicitation contact person responsible for this procurement as identified above.

OFFERORS ARE STRONGLY ENCOURAGED TO CAREFULLY READ THE ENTIRE SOLICITATION.



Table of Contents

SOLICITATION NO.: L8-022

PAGE
2

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Section	Page
Offer and Acceptance	3
Uniform Instructions to Offerors	4
Special Instructions to Offerors	10
Uniform Terms and Conditions	13
Special Terms and Conditions	22
Scope of Work	28
Price Sheet	39
Questionnaire Section	40
Solicitation Document End	49



Offer and Acceptance

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed**

PAGE
3

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

OFFER

TO THE STATE OF ARIZONA, DEPARTMENT OF PUBLIC SAFETY:

The Undersigned hereby offers and agrees to furnish the material, service or construction in compliance with all terms, conditions, specifications and amendments in the Solicitation and any written exceptions in the offer. Signature also certifies Small Business status.

Arizona Transaction (Sales) Privilege Tax License No.:

For clarification of this offer, contact:

Name: _____

Federal Employer Identification No.:

Phone: _____

E-Mail Address:

Fax: _____

Company Name

Signature of Person Authorized to Sign Offer

Address

Printed Name

City

State

Zip

Title

CERTIFICATION: By signature in the Offer section above, the Offeror certifies:

1. The submission of the offer did not involve collusion or other anti-competitive practices.
2. The Offeror shall not discriminate against any employee or applicant for employment in violation of Federal Executive Order 11246, State Executive Order 99.4 or A.R.S. §§ 41-1461 through 1465.
3. The Offeror has not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant in connection with the submitted offer. Failure to provide a valid signature affirming the stipulations required by this clause shall result in rejection of the offer. Signing the offer with a false statement shall void the offer, any resulting contract and may be subject to legal remedies provided by law.
4. **The Offeror certifies that the above referenced organization ___ is/ ___ is not a small business** A for-profit or not-for-profit organization, including its affiliates, with fewer than one hundred full-time employees or gross annual receipts of less than four million dollars for the last complete fiscal year (R2-7-101, paragraph 48).

ACCEPTANCE OF OFFER

The Offer is hereby accepted.

The Contractor is now bound to sell the materials or services listed by the attached contract and based upon the solicitation, including all terms, conditions, specifications, amendments, etc., and the Contractor's Offer as accepted by the State.

This contract shall henceforth be referred to as Contract No. _____

The Contractor has been cautioned not to commence any billable work or to provide any material or service under this contract until Contractor receives purchase order, contact release document or written notice to proceed.

State of Arizona
Awarded this

day of

20

Agency Chief Procurement Officer



Uniform Instructions to Offerors

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
4

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

A. Definition of Terms. As used in these Instructions, the terms listed below are defined as follows:

1. "Attachment" means any item the Solicitation requires an Offeror to submit as part of the Offer.
2. "Contract" means the combination of the Solicitation, including the Uniform and Special Instructions to Offerors, the Uniform and Special Terms and Conditions, and the Specifications and Statement or Scope of Work; the Offer and any Best and Final Offers; and any Solicitation Amendments or Contract Amendments.
3. "Contract Amendment" means a written document signed by the Procurement Officer that is issued for the purpose of making changes in the Contract.
4. "Contractor" means any person who has a Contract with the State.
5. "Days" means calendar days unless otherwise specified.
6. "Exhibit" means any item labeled as an Exhibit in the Solicitation or placed in the Exhibits section of the Solicitation.
7. "Offer" means bid, proposal, or quotation.
8. "Offeror" means a person who responds to a Solicitation.
9. "Procurement Officer" means the person, or designee, authorized by the State to enter into and administer Contracts and make written determinations with respect to the Contracts.
10. "Solicitation" means an Invitation for Bids (IFB), a Request for Proposals (RFP), or a Request for Quotations (RFQ).
11. "Solicitation Amendment" means a written document that is signed by the Procurement Officer and issued for the purpose of making changes to the Solicitation.
12. "Subcontract" means any Contract, express or implied, between the Contractor and another party or between a subcontractor and another party delegating or assigning, in whole or in part, the making or furnishing of any material or any service required for the performance of the Contract.
13. "State" means the State of Arizona and Department or Agency of the State that executes the Contract.

B. Inquiries

1. Duty to Examine. It is the responsibility of each Offeror to examine the entire Solicitation, seek clarification in writing (inquiries), and examine the Offer for accuracy before submitting the Offer. Lack of care in preparing an Offer is not grounds for modifying or withdrawing the Offer after the Offer due date and time, nor shall it be interpreted or deemed to give rise to any Contract claim.
2. Solicitation Contact Person. Any inquiry related to a Solicitation, including any requests for or inquiries regarding standards referenced in the Solicitation shall be directed solely to the Solicitation Contact Person. The Offeror shall not contact or direct inquiries concerning this Solicitation to any other State employee unless the Solicitation specifically identifies a person other than the Solicitation Contact Person as a contact.
3. Submission of Inquiries. The Offeror shall make any inquiry in writing to the Procurement Officer or Solicitation Contact Person. Any inquiry related to a Solicitation shall refer to the appropriate Solicitation number, page, and paragraph. The Offeror shall clearly identify an inquiry as an inquiry with the Solicitation number on the envelope containing the inquiry or subject line if the inquiry letter is an email. The State shall consider the relevancy of the inquiry but is not required to respond in writing. This paragraph does not apply to an inquiry at the Pre-Offer Conference.
4. Timeliness. An Offeror shall submit an inquiry or exception to the Solicitation as soon as possible and shall submit the inquiry no later than seven (7) days before the Offer due date and time for the State's review and determination. An Offeror's failure to timely submit an inquiry may result in the State not considering the



Uniform Instructions to Offerors

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
5

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

inquiry for a Solicitation Amendment.

5. No Right to Rely on Verbal Responses. An Offeror shall not rely on the Solicitation Contact Person's verbal responses to an inquiry. A Solicitation Contact Person's verbal reply to an inquiry does not constitute a modification of the Solicitation.
6. Solicitation Amendments. The Solicitation shall only be modified by a Solicitation Amendment.
7. Pre-Offer Conference. If a Pre-Offer Conference is scheduled under the Solicitation, the date, time, and location shall appear on the Solicitation cover sheet or elsewhere in the Solicitation. An Offeror should raise any questions about the Solicitation or the procurement at the Pre-Offer Conference. An Offeror shall not deem verbal responses to questions at the Pre-Offer Conference as a Solicitation Amendment. The Solicitation Contact Person shall respond to a Pre-Offer Conference question in writing. A material issue raised at the Pre-Offer Conference that results in a change to the Solicitation shall be in writing as a Solicitation Amendment.
8. Persons With Disabilities. Persons with a disability may request a reasonable accommodation, such as a sign-language interpreter, by contacting the Solicitation Contact Person. A request shall be made as early as possible to allow time to arrange the accommodation.

C. Offer Preparation

1. Forms: No Facsimile, Telegraphic, Mailgram, or Electronic Mail Offers. An Offeror shall submit an Offer either on the forms provided in the Solicitation or the substantial equivalent. Any substitute document for the forms provided in the Solicitation shall be legible and contain the same information requested on the forms, unless the Solicitation indicates otherwise. The Solicitation Contact Person shall reject a facsimile, telegraphic, mailgram, or electronic mail Offer submitted in response to a Request for Proposal or Invitations for Bid.
2. Typed or Ink; Corrections. The Offeror shall type or write in ink the Offer on the forms provided in the Solicitation. An erasure, interlineation, or other modification in the Offer shall be initialed in ink by the person signing the Offer. The State shall not allow a modification after Offers are opened, except as otherwise provided under applicable law.
3. Evidence of Intent to be Bound. The Offeror shall submit the Offer and Acceptance form in the Solicitation with the Offer and shall include a signature (or acknowledgement for electronic submissions, when authorized) by a person authorized to sign the Offer. The signature signifies the Offeror's intent to be bound by the Offer and the terms of the Solicitation and that the information provided is accurate and complete. The Procurement Officer shall reject the Offer if the Offer does not contain verifiable evidence of intent to be bound, such as an original signature.
4. Exceptions to Terms and Conditions. An Offeror shall include all exceptions to Terms and Conditions with the Offer and shall submit in a clearly identified separate section of the Offer the specific paragraphs of the Solicitation where the exceptions occur. Any exception not included in the section shall be without force and effect in any resulting Contract unless the exception is specifically accepted by the Procurement Officer in a written statement. The State shall not consider the Offeror's preprinted or standard terms as a part of any resulting Contract.



Uniform Instructions to Offerors

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
6

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

- i. Invitation for Bids. The State shall reject an Offer that takes exception to a material requirement of any part of the Solicitation or the Terms and Conditions.
 - ii. Request for Proposals. The State may consider all exceptions contained in the Offer in evaluating the Offer based on the evaluation criteria stated in the Solicitation. The State may reject an Offer that takes exception to any material requirement of the Solicitation.
5. Subcontracts. The Offeror shall clearly list any proposed subcontractors and the subcontractor's proposed responsibilities in the Offer.
 6. Cost of Offer Preparation. The State shall not reimburse any Offeror the cost of responding to a Solicitation.
 7. Solicitation Amendments. The Offeror shall sign a Solicitation Amendment with an original signature by the person signing the Offer. The Offeror shall submit the Solicitation Amendment to the State no later than the Offer due date and time. An Offeror's failure to return a signed copy of a Solicitation Amendment may result in the State rejecting the Offer.
 8. Federal Excise Tax. The State of Arizona is exempt from certain Federal Excise Taxes on manufactured goods. The State shall provide the Exemption Certificate to the Offeror upon request.
 9. Provision of Tax Identification Numbers. An Offeror shall provide its Arizona Transaction Privilege Tax Number and/or Federal Tax Identification number in the space provided on the Offer and Acceptance Form.
 - 9.1 Employee Identification. The Offeror agrees to provide an employee identification number or Social Security number to the State for the purposes of reporting to appropriate taxing authorities the monies paid by the State under the contract. If the federal identifier of the Offeror is a Social Security number, the number requested is solely for tax reporting purposes and shall be shared only with appropriate state and federal officials. The submission of the federal identifier is mandatory under 26 U.S.C. § 6041A.
 10. Identification of Taxes in Offer. The State of Arizona is subject to all applicable state and local transaction privilege taxes. The Offeror shall include all applicable taxes in the pricing offered in the Solicitation. At all times, payment of taxes and the determination of applicable taxes are the sole responsibility of the Contractor.
 11. Disclosure. If the firm, business, or person submitting the Offer has been debarred, suspended or otherwise lawfully precluded from participating in any public procurement activity, including being disapproved as a subcontractor with any federal, state, or local government, or if any preclusion from participation from any public procurement activity is currently pending, the Offeror shall fully explain the circumstances relating to the preclusion or proposed preclusion in the Offer. The Offeror shall include a letter with its Offer setting forth the name and address of the governmental unit, the effective date of this suspension or debarment, the duration of the suspension or debarment, and the relevant circumstances relating to the suspension or debarment. If suspension or debarment is currently pending, the Offeror shall provide a detailed description of all relevant circumstances including the details enumerated above.
 12. Solicitation Order of Precedence. In the event of a conflict in the provisions of this Solicitation, the following



Uniform Instructions to Offerors

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
7

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

shall prevail in the order set forth below:

- 12.1 Special Terms and Conditions;
- 12.2 Uniform Terms and Conditions;
- 12.3 Statement or Scope of Work;
- 12.4 Specifications;
- 12.5 Attachments;
- 12.6 Exhibits;
- 12.7 Special Instructions to Offerors;
- 12.8 Uniform Instructions to Offerors.12.9, and other documents referenced or included in the Solicitation.

13. Delivery. Unless stated otherwise in the Solicitation, all prices shall be F.O.B. Destination and shall include all freight, delivery, and unloading at the destination(s).

D. Submission of Offer

1. Sealed Envelope or Package. The Offeror shall submit the Offer shall to the submittal location identified in the Solicitation. The Offeror shall clearly identify the name of the Offeror and the Solicitation number on the sealed envelope or container. The State may open an envelope or container to identify the contents if the envelope or container is not clearly identified.
2. Offer Amendment or Withdrawal. The Offeror shall not amend or withdraw the after the Offer due date and time, except as otherwise provided under applicable law.
3. Public Record. The State shall retain all Offers submitted and opened as public records. Offers shall be open to public inspection after Contract award, except Offers the State deems confidential. If an Offeror believes that information in its Offer should remain confidential, it shall indicate as confidential the specific information and submit a statement with its Offer detailing the reasons that the State shall not disclose the information. The Offeror shall include the specific harm or prejudice which may arise from disclosing the contents. The State shall determine whether the identified information is confidential pursuant to the Arizona Procurement Code.
4. Non-collusion, Employment, and Services. By signing the Offer and Acceptance Form or other official contract form, the Offeror certifies that:
 - i. The Offeror did not engage in collusion or other anti-competitive practices in connection with preparing or submitting its Offer; and
 - ii. The Offeror does not discriminate against any employee or applicant for employment or person to whom it provides services because of race, color, religion, sex, national origin, or disability, and that it complies with all applicable federal, state and local laws and executive orders regarding employment.

E. Evaluation

1. Unit Price Prevails. In the case of discrepancy between the unit price or rate and the extension of that unit price or rate, the unit price or rate governs.



Uniform Instructions to Offerors

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
8

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

2. Prompt Payment Discount. Prompt payment discounts of thirty (30) days or more set forth in an Offer shall be deducted from the Offer for the purposes of evaluating the Offer.
3. Late Offers. The State shall reject an Offer submitted after the exact Offer due date and time.
4. Disqualification. The State shall reject an Offer from an Offeror (including each of its principals) who is currently debarred, suspended or otherwise lawfully prohibited from any public procurement activity.
5. Offer Acceptance Period. An Offeror submitting an Offer under this Solicitation shall hold its Offer open for the number of days from the Offer due date stated in the Solicitation. If the Solicitation does not specifically state a number of days for Offer acceptance, the Offer shall remain open for one hundred-twenty (120) days. If the State requests a Best and Final Offer pursuant to a Request for Proposal, the Offeror shall hold its Offer open for one hundred-twenty (120) days from the Best and Final Offer due date.
- 5.6 Waiver and Rejection Rights. Notwithstanding any other provision of the Solicitation, the State reserves the right to:
 - 5.6.1 Waive any immaterial defect or variation from the exact requirements of the Solicitation;
 - 5.6.2 Reject any and all Offers or portions of Offers; or
 - 5.6.3 Cancel the Solicitation.

F. Award

1. Number or Types of Awards. The State reserves the right to make multiple awards or to award a Contract by individual line items or alternatives, by group of line items or alternatives, or to make an aggregate award, or regional awards, whichever is most advantageous to the State. If the Procurement Officer determines that an aggregate award to one Offeror is not in the State's best interest, the Procurement Officer shall reject "all or none" Offers.
2. Contract Inception. An Offer does not constitute a Contract nor does it confer any rights on the Offeror to the award of a Contract. The State does not create a Contract until the Offer is accepted in writing by the Procurement Officer's signature on the Offer and Acceptance Form. A notice of award or of the intent to award does not constitute acceptance of the Offer.
3. Effective Date. The effective date of the Contract is the date that the Procurement Officer signs the Offer and Acceptance form or other official contract form, unless another date is specifically stated in the Contract.

G. Protests

1. An Offeror filing a protest shall comply with, and the State shall resolve the protest, according to Arizona Revised Statutes Title 41, Chapter 23, Article 9 and A.A.A. C. 2, Ch. 7. The Offeror shall file the protest in writing with both the Procurement Officer of the purchasing agency and with the State Procurement Administrator. The Offeror shall file a protest of a Solicitation with the Procurement Officer before the Offer due date. The Offeror shall file a protest of a proposed award or of an award within ten (10) days after



Uniform Instructions to Offerors

SOLICITATION NO.: L8-022

PAGE
9

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

the protester knows or should have known the basis of the protest. A protest shall include:

- 1.1 The name, address, and telephone number of the protester;
- 1.2 The signature of the protester or its representative;
- 1.3 Identification of the purchasing agency and the Solicitation or Contract number;
- 1.4 A detailed statement of the legal and factual grounds of the protest including copies of relevant documents;
and
- 1.5 The form of relief requested.

H. Comments Welcome

The State Procurement Office periodically reviews the Uniform Instructions to Offerors and welcomes any comments. Please submit your comments to: State Procurement Administrator, State Procurement Office, 100 North 15th Avenue, Suite 104, Phoenix, Arizona, 85007.



Special Instructions to Offerors

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
10

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

- PURPOSE:** The Arizona Department of Public Safety (DPS) seeks to enter into a term contract with a firm capable of providing Statewide Traffic Photo Speed & Intersection Enforcement Systems, Mobile and Fixed and related services (STPSIES) in accordance with the terms, conditions, specifications and scope of work contained herein. Prospective Offerors should have demonstrated capabilities in the areas contained in the solicitation's Scope of Work section. All equipment, hardware and software shall be owned by the contracted firm.
- DEFINITION OF KEY WORDS USED IN THE RFP**
 - Shall, Must:** Indicates a mandatory requirement. Failure to meet a mandatory requirement may result in rejection of the offer as being non-responsive.
 - Should:** Indicates something that is recommended but not mandatory. If the offeror fails to provide recommended information, DPS may, at its sole option, ask the offeror to provide the information or evaluate the proposal without the information.
 - May:** Indicates something that is not mandatory but permissible.
- OFFEROR'S CONTACTS:** All questions regarding this RFP, including technical specifications, the proposal process, etc., must be directed to the procurement specialist indicated on the first page of this document. Offerors may not contact the employees of the using agency or division concerning this procurement during the solicitation evaluation process.
- PROPOSAL FORMAT: 1 original and 5 copies** of each offerors proposal should be submitted on the forms and in the format specified in the RFP. The original copy of the proposal should be clearly labeled "**ORIGINAL**". The material should be in sequence and related to the RFP. The State will not provide any reimbursement for the cost of developing or presenting proposals in response to this RFP. Failure to include the requested information may have a negative impact on the evaluation of the offeror's proposal. Proposals should include, at a minimum responses and/or information pertaining to each area cited in the evaluation criteria (paragraph 6) contained below.
- EMPLOYEE BACKGROUND CHECKS:** DPS, at it sole discretion, may require the Offeror's employees and/or proposed subcontractor employees who will be performing work under the resultant contract to submit to a criminal background check (inclusive of fingerprinting/polygraph testing). The offeror shall be responsible for all cost associated with fingerprinting/polygraph testing. A signed background check release form shall be submitted for all employees and/or subcontractor's employees required by DPS to submit to background checks. All releases shall be provided to the DPS Human Resources Manager prior employees and/or subcontractor's employees performing work under a resultant contract. DPS cannot guarantee a timeframe for completion of background checks, this fact should be taken into consideration by all prospective offerors.

DPS reserves the right to deny utilizing any employee and/or subcontractor's employee for the purpose of this contract. The decision of DPS as to the eligibility of an individual working under any resultant contract shall be final and therefore not subject to appeal. Pursuant to state law, the information obtained from the background check cannot be divulged to an individual or employer or any unauthorized party.
- EVALUATION CRITERIA:** Evaluation criteria are listed in their relative order of importance. The award will



Special Instructions to Offerors

SOLICITATION NO.: L8-022

PAGE
11

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

be made to the responsible offeror or offerors whose proposal is determined to be the most advantageous to DPS based on the following criteria:

6.1. Method of Approach: The Offeror should provide a written narrative which demonstrates the method and manner in which it proposes to satisfy the requirements of the Scope of Work. The narrative should be straightforward and limited to facts, solutions to problems and proposed action plans. The information provided under this section should include the Offerors method and approach to:

- 6.1.1. Citation Generation and Processing Services (S.O.W. section 8)
- 6.1.2. Court Testimony Services (S.O.W. section 9)
- 6.1.3. Data Collection and Reporting Services (S.O.W. section 10)
- 6.1.4. Training/Education Services (S.O.W. section 11)
- 6.1.5. Customer Service and Support Services (S.O.W. section.12)
- 6.1.6. Community Awareness Services (S.O.W. section 13)

6.2. Equipment Capabilities: The Offeror should provide a detailed list and description of the equipment, hardware and/or software required to meet or exceed the requirements contained in S.O.W. sections 3 through 7.

6.3. Experience/Capabilities: The Offeror should provide a written narrative that describes its experience and capabilities in providing Statewide Traffic Photo Speed & Intersection Enforcement Systems, Mobile and Fixed and related services (TPSIES) similar to the requirements contained herein. The information provided under this criteria should include:

- 6.3.1. Annual reports or equivalent financial data covering the past 3 year period.
- 6.3.2. The number and names of key personnel, subcontractors and/or consultants to be used to perform the requirements contained herein along with an organizational chart clearly delineating staffing and lines of authority.
- 6.3.3. A list of at least 3 client references who can verify current and/or past performance/capabilities of the Offeror's firm.
- 6.3.4. Number of clients and geographic locations currently served.

6.4. Cost: As specified in Price Sheet Line Item 1.

7. **DISCUSSIONS:** In accordance with A.R.S. § 41-2534, after the initial receipt of proposals, discussions may be conducted with offerors who submit proposals determined to be reasonably susceptible of being selected for award.

8. **AWARD CONTINGENT ON AVAILABLE FUNDING:** Prospective Offerors are hereby advised that funds are not currently available for the requirements established herein. Therefore any award or awards resulting from this solicitation shall be conditioned upon the availability of funds.

9. **I.T. 508 COMPLIANCE:** Any electronic or information technology offered to the State of Arizona under this solicitation shall comply with A.R.S. §41-2531 and §41-2532 and Section 508 of the Rehabilitation Act of 1973,



Special Instructions to Offerors

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
12

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

which requires that employees and members of the public shall have access to and use information technology that is comparable to the access and use by employees and members of the public who are not individuals with disabilities. If the offeror believes that compliance with this requirement poses an Undue Burden, the offeror shall notify the procurement officer in writing at least five days before the offer due date and time.

10. **FEDERAL IMMIGRATION LAWS, COMPLIANCE BY STATE CONTRACTORS:** By signing the Offer the Offeror warrants that it and all proposed subcontractors are in compliance with Federal Immigration and Nationality Act (FINA) and all other Federal immigration laws and regulations related to the immigration status of its employees. The Offeror shall obtain statements from all proposed subcontractors certifying compliance with this requirement and shall furnish the statements to the Procurement Officer upon request.
11. **OFFSHORE PERFORMANCE OF WORK:** Due to security and identity protection concerns, direct services under this contract shall be performed within the borders of the United States. Any services that are described in the specifications or scope of work that directly serve the State of Arizona or its clients and may involve access to secure or sensitive data or personal client data or development or modification of software for the State shall be performed within the borders of the United States. Unless specifically stated otherwise in the specifications, this definition does not apply to indirect or 'overhead' services, redundant back-up services or services that are incidental to the performance of the contract.
12. **EXECUTIVE ORDER 2007-03 IMPROVING AIR QUALITY:** By signing the Offer, the Offeror agrees to comply with Executive Order 2007-03 as it applies to this project



Uniform Terms and Conditions

SOLICITATION NO.: L8-022

PAGE
13

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Definition of Terms. As used in this Solicitation and any resulting Contract, the terms listed below are defined as follows:

- 1.1 "*Attachment*" means any item the Solicitation requires the Offeror to submit as part of the Offer.
- 1.2 "*Contract*" means the combination of the Solicitation, including the Uniform and Special Instructions to Offerors, the Uniform and Special Terms and Conditions, and the Specifications and Statement or Scope of Work; the Offer and any Best and Final Offers; and any Solicitation Amendments or Contract Amendments.
- 1.3 "*Contract Amendment*" means a written document signed by the Procurement Officer that is issued for the purpose of making changes in the Contract.
- 1.4 "*Contractor*" means any person who has a Contract with the State.
- 1.5 "*Days*" means calendar days unless otherwise specified.
- 1.6 "*Exhibit*" means any item labeled as an Exhibit in the Solicitation or placed in the Exhibits section of the Solicitation.
- 1.7 "*Force majeure*" means an occurrence that is beyond the control of the party affected and occurs without its fault or negligence. Without limiting the foregoing, force majeure includes acts of God; acts of the public enemy; war; riots; strikes; mobilization; labor disputes; civil disorders; fire; flood; lockouts; injunctions-intervention-acts; or failures or refusals to act by government authority; and other similar occurrences beyond the control of the party declaring force majeure which such party is unable to prevent by exercising reasonable diligence.
- 1.8 "*Gratuity*" means a payment, loan, subscription, advance, deposit of money, services, or anything of more than nominal value, present or promised, unless consideration of substantially equal or greater value is received.
- 1.9 "*Materials*" means all property, including equipment, supplies, printing, insurance, and leases of property but does not include land, a permanent interest in land, real property, or leasing space.
- 1.10 "*Offer*" means bid, proposal, or quotation.
- 1.11 "*Offeror*" means a vendor who responds to a Solicitation.
- 1.12 "*Procurement Officer*" means the person, or designee, authorized by the State to enter into and administer Contracts and make written determinations with respect to the Contracts.
- 1.13 "*Services*" means the furnishing of labor, time, or effort by a contractor or subcontractor which does not involve the delivery of a specific end product other than required reports and performance, and does not include employment agreements or collective bargaining agreements.
- 1.14 "*Solicitation*" means an Invitation for Bids (IFB), a Request for Proposals (RFP), or a Request for Quotations (RFQ).



Uniform Terms and Conditions

SOLICITATION NO.: L8-022

PAGE
14

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

- 1.15 "*Solicitation Amendment*" means a written document that is signed by the Procurement Officer and issued for the purpose of making changes to the Solicitation.
- 1.16 "*Subcontract*" means any Contract, express or implied, between the Contractor and another party or between a subcontractor and another party delegating or assigning, in whole or in part, the making or furnishing of any material or any service required for the performance of the Contract.
- 1.17 "*State*" means the State of Arizona and Department or Agency of the State that executes the Contract.
- 1.18 "*State Fiscal Year*" means the period beginning with July 1 and ending June 30,

2 Contract Interpretation.

- 2.1 Arizona Law. The Arizona law applies to this Contract including, where applicable, the Uniform Commercial Code as adopted by the State of Arizona and the Arizona Procurement Code, Arizona Revised Statutes (A.R.S.) Title 41, Chapter 23, and its implementing rules, Arizona Administrative Code (A.A.C.) Title 2, Chapter 7.
- 2.2 Implied Contract Terms. Each provision of law and any terms required by law to be in this Contract are a part of this Contract as if fully stated.
- 2.3 Contract Order of Precedence. In the event of a conflict in the provisions of the Contract, as accepted by the State and as they may be amended, the following shall prevail in the order set forth below:
- 2.3.1 Special Terms and Conditions;
 - 2.3.2 Uniform Terms and Conditions;
 - 2.3.3 Statement or Scope of Work;
 - 2.3.4 Specifications;
 - 2.3.5 Attachments;
 - 2.3.6 Exhibits;
 - 2.3.7 Documents referenced or included in the Solicitation.
- 2.4 Relationship of Parties. The Contractor under this Contract is an independent contractor. Neither party to this Contract shall be deemed to be the employee or agent of the other party to the Contract.
- 2.5 Severability. The provisions of this Contract are severable. Any term or condition deemed illegal or invalid shall not affect any other term or condition of the Contract.
- 2.6 No Parole Evidence. This Contract is intended by the parties as a final and complete expression of their agreement. No course of prior dealings between the parties and no usage of the trade shall supplement or explain any terms used in the Contract and no other understanding either oral or in writing shall be binding.
- 2.7 No Waiver. Either party's failure to insist on strict performance of any term or condition of the Contract shall not be deemed a waiver of that term or condition even if the party accepting or acquiescing in the nonconforming performance knows of the nature of the performance and fails to object to it.



Uniform Terms and Conditions

SOLICITATION NO.: L8-022

PAGE
15

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

3 Contract administration and operation.

- 3.1 **Records.** Under A.R.S. § 35-214 and § 35-215, the Contractor shall retain and shall contractually require each subcontractor to retain all data and other records relating to the acquisition and performance of the Contract for a period of five years after the completion of the Contract. All records shall be subject to inspection and audit by the State at reasonable times. Upon request, the Contractor shall produce a legible copy of any or all of the records.
- 3.2 **Non-Discrimination.** The Contractor shall comply with State Executive Order [No. 99-4] and all other applicable Federal and State laws, rules and regulations, including the Americans with Disabilities Act.
- 3.3 **Audit.** Pursuant to ARS § 35-214, at any time during the term of this Contract and five (5) years thereafter, the Contractor's or any subcontractor's books and records shall be subject to audit by the State and, where applicable, the Federal government, to the extent that the books and records relate to the performance of the Contract or subcontract.
- 3.4 **Facilities Inspection and Materials Testing.** The Contractor agrees to permit access to its facilities, subcontractor facilities, and the Contractor's processes or services, at reasonable times for inspection of the facilities or materials covered under this Contract. The State shall also have the right to test, at its own cost, the materials to be supplied under the Contract. Neither inspection of the Contractor's facilities nor materials testing shall constitute final acceptance of the materials or services. If the State determines non-compliance of the materials, the Contractor shall be responsible for the payment of all costs incurred by the State for testing and inspection.
- 3.5 **Notices.** Notices to the Contractor required by this Contract shall be made by the State to the person indicated on the Offer and Acceptance form submitted by the Contractor unless otherwise stated in the Contract. Notices to the State required by the Contract shall be made by the Contractor to the Solicitation Contact Person indicated on the Solicitation cover sheet, unless otherwise stated in the Contract. An authorized Procurement Officer and an authorized Contractor representative may change the respective person to whom notice is given by written notice to the other and an amendment to the Contract is not necessary.
- 3.6 **Advertising, Publishing, and Promotion of Contract.** The Contractor shall not use, advertise, or promote information for commercial benefit concerning this Contract without the prior written approval of the Procurement Officer.
- 3.7 **Property of the State.** Any materials, including reports, computer programs, and other deliverables, created under this Contract are the sole property of the State. The Contractor is not entitled to a patent or copyright on those materials and may not transfer the patent or copyright to anyone else. The Contractor shall not use or release these materials without the prior written consent of the State.

4 Costs and Payments.

4.1 Payments.

The Contractor shall make payments that comply with the requirements of A.R.S. Titles 35 and 41, Net 30 days. Upon the State's receipt and acceptance of goods or services, the Contractor shall submit a complete and accurate invoice for payment from the State within thirty (30) days.



Uniform Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
16

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

4.2 Delivery. Unless stated otherwise in the Contract, all prices shall be F.O.B. Destination and include all delivery and unloading at the destinations.

4.3 Applicable Taxes.

4.3.1 Payment of Taxes. The Contractor is responsible for paying all applicable taxes.

4.3.2 State and Local Transaction Privilege Taxes. The State of Arizona is subject to all applicable state and local transaction privilege taxes. Transaction privilege taxes apply to the sale and are the responsibility of the seller Contractor to remit. Failure to include taxes in the Contractor price and collect the taxes from the buyer does not relieve the seller Contractor from its obligation to remit taxes.

4.3.3 Tax Indemnification. The Contractor and all subcontractors shall pay all federal, state, and local taxes applicable to its operation and any persons employed by the Contractor. The Contractor shall, and require all subcontractors to hold the State harmless from any responsibility for taxes, damages and interest, if applicable, contributions required under federal, and/or state, and local laws and regulations and any other costs including transaction privilege taxes, unemployment compensation insurance, Social Security, and Worker's Compensation.

4.3.4 IRS W9 Form. The Contractor shall have a current I.R.S. W9 Form on file with the State of Arizona, unless not required by law. The State shall not remit payment if the Contractor does not have a current W9.

4.4 Availability of Funds for the Next State Fiscal Year. Funds may not presently be available for performance under this Contract beyond the current state fiscal year. No legal liability on the part of the State for any payment may arise under this Contract beyond the current state fiscal year until funds are made available for performance of this Contract.

4.5 Availability of Funds for the Current State Fiscal Year. Should the State Legislature enter back into session and reduce the appropriations or for any reason and these goods or services are not funded, the State may take any of the following actions:

- 4.5.1 Accept a decrease in price offered by the supplier;
- 4.5.2 Cancel the Contract
- 4.5.3 Cancel the contract and re-bid the Solicitation.

5 Contract changes.

5.1 Amendments. This Contract is issued under the authority of the Procurement Officer who signs the Contract. The Contract may be modified only through a Contract Amendment within the scope of the Contract. Changes to the Contract, including the addition of work or materials, the revision of payment terms, or the substitution of work or materials, directed by a person who is not specifically authorized by the Procurement Officer in writing, or changes made unilaterally by the Contractor, are violations of the Contract and of applicable law. The changes, including unauthorized written Contract Amendments are void and without effect, and the Contractor is not entitled to any claim under the Contract based on any changes.



Uniform Terms and Conditions

SOLICITATION NO.: L8-022

PAGE
17

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

5.2 Subcontracts. The Contractor shall not enter into any Subcontract under this Contract for the performance of the Contract without the advance written approval of the Procurement Officer. The Contractor shall clearly list any proposed subcontractors and the subcontractor's proposed responsibilities. The Contractor shall ensure that the Subcontract incorporates by reference the terms and conditions of the Contract.

5.3 Assignment and Delegation. The Contractor shall not assign any right nor delegate any duty under this Contract without the prior written approval of the Procurement Officer. The State shall not unreasonably withhold approval.

6 Risk and Liability.

6.1. Risk of Loss. The Contractor shall bear all loss of conforming material covered under this Contract until received by authorized personnel at the location designated in the purchase order or Contract. Mere receipt of materials or services does not constitute final acceptance. The risk of loss for nonconforming materials shall remain with the Contractor regardless of receipt.

6.2 Indemnification.

6.2.1 Contractor/Vendor Indemnification (Not Public Agency). The parties to the Contract agree that the State of Arizona, its' departments, agencies, boards and commissions shall be indemnified and held harmless by the Contractor for the vicarious liability of the State as a result of entering into the Contract. The parties further agree that the State of Arizona, its departments, agencies, boards and commissions are responsible for their own negligence. Each party to the Contract is responsible for its own negligence.

6.2.2 Public Agency Language Only. Each party (as indemnitor agrees to indemnify, defend, and hold harmless the other party (as indemnitee) from and against any and all claims, losses, liability, costs, or expenses (including reasonable attorney's fees) (hereinafter collectively referred to as claims) arising out of bodily injury of any person (including death) or property damage but only to the extent that the claims that result in vicarious/derivative liability to the indemnitee, are caused by the act, omission, negligence, misconduct, or other fault of the indemnitor, its officers, officials, agents, employees, or volunteers.

6.3 Indemnification - Patent and Copyright. The Contractor shall indemnify and hold harmless the State against any liability, including costs and expenses, for infringement of any patent, trademark or copyright arising out of Contract performance or use by the State of materials furnished or work performed under this Contract. The State shall reasonably notify the Contractor of any claim for which it may be liable under this paragraph. If the contractor is insured pursuant to A.R.S. § 41-621 and § 35-154, this section shall not apply.

6.4 Force Majeure.

6.4.1 Except for payment of sums due, neither party shall be liable to the other nor deemed in default under the Contract if and to the extent that the party's performance of the Contract is prevented by reason of force majeure.

6.4.2 Force Majeure shall not include the following:

6.4.2.1 Late delivery of equipment or materials caused by congestion at a manufacturer's plant or elsewhere, or an oversold condition of the market;



Uniform Terms and Conditions

SOLICITATION NO.: L8-022

PAGE
18

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

6.4.2.2 Late performance by a subcontractor unless the delay arises out of a force majeure occurrence according to the force majeure term and condition; or

6.4.2.3 Inability of either the Contractor or any subcontractor to acquire or maintain any required insurance, bonds, licenses, or permits.

6.4.3 If either party is delayed at any time in the progress of the work by force majeure, the delayed party shall notify the other party in writing of the delay, as soon as is practicable and no later than the following working day, and shall specify the causes of the delay in the notice. The Contractor shall deliver or mail the notice certified-return receipt. The Contractor's notice shall specifically refer to this article, thereby invoking its provisions. The delayed party shall cause the delay to cease as soon as practicable and shall notify the other party in writing when the delay ceases. The time of completion of the Contract shall be extended by Contract Amendment for a period of time equal to the time that results or effects of the delay prevent the delayed party from performing according to the Contract.

6.4.4 Any delay or failure in performance by either party to the Contract shall not constitute default or give rise to any claim for damages or loss of anticipated profits if, and to the extent that the delay or failure is caused by force majeure.

6.5 Third-Party Antitrust Violations. The Contractor assigns to the State any claim for overcharges resulting from antitrust violations to the extent that those violations concern materials or services supplied by third parties to the Contractor, toward fulfillment of the Contract.

7 Warranties.

7.1 Liens. The Contractor warrants that the materials supplied under the Contract are free of liens and shall remain free of liens.

7.2 Quality. Unless otherwise modified elsewhere in the Terms and Conditions, the Contractor warrants that, for one (1) year after acceptance by the State of the materials, the materials are:

7.2.1 Of a quality to pass without objection in the trade under the Contract description;

7.2.2 Fit for the intended purposes for which the materials are used;

7.2.3 Within the variations permitted by the Contract and are of even kind, quantity, and quality within each unit and among all units;

7.2.4 Adequately contained, packaged, and marked as the Contract may require; and

7.2.5 Conform to the written promises or affirmations of fact made by the Contractor.

7.3 Fitness. The Contractor warrants that any material supplied to the State shall fully conform to all requirements of the Contract and all representations of the Contractor, and shall be fit for all purposes and uses required by the



Uniform Terms and Conditions

SOLICITATION NO.: L8-022

PAGE
19

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Contract.

7.4 Inspection/Testing. The warranties set forth in subparagraphs 7.1 through 7.3 of this paragraph are not affected by inspection or testing of or payment for the materials by the State.

7.5 Compliance With Applicable Laws. The Contractor shall comply with all federal, state, and local laws regarding the materials and services supplied under the Contract and shall maintain all applicable licenses and permits.

7.6 Survival of Rights and Obligations after Contract Expiration or Termination.

7.6.1 Contractor's Representations and Warranties. All representations and warranties made by the Contractor under this Contract shall survive the expiration or termination of the Contract. In addition, the parties acknowledge that pursuant to A.R.S. § 12-510, except as provided in A.R.S. § 12-529, the State is not subject to or barred by any limitations of actions prescribed in A.R.S., Title 12, Chapter 5.

7.6.2 Purchase Orders. The Contractor shall, according to all Terms and Conditions of the Contract, fully perform, and is obligated to comply with, all purchase orders received by the Contractor before the expiration or termination of the Contract, unless otherwise directed in writing by the Procurement Officer, including, without limitation, all purchase orders received before, but not fully performed and satisfied at the expiration or termination of, the Contract.

8 State's Contractual Remedies.

8.1 Right to Assurance. If the State in good faith has reason to believe that the Contractor does not intend to, or is unable to perform or continue performing under this Contract, the Procurement Officer may demand in writing that the Contractor give a written assurance of intent to perform. Failure by the Contractor to provide written assurance within the number of days specified in the demand may, at the State's option, be the basis for terminating the Contract under the Uniform Terms and Conditions or other rights and remedies available by law or provided by the Contract.

8.2 Stop-Work Order.

8.2.1 The State may, at any time, by written order to the Contractor, require the Contractor to stop all or any part of the work called for by the Contract for period(s) of days indicated by the State after the written order is delivered to the Contractor. The State shall specifically identify the written order as a stop-work order issued under this paragraph. Upon receipt of the written order, the Contractor shall immediately comply with its terms and take all reasonable steps to minimize incurring costs allocable to the work covered by the written order during the period of work stoppage.

8.2.2 If a stop-work order issued under this paragraph is canceled or the period of the written order or any extension expires, the Contractor shall resume work. The Procurement Officer shall make an equitable adjustment in the delivery schedule or Contract price, or both, and the Contract shall be amended in writing accordingly.



Uniform Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
20

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

8.3 Non-exclusive Remedies. The rights and the remedies of the State under this Contract are not exclusive.

8.4 Nonconforming Tender. The Contractor shall fully comply with the Contract in supplying materials or services supplied under the Contract. The delivery of materials or services or a portion of the materials or services that do not fully comply constitutes a breach of contract. On delivery of nonconforming materials or services, the State may terminate the Contract for default under applicable termination clauses in the Contract, exercise any of its rights and remedies under the Uniform Commercial Code, or pursue any other right or remedy available to it.

8.5 Right of Offset. The State is entitled to offset against any sums due the Contractor, any expenses or costs incurred by the State, or damages assessed by the State concerning the Contractor's non-conforming performance or failure to perform the Contract, including expenses, costs, and damages described in the Uniform Terms and Conditions.

9 Contract Termination.

9.1 Cancellation for Conflict of Interest. Pursuant to A.R.S. § 38-511, the State may cancel this Contract within three (3) years after Contract execution without penalty or further obligation if any person significantly involved in initiating, negotiating, securing, drafting or creating the Contract on behalf of the State is or becomes at any time while the Contract or an extension of the Contract is in effect an employee of or a consultant to any other party to this Contract with respect to the subject matter of the Contract. The cancellation shall be effective when the Contractor receives written notice of the cancellation unless the notice specifies a later time. If the Contractor is a political subdivision of the State, it may also cancel this Contract as provided in A.R.S. § 38-511.

9.2 Gratuities. The State may, by written notice, terminate this Contract, in whole or in part, if the State determines that employment or a Gratuity was offered or made by the Contractor or a representative of the Contractor to any officer or employee of the State for the purpose of influencing the outcome of the procurement or securing the Contract, an amendment to the Contract, or favorable treatment concerning the Contract, including the making of any determination or decision about contract performance. The State, in addition to any other rights or remedies, is entitled to recover exemplary damages in the amount of three times the value of the Gratuity offered by the Contractor.

9.3 Suspension or Debarment. The State may, by written notice to the Contractor, immediately terminate this Contract if the State determines that the Contractor has been debarred, suspended, or otherwise lawfully prohibited from participating in any public procurement activity, including but not limited to, being disapproved as a subcontractor of any public procurement unit or other governmental body. Submittal of an Offer or execution of a Contract shall attest that the Contractor is not currently suspended or debarred. If the contractor becomes suspended or debarred, the contractor shall immediately notify the State.

9.4 Termination for Convenience. The State reserves the right to terminate the Contract, in whole or in part at any time, when in the best interests of the State, without penalty or recourse. Upon receipt of the written notice, the Contractor shall stop all work, as directed in the notice, notify all subcontractors of the effective date of the termination, and minimize all further costs to the State. In the event of termination under this paragraph, all documents, data and reports prepared by the Contractor under the Contract shall become the property of and be delivered to the State upon demand. The Contractor shall be entitled to receive just and equitable compensation for work in progress, work completed and materials accepted before the effective date of the termination. The



Uniform Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
21

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

cost principles and procedures provided in A.A.C. R2-7-701 shall apply.

9.5 Termination for Default.

9.5.1 In addition to the rights reserved in the Contract, the State may terminate the Contract in whole or in part due to the failure of the Contractor to comply with any term or condition of the Contract, to acquire and maintain all required insurance policies, bonds, licenses, and permits, or to make satisfactory progress in performing the Contract. The Procurement Officer shall provide written notice of the termination and the reasons for it to the Contractor.

9.5.2 Upon termination under this paragraph, all goods, materials, documents, data, and reports prepared by the Contractor under the Contract shall become the property of and be delivered to the State on demand.

9.5.3 The State may, upon termination of this Contract, procure, on terms and in the manner that it deems appropriate, materials or services to replace those under this Contract. The Contractor is liable to the State for any excess costs incurred by the State in procuring materials or services in substitution for those due from the Contractor.

9.6 Continuation of Performance Through Termination. The Contractor shall continue to perform, according to with the requirements of the Contract, up to the date of termination, as directed in the termination notice.

10 **Contract Claims.** All contract claims or controversies under the Contract shall be resolved according to A.R.S. Title 41, Chapter 23, Article 9, and A.A.C. Title 2, Ch.7.

11 **Arbitration**

11.1 The parties to this Contract agree to resolve all disputes arising out of or relating to this Contract through arbitration, after exhausting applicable administrative review, except as is required by other applicable statutes.

11.2 If both parties to the Contract are governmental agencies or political subdivisions of the State, the parties agree to resolve all disputes arising out of or relating to this Contract through arbitration according to A.R.S. § 12-1518.



Special Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
22

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

1. Authority to Contract: This contract is issued under the authority of the Department of Public Safety, Finance/Purchasing Section. No alteration of any portion of the contract, any items or services awarded, or any other agreement that is based upon this contract may be made without express written approval of the Department of Public Safety, Finance/Purchasing Section's Chief Procurement Officer or authorized designee in the form of an official contract amendment. Any attempt to alter any documents on the part of the Arizona Department of Public Safety or the contractor is a violation of the contract and the Arizona Procurement Code. Any such action is subject to the legal and contractual remedies available to the State inclusive of, but not limited to, contract cancellation, suspension and/or debarment of the contractor.
2. Eligible Agency: This contract shall be for the exclusive use of the Arizona Department of Public Safety (DPS).
3. Contract Type: Fixed price term, indefinite quantity.
4. Estimated Quantity: (see S.O.W. sections 5, 7.1 & 7.2) The DPS, at its sole discretion shall determine actual purchase/placement of (STPSIES), however no commitment of any kind is made concerning quantities actually acquired. Each contractor should take this fact into consideration.
5. Contract Term (2 Years): The contract shall commence upon award or as specified in the award documents and shall remain in full force and effect for 2 years unless terminated, canceled, or extended as otherwise provided herein.
6. Ordering Process: Upon award of a contract, the Arizona Department of Public Safety may procure the specific material and/or service awarded by the issuance of a contract release order/purchase order to the appropriate contractor. Each contract release order/purchase order shall cite the correct Arizona Department of Public Safety contract number. A contract release order/purchase order for the awarded material and/or service that cites the correct contract number is the only document required for the agency to order and the contractor to deliver the material and /or service.
 - 6.1. Any attempt to represent any material and/or service not specifically awarded as being under contract with the State of Arizona is a violation of the contract and the Arizona Procurement Code. Any such action is subject to all legal and contractual remedies available to the state inclusive of, but not limited to, contract cancellation, suspension and/or debarment of the contractor.
7. Delivery: STPSIES shall be deployed, accepted by Authorized DPS personnel and operational within 60 days of receipt of notice to proceed (individual vehicles and/or fixed locations).
8. **TPSIES Performance, 85% Minimum:** All contractor supplied equipment, hardware and software malfunctions or failures, contractor and/or subcontractor personnel actions or inactions and contractor initiated preventative maintenance, repair, replacement of system equipment, hardware or software, third party caused vandalism, damage or power outages shall not result in actionable rates of less than 85% during expected deployment
 - 8.1.1.1. For the purposes of this solicitation actionable means those recorded photos/videos that clearly depict the motor vehicle driver, the vehicle's license plate number; and that both match the vehicle driver's gender/age as stated in the vehicle's registration document.



Special Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
23

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

8.1.1.1.1. **Exceptions:** Those photos/videos that would have clearly depicted a motor vehicle's driver and the license plate number if not for obstructions, such as motor vehicle drivers who obscure (hide or cover) their faces, attachment to motor vehicles (trailer hitches, trailers) and other vehicles. Exceptions also include instances where the vehicle driver's gender/age do not match that which is stated in the vehicle registration documents.

Contractor performance rates of less than 85% shall be subject to all legal and contractual remedies available to DPS inclusive of, but not limited to, deduction from the contract price, contract cancellation, suspension and/or debarment

9. **Billing:** The contractor shall submit monthly invoices to the Arizona Department of Public Safety, Finance Section for fully installed, accepted and functioning (1 month minimum) systems only.
10. **Payments:** The Arizona Department of Public Safety shall process invoices for prompt payment in accordance with the standard operating procedures of the state. All payments shall be made in arrears.
11. **Contract Extension (36 Months):** The contract shall not bind nor purport to bind the State for any contractual commitment in excess of the original contract period. The State reserves the right, upon mutual agreement the DPS and the contractor, to extend the contract period for 3 additional 1 year periods or portions thereof for a total contract term not to exceed 5 years. In the event that the State exercises such rights, all terms, conditions and provisions of the original contract shall remain the same and apply during the period of performance.
12. **Price Adjustment (annual):** The Arizona Department of Public Safety may review a fully documented request for a price increase at the time of contract extension only (annual). A requested increase shall be based upon a cost increase to the contractor that was clearly unpredictable at the time of the offer and is directly correlated to the price of the product/service contractually covered. A price increase adjustment shall only be considered at the time of a contract extension and shall be a factor in the extension review process.
 - All written requests for price adjustments made by the contractor shall be initiated 90 days in advance of the contract extension date to allow DPS Finance sufficient time to evaluate and disposition the request.
 - DPS, at its sole discretion shall determine whether the requested price increase or an alternate option is in the best interest of the State.
13. **Indemnification:** The Contractor shall indemnify, defend, save and hold harmless the State of Arizona and the Department of Public Safety from and against any and all claims, actions, liabilities, damages, losses, or expenses (including court costs, attorneys' fees, and costs of claim processing, investigation and litigation) (hereinafter referred to as "Claims") for bodily injury or personal injury (including death), or loss or damage to tangible or intangible property caused, or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of Contractor or any of its owners, officers, directors, agents, employees or subcontractors. This indemnity includes any claim or amount arising out of or recovered under the Workers' Compensation Law or arising out of the failure of such contractor to conform to any federal, state or local law, statute, ordinance, rule, regulation or court decree. It is the specific intention of the parties that the Indemnitee shall, in all instances, except for Claims arising solely from the negligent or willful acts or omissions of the Indemnitee, be indemnified by Contractor from and against any and all claims. It is agreed that Contractor will be responsible for primary loss investigation, defense and judgment costs where this indemnification is applicable. In consideration of the



Special Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
24

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

award of this contract, the Contractor agrees to waive all rights of subrogation against the State of Arizona, its officers, officials, agents and employees for losses arising from the work performed by the Contractor for the State of Arizona.

14. Insurance Requirements Contractor and subcontractors shall procure and maintain until all of their obligations have been discharged, including any warranty periods under this Contract, are satisfied, insurance against claims for injury to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his agents, representatives, employees or subcontractors.

The *insurance requirements* herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. The State of Arizona in no way warrants that the minimum limits contained herein are sufficient to protect the Contractor from liabilities that might arise out of the performance of the work under this contract by the Contractor, its agents, representatives, employees or subcontractors, and Contractor is free to purchase additional insurance.

Minimum Scope And Limits Of Insurance contractor shall provide coverage with limits of liability not less than those stated below.

Commercial General Liability – Occurrence Form Policy shall include bodily injury, property damage, personal injury and broad form contractual liability coverage.

- General Aggregate \$2,000,000
- Products – Completed Operations Aggregate \$1,000,000
- Personal and Advertising Injury \$1,000,000
- Blanket Contractual Liability – Written and Oral \$1,000,000
- Fire Legal Liability \$ 50,000
- Each Occurrence \$1,000,000

The policy shall be endorsed to include the following additional insured language: *The State of Arizona and the Arizona Department of Public Safety shall be named as additional insured's with respect to liability arising out of the activities performed by or on behalf of the contractor.*

The policy shall contain a *waiver of subrogation against the State of Arizona and the Arizona Department of Public Safety* for losses arising from work performed by or on behalf of the contractor.

Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and/or non-owned vehicles used in the performance of this Contract.

Combined Single Limit (CSL) \$1,000,000

The policy shall be endorsed to include the following additional insured language: *The State Arizona and the Arizona Department of Public Safety shall be named as additional insured's with respect to liability arising out of the activities performed by or on behalf of the contractor, involving automobiles owned, leased, hired or borrowed by the Contractor.*



Special Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
25

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Worker's Compensation and Employers' Liability

Workers' Compensation

Statutory

Employers' Liability

Each Accident

\$ 500,000

Disease – Each Employee

\$ 500,000

Disease – Policy Limit

\$1,000,000

The policy shall contain a *waiver of subrogation against the State of Arizona and the Arizona Department of Public Safety* for losses arising from work performed by or on behalf of the contractor. This requirement shall not apply to: separately, each contractor or subcontractor exempt under A.R.S. 23-901, and when such contractor or subcontractor executes the appropriate waiver (Sole Proprietor/Independent Contractor Form)

Additional Insurance Requirements

The policies shall include, or be endorsed to include, the following provisions:

The State of Arizona and the Arizona Department of Public Safety wherever additional insured status is required such additional insured shall be covered to the full limits of liability purchased by the contractor, even if those limits of liability are in excess of those required by this contract.

The contractor's insurance coverage shall be primary insurance with respect to all other available sources.

Coverage provided by the contractor shall not be limited to the liability assumed under the indemnification provisions of this contract.

Notice of Cancellation

Each insurance policy required by the insurance provisions of this contract shall provide the required coverage and shall not be suspended, voided, canceled, or reduced in coverage or in limits except after thirty (30) days prior written notice has been given to the Arizona Department of Public Safety. Such notice shall be sent directly to the Arizona Department of Public Safety - Finance Section - Mail Drop 1330; P.O. Box 6638, Phoenix, Arizona 85005-6638, and shall be sent by certified mail, return receipt requested.

Acceptability of Insurers

Insurance is to be placed with duly licensed or approved non-admitted insurers in the State of Arizona with an "A.M. Best" rating of not less than A-VII. The State of Arizona in no way warrants that the above-required minimum insurer rating is sufficient to protect the contractor from potential insurer insolvency.

Verification of Coverage

Contractor shall furnish the Arizona Department of Public Safety with certificates of insurance (Accord Form or equivalent approved by the State of Arizona) as required by this contract. The certificates for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements are to be received and approved by the Arizona Department of Public Safety before work commences. Each insurance policy required by this contract must be in effect at or prior to commencement of work under this contract and remain

in effect for the duration of the project. Failure to maintain the insurance policies as required by this contract, or



Special Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
26

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

to provide evidence of renewal, is a material breach of contract.

All certificates required by this contract shall be sent directly to the Arizona Department of Public Safety - Finance Section - Mail Drop 1330; P.O. Box 6638, Phoenix, Arizona 85005-6638. The State of Arizona contract number and description shall be noted on the certificate of insurance. The Arizona Department of Public Safety reserves the right to require complete, certified copies of all insurance policies required by this contract at any time. *Do not send certificates of insurance to the State of Arizona's Risk Management Section.*

Subcontractor

Contractors certificate(s) shall include all subcontractors as insured's under its policies or contractor shall furnish to the Arizona Department of Public Safety separate certificates and endorsements for each subcontractor. All coverage's for subcontractors shall be subject to the minimum requirements identified above.

Approval

Any modifications or variation from the insurance requirements in this contract shall be made by the Department of Administration, Risk Management Section, whose decision shall be final. Such action will not require a formal contract amendment, but may be made by administrative action.

Exceptions

In the event the contractor or subcontractor(s) is/are a public entity, then the insurance requirements shall not apply. Such public entity shall provide a certificate of self-insurance. If the contractor or subcontractor(s) is/are a State of Arizona agency, board, commission, or university, none of the above shall apply.

15. **EMPLOYEE BACKGROUND CHECKS:** During the term of the contract DPS, at its sole discretion, may require the contractor's employees and/or subcontractor employees who perform work under the contract to submit to a criminal background check (inclusive of fingerprinting/polygraph testing). The contractor shall be responsible for all cost associated with fingerprinting/polygraph testing. A signed background check release form shall be submitted for all employees required by DPS to submit to background checks. All releases shall be provided to the DPS Human Resources Manager prior employees and/or subcontractor employees performing work under the contract. DPS cannot guarantee a timeframe for completion of background checks, this fact should be taken into consideration by the contractor.

DPS reserves the right to deny utilizing any employee or subcontractor's employee for the purpose of this contract. The decision of DPS as to the eligibility of an individual working under the contract shall be final and therefore not subject to appeal. Pursuant to state law, the information obtained from the background check cannot be divulged to an individual or employer or any unauthorized party.

16. **Illegal/Non-Prescription Drugs, Alcohol and Weapons:** Illegal/non-prescription drugs, alcohol and weapons (of any type) are not permitted on Arizona Department of Public Safety property (land or building). Any contractor or contractor employee possessing illegal/non-prescription drugs, alcohol and/or weapons (of any type) on Arizona Department of Public Safety property shall be immediately removed from the property and not be allowed future access.
17. **Federal Immigration Laws, Compliance by State Contractors:** By entering into the contract, the contractor warrants compliance with the Federal Immigration and Nationality Act (FINA) and other Federal immigration laws and regulations related to the immigration status of its employees. The contractor shall obtain statements



Special Terms and Conditions

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
27

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

from its subcontractors certifying compliance and shall furnish the statements to the procurement officer upon request. These warranties shall remain in effect through the term of the contract. The contractor and its subcontractors shall also maintain Employment Eligibility Verification forms (I-9) as required by the U.S. Department of Labor's

Immigration and Control Act, for all employees performing work under the contract. I-9 forms are available for download at USCIS.GOV. The state may request verification of compliance for any contractor or subcontractor performing work under the contract. Should the State suspect or find that the contractor or any of its subcontractors are not in compliance, the State may pursue any and all remedies allowed by law, including, but not limited to suspension and/or debarment of the contractor. All cost necessary to verify compliance are the responsibility of the contractor.

18. I.T. 508 Compliance: Unless specifically authorized in the Contract, any electronic or information technology offered to the State of Arizona under this contract shall comply with A.R.S. §41-2531 and 41- §2532 and Section 508 of the Rehabilitation Act of 1973, which required that employees and members of the public shall have access to and use information technology that is comparable to the access and use by employees and members of the public who are not individuals with disabilities.
19. Offshore Performance of Work Prohibited: Due to security and identity protection concerns, direct services under this contract shall be performed within the borders of the United States. Any services that are described in the specifications or scope of work that directly serve the State of Arizona or its clients and may involve access to secure or sensitive data or personal client data or development or modification of software for the State shall be performed within the borders of the United States. Unless specifically stated otherwise in the specifications, this definition does not apply to indirect or 'overhead' services, redundant back-up services or services that are incidental to the performance of the contract. This provision applies to work performed by subcontractors at all tiers.
20. Illegal/Non-Prescription Drugs, Alcohol and Weapons: Illegal/non-prescription drugs, alcohol and weapons (of any type) are not permitted on Arizona Department of Public Safety property (land or building). Any contractor or contractor employee possessing illegal/non-prescription drugs, alcohol and/or weapons (of any type) on Arizona Department of Public Safety property shall be immediately removed from the property and not be allowed future access.
21. Executive Order 2007-03 Improving Air Quality: The Contractor shall comply with Executive Order 2007-03 as it applies to this project.



Scope of Work

SOLICITATION NO.: L8-022

PAGE
28

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

1. **Introduction:** The Arizona Department of Public Safety (DPS) seeks to enter into a term contract with a firm capable of providing Statewide Traffic Photo Speed & Intersection Enforcement Systems, Mobile and Fixed and related services (STPSIES) in accordance with the terms, conditions, specifications and scope of work contained herein. Prospective Offerors should have demonstrated capabilities in the areas contained in the solicitation's Scope of Work section. All equipment, hardware and software shall be owned by the contracted firm.
2. **Scope of Work:** The contracted firm shall provide all equipment, hardware, software, personnel and services (inclusive of any installation) required to provide:
 - 2.1. Identification, through photograph, video and calibrated equipment/software systems, of motor vehicles and drivers found violating Arizona traffic laws as specified in S.O.W. section 3. Mobile Systems (via mobile Van/SUV platforms) and Fixed Systems shall function accurately 24 hours per day 7 days per week in all weather conditions (mandatory) as specified in S.O.W. section 3.2.5;
 - 2.2. Citation generation and processing services as specified in S.O.W. section 8;
 - 2.3. Court testimony services as specified in S.O.W. section 9;
 - 2.4. Data collection and reporting services as defined in S.O.W. section 10;
 - 2.5. Training services as defined in S.O.W. section 11;
 - 2.6. Customer service and support services as defined in S.O.W. section 12;
 - 2.7. Community awareness services as defined in S.O.W. section 13.
3. **Equipment/Hardware Fixed & Mobile Systems:** Equipment/Hardware shall include, at a minimum, all computers, computer interfaces, software, digital video/cameras, flash strobes, network equipment, cable, wiring, and all necessary appurtenances required to support fully functional Photo Enforcement Systems.
 - 3.1. Photo/video equipment shall
 - 3.1.1. Be digital technology;
 - 3.1.2. Utilize a minimum of twelve mega-pixel resolution digital cameras;
 - 3.1.3. Utilize digital video with no less than 30 frames per second;
 - 3.1.4. Be capable of consistently obtaining photographs of both reflectorized and non-reflectorized license plates, regardless of glare or ambient lighting conditions;
 - 3.1.5. Be capable of photographing both the front and rear of vehicles whose drivers commit traffic violations;
 - 3.1.6. Be capable of producing clear video of the vehicle committing the violation with a minimum duration of five seconds per violation;
 - 3.1.7. Be capable of measuring speeds and recording clear images of the driver that is reasonably believed to be committing a traffic violation;
 - 3.1.8. Be capable of consistently obtaining a clear image of the front of vehicles so as to clearly identify the driver;
 - 3.1.9. Be capable of consistently obtaining a clear image of the rear of vehicles so as to clearly identify the license plate;
 - 3.1.10. Be capable of producing images that are clearly discernible and visible to the naked eye without the use of enhancement equipment to view the photograph/video of the violator vehicle;
 - 3.1.11. Be as automated as possible with regard to set-up, aperture settings, focusing, and leveling.
 - 3.2. Photo Enforcement Speed Equipment shall be
 - 3.2.1. Capable of recording speeds within a tolerance of plus or minus one (1) mile per hour of the actual



Scope of Work

SOLICITATION NO.: L8-022

PAGE
29

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

speed of a target vehicle; (The contractor shall specify, in detail, performance standards by which the accuracy, of their speed measuring devices, are measured);

- 3.2.2. Capable of performing internal calibration checks for accuracy and functionality;
 - 3.2.2.1. Evidence of such testing must be imprinted on the digital camera image;
 - 3.2.2.2. Test failures must prevent further operation of the incapacitated unit;
 - 3.2.2.3. The internal test should provide a visual and/or auditory signal that clearly indicates the equipment's operational accuracy or lack thereof;
- 3.2.3. Capable of accurately monitoring several lanes of traffic for speed violations occurring concurrently;
- 3.2.4. Capable of separately identifying concurrent violations;
- 3.2.5. Capable of operating 24-hours per day 7 days per week, with the exception of downtime associated with system repair or maintenance (Repairs and maintenance should be completed within 24 hours);
- 3.2.6. Capable of gathering detailed computer data for statistical analysis and the ability to produce histograms and other graphical depictions for submission in court proceedings;
- 3.2.7. Capable of recording clear photographic images of both the front and rear of vehicles whose drivers violate A.R.S Title 28 sections 645, 701, 702, and 797;
- 3.2.8. Capable of recording clear images of the driver of the vehicle that is reasonably believed to be committing the violation;
- 3.2.9. Capable of producing clear video of the vehicle committing the violation;
- 3.2.10. Equipped with a computer interface;
- 3.2.11. New "latest technology". DPS shall reserve the right to reject equipment that does not meet current market standards.

3.3. Fixed Speed Systems shall be

- 3.3.1. Capable of being activated and deactivated at random as designated by the DPS;
- 3.3.2. In compliance with SOW section 3.1 & 3.2;

3.4. Fixed Photo Red Light/Speed on Green Systems shall be

- 3.4.1. Capable of detecting drivers/vehicles speed entering designated traffic light intersections during the traffic signal's red light phase;
- 3.4.2. Capable of detecting drivers/vehicles violating the posted speed limit during the traffic signal's green and yellow phase;
- 3.4.3. Capable of recording clear photographic images of both the front and rear of vehicles whose drivers violate A.R.S Title 28 section 645, 701, and 702;
- 3.4.4. Capable of producing clear video of the vehicle while committing the violation;
- 3.4.5. In compliance with SOW section 3.1 & 3.2;

3.5. Mobile Photo Red Light/Speed on Green Systems shall be

- 3.5.1. Capable of detecting drivers/vehicles speed entering designated traffic light intersections during the traffic signal's red light phase;
- 3.5.2. Capable of detecting drivers/vehicles violating the posted speed limit during the traffic signal's green and yellow phase;
- 3.5.3. Capable of recording clear photographic images of both the front and rear of vehicles whose drivers violate A.R.S Title 28 section 645, 701, and 702;
- 3.5.4. Capable of producing clear video of the vehicle while committing the violation;
- 3.5.5. Capable of being moved to different locations on a daily basis;
- 3.5.6. In compliance with SOW section 3.1 & 3.2



Scope of Work

SOLICITATION NO.: L8-022

PAGE
30

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

3.6. The contractor shall

- 3.6.1. Provide, install, and operate the equipment necessary to make the proposed Photo Enforcement system(s) functional;
- 3.6.2. Be required to account for each photographed vehicle, each violation sent to DPS for citation approval, and each approved citation/complaint;
- 3.6.3. Notify the DPS of any malfunctions in any of the systems immediately upon their discovery;
- 3.6.4. Provide weekly and monthly statistics to the DPS containing details of equipment failures. Statistics should include equipment location, failure type, time device was placed out of service, time device was placed back into service and corrective action taken on the device. Similar network and applications statistics will also need to be provided to the DPS;
- 3.6.5. Arrange for an efficient method for the retrieval and timely processing of the reproduction of any image requested by the DPS;
- 3.6.6. Be responsible for all maintenance and repairs of the digital camera systems, regardless of cause;
- 3.6.7. Produce monthly, or as requested, reports of activity and individual histograms for court and/or other purposes. The data should be provided by location as well as in a summary format.

3.7. All imaging equipment, computer equipment, and/or associated equipment shall have the ability to document and track enforcement data for record keeping and court purposes.

3.8. DPS will determine the delay settings and speed level for citations and warnings based upon statistical data, collision rates, and safety issues such as red light running, aggressive driving, population density, weather, lighting, and analysis of traffic information.

3.9. The program may include the issuance of warnings based on criteria established by the DPS. In the event a warning is issued, the Contractor will follow the same procedures for mailing as for a first notification of a complaint.

3.9.1. The ability to issue warnings and citations at any deployment location during the same time period is preferred.

3.10. All deployment locations shall be determined by the DPS.

3.11. New Technology. Offerors are encouraged to provide detail relating to:

- 3.11.1. The ability to reduce or eliminate the need for a photo flash or strobe in all applications;
- 3.11.2. The ability to increase photo resolution;
- 3.11.3. The ability to provide for a safer work environment, relative to vehicle positioning, for the operator of the Mobile Speed System.

4. Network Hardware and Services, Fixed & Mobile Systems: The contractor shall:

- 4.1. Provide all network hardware and network services required;
- 4.2. Provide network design schematics as part of its solution. Schematics must be kept current as the system matures and changes;
- 4.3. Provide a network that is industry standard TCP/IP for both LAN and WAN network segments;
 - 4.3.1. All data flowing through the data network must be encrypted from the nearest data capture point all the way to its final destination;
 - 4.3.2. Encryption used must meet Advanced Encryption Standard (AES) with a minimum encryption of



Scope of Work

SOLICITATION NO.: L8-022

PAGE
31

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

128bit up to 1024 bit algorithm;

- 4.3.3. Servers storing digital images which are available through a network must be properly protected via firewalls from the Internet and other non-secure networks;
- 4.3.4. Network deployment and management will follow "best-practice" network configuration and security measures;
- 4.3.5. Critical devices storing data must include automated file backup measures to insure data is stored and backed up in case of a major equipment failure;
- 4.3.6. Redundancy must be built as part of the network and critical storage devices;
- 4.3.7. As part of the system, a file archive mechanism must be included to allow the DPS the ability to archive data on a scheduled basis. The archive system must contain a means of data search and data retrieval.

5. **Mobile Systems:** The contractor shall supply a quantity estimated up to forty (40) Mobile Speed Systems and up to ten (10) Mobile Red Light Systems among locations designated by DPS. Each Mobile System shall:

- 5.1. Consist of a new (current year or newer) sport utility vehicle or comparably equipped van type vehicle (hybrid vehicles preferred) suitable for photo enforcement on State highways within the State of Arizona;
- 5.2. Have a solid white exterior ready for DPS applied markings to clearly identify each vehicle as a government vehicle.
 - 5.2.1. The DPS shall be responsible for purchasing and installing markings consistent with DPS standards.
 - 5.2.2. Only markings authorized by the DPS shall be affixed;
- 5.3. Have and maintain current Arizona registration;
- 5.4. Be operated in a manner consistent with the image set forth by DPS;
- 5.5. Be operated only on State highways within the State of Arizona as directed by DPS;
- 5.6. Be capable of operating with monitored traffic passing either to the left or to the right of the Mobile System.
 - 5.6.1. In the event the Mobile Speed System is deployed on a two lane roadway, one lane in each direction, it shall be capable of simultaneously measuring the speed of vehicles traveling in both directions;
 - 5.6.2. In the event the Mobile Speed System is deployed in a median measuring less than fifty (50) feet, it shall be capable of simultaneously measuring the speed of vehicles traveling in a minimum of two lanes in each direction.
- 5.7. Be capable of monitoring a minimum of three lanes of traffic, exclusive of the shoulder, from a deployment location ten to fifteen feet from the fog line (edge of traveled lane) on the roadway;
- 5.8. Contain sufficient imaging, radar, computer and any other associated equipment needed to record, document and track for record keeping and court purposes, a vehicle and the driver believed to be exceeding the posted speed limit and/or entering an intersection during a traffic signals red phase;
- 5.9. Have digital cameras and speed and/or other detection systems capable of measuring speeds and recording clear images and video of vehicles approaching and departing the digital camera;
- 5.10. Be capable of recording video images of the violations from a height of no less than eleven (11) feet.
- 5.11. Contain appropriate signage as to comply with ARS 28-654.
 - 5.11.1. Signs used on Interstate highways shall be 48" X 48";
 - 5.11.2. Signs used on all other highways shall be 36" X 36";
 - 5.11.3. All sign support structures shall be compliant with the Manual on Uniform Traffic Control Devices (MUTCD).

6. **Mobile System Operators:** The contractor shall:



Scope of Work

SOLICITATION NO.: L8-022

PAGE
32

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- 6.1. Provide staff to drive the Mobile Systems and maintain equipment while it is in operation;
 - 6.1.1. All operators shall:
 - 6.1.1.1. Pass background investigations as designated by the DPS;
 - 6.1.1.2. Posses and maintain a valid Arizona driver license;
 - 6.1.1.3. Be dressed in professional attire as determined by the DPS designee;
 - 6.2. Be responsible for all operational costs of the vehicles including maintenance, repairs and insurance;
 - 6.3. Be responsible for insuring all vehicles and equipment for property damage caused by fire, collision, theft, and other perils;
 - 6.4. Be responsible for rotating the Mobile Systems among the designated times and locations throughout the state at the discretion and under the supervision of DPS.
 - 6.5. Provide similarly equipped backup vehicles should one or more of the primary vehicles be out of service for more than 24 hours.
 - 6.6. Each Mobile System must be deployed a minimum of 425 hours each quarter.
 - 6.6.1. Deployment is defined as time spent on location capturing images.
 - 6.7. In the event that the contract should terminate at any time, the contractor shall give the DPS no less than two (2) weeks after the end of the contract for removal of all DPS property.

7. Fixed Enforcement Systems

- 7.1. The contractor shall supply red light/speed camera systems, estimated up to thirty (30) intersections, with a minimum of two directions per intersection being monitored, at locations within the State of Arizona as designated by the DPS.
- 7.2. The contractor shall supply fixed speed camera systems estimated up to ninety (90) fixed locations within the State of Arizona as designated by the DPS.
- 7.3. During the construction and maintenance of fixed and/or Mobile enforcement systems the contractor shall
 - 7.3.1. Conform to all applicable Local, State and Federal guidelines;
 - 7.3.2. Provide for location of underground facilities prior to construction as per Arizona Revised Statutes;
 - 7.3.2.1. This is commonly referred to as "blue staking" because the one-call system for underground facilities in this area is called the Blue Stake Center.
 - 7.3.3. Configure their system to avoid all conflicts, provide and install all poles, foundations, conduits, digital camera boxes, sensors, related wiring, network hardware, and any ancillary equipment necessary to make the photo enforcement system(s) operational;
 - 7.3.3.1. In areas where the posted speed limit exceeds 40 Miles per Hour (MPH), installations shall conform to applicable American Association of State Highway Transportation Officials (AASHTO) roadside design code specification.
 - 7.3.4. Install and locate poles and enclosures that will minimize the visual impact to adjacent properties;
 - 7.3.4.1. Upon the approval of Arizona Department of Transportation (ADOT), some fixed equipment may be attached to ADOT's existing structures;
 - 7.3.4.2. Upon termination of the contract the contractor shall be required to remove all equipment and return intersections, sidewalks, etc. to their original condition within 120 days.
 - 7.3.5. Install the poles, foundations, conduits, sensors and digital camera systems under the supervision/review of the ADOT and in accordance with normal ADOT practices as set forth in the standard specification and standard drawings published by the ADOT on its website (azdot.gov);



Scope of Work

SOLICITATION NO.: L8-022

PAGE
33

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

- 7.3.6. Be responsible for submitting any plans as prescribed by Local code, obtaining all necessary permits and adhering to all applicable Local, State and Federal rules and regulations, signage, and building and construction standards;
- 7.3.7. All installation locations, sensor placements, and timing sequences shall be determined by the DPS and the ADOT. The system shall not activate on violations below the tolerance(s) set by the DPS;
- 7.3.8. Place warning signs as prescribed in ARS 28-654;
 - 7.3.8.1. Warning signs must be clearly visible and compliant with the Manual on Uniform Traffic Control Devices (MUTCD);
 - 7.3.8.2. The maintenance of the warning signs will be the sole responsibility of the Contractor.
- 7.4. During the construction and maintenance of the Red Light/Speed systems the contractor shall
 - 7.4.1. Comply with the provisions of SOW section 7.3;
 - 7.4.2. Provide equipment that meets or exceeds National Electrical Manufacturers Association (NEMA) Traffic Control Systems Standards Publication TSW2-1992, as it relates to interconnection compatibility with traffic signal equipment, and be compatible with the State's Model Controllers;
 - 7.4.3. Use isolation relays or equivalent to protect traffic signal equipment from noise, transient voltage, and any related remote interconnect or interference problems in accordance with the NEMA standard;
 - 7.4.4. Provide systems that are wholly separate from traffic signal systems, with the exception of two wires leading out from the State's traffic controller indicating the onset of the red light;
 - 7.4.4.1. Photo enforcement systems cannot use existing conduits utilized by traffic signals or any detection equipment required to operate the traffic signal.
 - 7.4.5. Provide a convenient means of disconnecting it from the traffic signal system;
 - 7.4.5.1. The State shall retain the right to disconnect the contractor's system from the traffic signal system when, in the opinion of the State, it is in the State's best interest to do so for purposes of maintenance, repair, troubleshooting or other reason related to the proper operation of the traffic signal system;
 - 7.4.6. Any malfunction of the fixed photo red light/speed enforcement digital camera systems shall not interfere or cause a malfunction in the normal cycling and operation of the existing traffic control system in place at the specific intersection.
 - 7.4.7. The contractor's digital camera system shall monitor status of the traffic signal via field terminals (120 VAC).
8. **Citation Generation and Processing Services:** The contractor shall provide the citation and processing services as part of the contract. For the purposes of this contract, the terms "citation", "complaint", and "charge" are synonymous and interchangeable. All processing procedures shall be conducted in a timely manner and in accordance with applicable court rules and Federal, State and Local laws.
 - 8.1. Vehicle registration information is required to issue citations. For Arizona drivers and registered vehicles, the DPS will make this information available to the contractor at no cost. The contractor shall demonstrate the ability to access appropriate systems to obtain out-of-state registered owner information.
 - 8.2. All complaints and summons shall:
 - 8.2.1. Be in a format approved by the Arizona Supreme Court;
 - 8.2.2. Be issued to the registered owner as listed with the respective states Motor Vehicle Division or equivalents computer system in a format that separates first, middle, and last names;



Scope of Work

SOLICITATION NO.: L8-022

PAGE
34

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- 8.2.3. Be issued to a name that includes at a minimum, a last name for the defendant, if the Motor Vehicle record only lists one name. The defendant's date of birth and driver license number will be included if available;
- 8.2.4. Be separately issued from a unique complaint number series and filed separately with the Designated Court;
- 8.2.5. Have an electronic or facsimile signature or name of a DPS employee who has personally reviewed each photograph and associated citation on-line before it is issued;
- 8.2.6. Include a facsimile signature of the Presiding Judge of the Designated Court if it is a criminal violation where a summons is to be issued;
- 8.2.7. Be issued in accordance with Arizona Rules of Civil Procedure (civil violations), Rule 4, which requires mailing of a copy of the complaint by first class mail, postage prepaid to the person to be served, together with a copy of the notice and acknowledgment of receipt of the complaint, in a return envelope, postage prepaid and addressed to the sender. The packet mailed to the defendant shall also include; a) a *Designated Court Waiver of Service Complaint and Summons* form. b) A *Declaration of Admitted Driver* form. c) A *Declaration of Non-Driver and Request for Dismissal* form.
- 8.2.8. Be issued in accordance with the Arizona Rules of Criminal Procedure (criminal violations), Rule 3.4 (effective December 01, 2005), which requires mailing a copy of the complaint and a summons by registered mail, return receipt requested, to the person to be served, with a copy of the notice. The packet mailed shall include a return envelope, postage prepaid and addressed to the sender. It shall also include; a) a *Designated Court Waiver of Service Complaint and Summons* form. b) A *Declaration of Admitted Driver* form. c) A *Declaration of Non-Driver and Request for Dismissal* form.

8.2.8.1. A system must be in place to notify the Court of the successful service and to provide the return receipt, or a copy of the receipt, to the Court.

- 8.3. The contractor shall bear all costs associated with this mailing and maintain funds with the United States Postal Service (USPS) sufficient to cover the costs of postage paid envelopes returned to the court.
- 8.4. Complaints shall be sent to the DPS within five (5) calendar days (10 calendar days for out of State) of the violation and approved by the DPS before the complaint is issued. The summons must be approved by the Designated Court before the complaint is mailed. The complaint and summons must be filed electronically, and mailed within ten (10) calendar days (15 calendar days for out of State) of the violation. All complaints, civil or criminal, must have court dates for initial appearances assigned on a date mutually agreed upon with the Designated Court. The ability to schedule appearances on specific dates and times is preferred. The contractor shall obtain the holiday schedule from the Designated Court to ensure that the originally assigned arraignment court date listed on the summons and complaint does not fall on a holiday.
- 8.5. The contractor shall file the original copies of the complaints with the Designated Court on the same day that the complaints are issued. The contractor shall provide hard copies as well as an electronic transfer of data and/or complaint images to the Court. In the event citations are generated within a court jurisdiction that does not have computer connectivity with the contractor, the DPS approved citations shall be printed and delivered to the Designated Court within (5) calendar days of approval.
- 8.6. The contractor shall provide a courier service for daily delivery of the summons and complaints and other associated documents to the Designated Court.



Scope of Work

SOLICITATION NO.: L8-022

PAGE
35

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- 8.7. Upon notification that the named defendant failed to respond to a complaint by the designated court date, the contractor shall then issue a second copy of the summons and complaint and will contract with a licensed process server to serve the complaint as directed by the court. Additional service, including process service, will be provided by the Contractor in accordance with procedures established by the court.
- 8.7.1. Criminal defendants, who have been successfully served by the USPS, and fail to respond by the designated court date, will have warrants issued for their arrest by the Designated Court.
- 8.7.2. Criminal defendants, who have NOT been successfully served by the USPS, are subject to immediate process service through the contractor.
- 8.8. Should the named defendants provide information indicating they were not the driver or choose to nominate a different driver/defendant; those mailings may be initially screened by the contractor as directed by the DPS.
- 8.8.1. All dismissals will require DPS approval;
- 8.8.2. DPS will file a motion to dismiss on each approved case which will require the Designated Court to notify the defendant;
- 8.9. The contractor shall be responsible for generating a summons, complaint, or both in a name other than the registered owner when directed by the DPS. (The summons and complaint must be associated with the existing violation information on file and matched to the new defendant information.)
- 8.10. Images/Processing and Storage. The contractor shall:
- 8.10.1. Ensure there is a clear unobstructed image for each complaint filed. The capability to enlarge images shall also be required;
- 8.10.2. Require a second employee to review all violation images to ensure no misread registration plates will result in faulty citations;
- 8.10.3. Ensure that all images include a data line with the following information imprinted upon the image but not obstructing the violation images:
- 8.10.3.1. Day, month and year of the suspected violation;
- 8.10.3.2. Time of the suspected violation (hours/minutes/seconds);
- 8.10.3.3. Direction of the vehicle photographed;
- 8.10.3.4. The Speed of the vehicle;
- 8.10.3.5. Location code.
- 8.10.3.6. In addition to the information listed above, the data line on the second image should also include the elapsed time from the first image (fixed systems only).
- 8.10.4. Provide a method for the examination/inspection, retrieval and/or reproduction of images for any photographed vehicle upon request of the DPS Designee;
- 8.10.5. Provide the DPS with photographs of all violator vehicles bearing fictitious, altered or suspended license plates. For those vehicles or license plates that have been reported stolen, this notification shall be made immediately upon discovery;
- 8.10.6. Provide computer queries when required to ascertain information related to any law enforcement purpose as requested by the DPS Designee;
- 8.10.7. Provide photographs for viewing by the citizen in receipt of the complaint;
- 8.10.8. Provide an audit trail of all unusable and unattainable images with documentation regarding why the photograph was unusable and/or why a citation was not generated;



Scope of Work

SOLICITATION NO.: L8-022

PAGE
36

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- 8.10.9. Store all electronic data for a period of three years or a time agreed upon with the DPS;
- 8.10.10. Maintain a proper chain of custody of evidence in accordance with established laws that meet the requirements of the State of Arizona and the DPS;
- 8.10.11. Maintain sufficient records to ensure compliance with Arizona Revised Statutes, Section 28-1560, "Illegal Cancellation of Traffic Citation; classification; audit", and all applicable rules set forth by the Arizona Supreme Court Administrative Office of the Courts (AOC);

- 8.11. All actionable images produced by digital camera systems shall be maintained by the contractor for a period of three years from the date of the violation disposition. All non-actionable images produced by the digital camera systems shall be maintained by the contractor for a period of one year from the date of violation.

- 8.12. All images recorded and stored shall become the property of DPS and shall only be used for the purposes of legal enforcement by DPS. Any and all DPS Photo Enforcement data, photos, video, electronic and written communication, phone calls and histograms obtained or received shall become the sole property of the DPS and any release of information must be specifically authorized in writing by DPS.

- 8.13. All images produced by the contractor shall be used for prosecution purposes only unless specifically authorized in writing by DPS. All passengers within any vehicle photographed shall be obscured; only the driver should be visible and recognizable.

- 8.14. Connectivity. The contractor shall
 - 8.14.1. Provide programming for the electronic transfer of information between DPS, the designated court and the contractor to allow for timely issuance of initial complaints, second copies of the summons and complaint and a copy of the summons and complaint delivered to the process server. The electronic transfer of citations and complaint data between the contractor's system and the Designated Court's CMS system shall be via IBM Websphere MQ using TCP/IP. Data, image format and acceptable file formats and necessary system specifications will be provided by the CMS IT Director or designee. A dedicated connection will be required between the contractor and the Court;
 - 8.14.2. Accept from the Designated Court an electronic file of all defendants who have not responded to the original complaint with a future court date set by the Court;
 - 8.14.3. Accept from the Designated Court, an electronic file of all complaints that have been amended into the name of the admitted driver, with future court dates beyond the original arraignment date and will produce a "hard copy" of the amended complaint to be delivered to the Court. The summons and complaint must be associated with the existing violation information on file and matched to the new defendant information;
 - 8.14.4. Accept from the Designated Court an electronic file of all defendants, who, after their original court dates, and before their continued arraignment dates, have answered the photo complaint;
 - 8.14.5. Have and maintain the capability of electronically transferring citations and complaint data to the Designated Court's Management System (CMS) in a format prescribed by the Court's CMS IT Director or designee. The format will be XML and content of the XML document will be provided by the Designated Court. All coded data must conform to NCIC and Court standards. The contractor shall also submit the original complaint and copy of the summons to the Court. The contractor shall submit an optical image of the complaint and summons to the Court in a format prescribed by the Court's CMS IT Director or designee;



Scope of Work

SOLICITATION NO.: L8-022

PAGE
37

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- 8.14.6. Provide continuous technical support and training of DPS staff on the operation of the contractor's computer system;
- 8.14.7. Be responsible for processing all images and the recording of all data related to individual citations;
- 8.14.8. The Designated Court shall maintain direct control of any on-line transactions or data transfers into the contractor's computer for payments received, defensive driving program (DDP) completions and continuances, arraignment appearances, hearing requests and service of process in accordance with any agreed to requirements for doing same;
- 8.14.9. Qwest and AT&T leased communications are preferred for telecommunications.

9. Court Testimony Services: The contractor shall

- 9.1. Provide qualified personnel who can provide documentation and testify in court to the accuracy, calibration, maintenance, repair records, technical operation and effectiveness of the firms TPSIES for contested complaints;
- 9.2. Specify a process to notify all operators and technicians of subpoenas and court dates as required for successful prosecution in the appropriate court;
- 9.3. Upon receipt of "notice of hearing", create and forward court packets to the DPS administrator within 10 days of receipt of a notice of hearing (or no later than 48 hours prior to the scheduled court date) or provide the information via digital transmission and printing to the DPS Administrator's place of business. The court packet shall include:
 - 9.3.1. All images of the violating vehicle;
 - 9.3.2. All violation/citation data; and
 - 9.3.3. Certification that that the system was operating properly prior, during and after the violation.

10. Data Collection and Reporting Services:

- 10.1. The contractor shall submit monthly reports to the DPS of the TPSIES program results.
- 10.2. Reports shall be provided within 15 calendar days from the end of a previous month and shall, at a minimum include:
 - 10.2.1. The total number of violations photographed by speed cameras;
 - 10.2.2. The total number of actionable violation images captures by speed cameras;
 - 10.2.3. The total number of unactionable violation images captured by speed cameras;
 - 10.2.4. The total number of violations for speed that are forwarded to DPS for review;
 - 10.2.5. The total number of complaints filed with designated courts separated by court and speed cameras; and
 - 10.2.6. Deployment statistics by deployment of speed camera systems.
- 10.3. The contractor shall also provide quarterly and yearly summary data reports compiled from monthly reports and containing year-to-date statistics.
- 10.4. The contractor shall prepare an initial program evaluation report six (6) months after the beginning of the program. The report shall include an analysis of the initial program data and an explanation of any program improvements that have been planned and implemented. The contractor shall complete and submit a comprehensive program evaluation at the end of the contract period.



Scope of Work

SOLICITATION NO.: L8-022

PAGE
38

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- 10.5. DPS may also request alternate report(s) and/or document(s) deemed useful to the program. Alternate reports shall be delivered as mutually agreed upon by the DPS and the contractor.
11. **Training/Education Services:** The contractor should provide a basic training/education program for designated Department of Public Safety, Department of Transportation and designated court staff personnel.
- 11.1. The contractor's training program should, at a minimum detail:
- 11.1.1. The use and operation of the enforcement system(s);
 - 11.1.2. The use and operation of computer/software systems;
 - 11.1.3. Citation generation and processing procedures;
 - 11.1.4. Court testimony processes; and
 - 11.1.5. Data collection and reporting methods.
- 11.2. Training sessions shall be performed at locations and times mutually agreed upon by DPS and the contractor (minimum 1 to 3 sessions per year with recommended class size, 15 attendees per instructor).
12. **Customer Service and Support Services:** The contractor should set up and maintain the customer services and support services as described below. Due to security and identity protection concerns, direct services under this contract shall be performed within the borders of the United States. Any services that are described in the specifications or scope of work that directly serve the State of Arizona or its clients and may involve access to secure or sensitive data or personal client data or development or modification of software for the State shall be performed within the borders of the United States. Unless specifically stated otherwise in the specifications, this definition does not apply to indirect or 'overhead' services, redundant back-up services or services that are incidental to the performance of the contract. This provision applies to work performed by subcontractors at all tiers.
- 12.1. **LOCAL & TOLL FREE NUMBER HELP DESK:** A local and toll free telephone system staffed by qualified personnel to answer the public's questions or concerns related to the TPSIES program or individual citation complaints. The local and toll free telephone system shall:
- 12.1.1. Be available for public access Monday through Friday from 8:00 am to 5:00 pm excluding state holidays;
 - 12.1.2. Be user friendly with touch tone prompting and an "opt out" selection for either English or Spanish speaking customer service representatives; and
 - 12.1.3. Record and archive customer/contractor conversations to assure quality control and management oversight of staff is performed and to create an audit trail of events/conversations. Recordings must be made available to the appropriate DPS Designee within 48 hours of a requested conversation or for a maximum of 90 days or as mutually agreed upon by DPS and the contractor.
- 12.2. The contractor and all designated employees shall make every effort to work with DPS in resolving public inquiries or complaints pursued in any of the above customer service formats. The contractor should assist DPS in establishing a clear written protocol for handling public complaints.
- 12.3. DPS shall reserve the right at its sole discretion to request the removal of an employee, employees, recordings or content. Upon notice by the DPS the contractor shall implement and/or correct all concerns immediately.
13. **Community Awareness Services:** All media and public service information regarding services provided by the



Scope of Work

SOLICITATION NO.: L8-022

PAGE
39

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

contractor will be coordinated by and through DPS media and related government offices. The contractor is not authorized to release media or any other information regarding services provided under this contract.



Price Sheet/Questionnaire Section

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

PAGE
40

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Pricing

The Offeror shall provide Statewide Traffic Photo Speed & Intersection Enforcement Systems, Mobile and Fixed (A.K.A. TPSIES) in accordance with the terms, conditions, specifications and scope of work contained herein for the firm fixed price per paid citation listed below.

The firm fixed price per paid citation shall also include, but may not be limited to; all labor, materials, permits, insurance's, applicable taxes, equipment/hardware/software maintenance, public utility cost, ADOT & alternate state vehicle registration database access charges, printing/ mailing charges, process service charges, reporting/training/community awareness costs as well as all other charges, costs, items of expense and offeror profit.

Item	Description	Fixed Price per Paid Citation
1	Traffic Photo Speed & Intersection Enforcement Systems, Mobile and Fixed (A.K.A. TPSIES)	\$ _____

Option Pricing: (Will not be considered during the evaluation of proposals)

Reduced price per paid citation for specified total quantity Threshold(s)

- _____ for quantities after _____ Paid Citations
- _____ for quantities after _____ Paid Citations
- _____ for quantities after _____ Paid Citations
- _____ for quantities after _____ Paid Citations
- _____ for quantities after _____ Paid Citations



**Price Sheet/Questionnaire
Section**

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

PAGE
44

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

4. Describe in detail your firms method and approach to satisfying Scope of Work section 10; Data Collection and Reporting Services: Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

A series of horizontal lines for writing, consisting of approximately 35 lines spaced evenly down the page.



Price Sheet/Questionnaire Section

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

PAGE
48

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Experience/Capabilities (As per Special Instructions to Offeror's Section)

1. Provide Annual reports or equivalent financial data covering the past 3 year period. This information may be submitted as an attachment.
2. Provide the number and names of key personnel, subcontractors or consultants to be used to perform the requirements contained in the Request for Proposal (RFP) along with an organizational chart clearly delineating staffing and lines of authority. Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

3. Provide a minimum of 3 verifiable professional client references that are able to comment of their experience with working with your firm and key personnel. These references should have a past of current business relationship with your firm that is similar in size and scope to those contained in this Request for Proposal (RFP). Offeror's list should contain the references business name, address, contact name, facsimile, telephone numbers and e-mail addresses.



Price Sheet/Questionnaire Section

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022
**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

PAGE
49

4. Number of clients and geographic locations currently served:

End of Solicitation Document L8-022



SOLICITATION AMENDMENT

Request For Proposal No. L8-022
AMENDMENT NO. 1

DATE 2/18/08

The following addenda to the solicitation and clarifications to offerors questions are hereby incorporated into Request for Proposal number L8-022.

1. **Optional Service:** DPS may, at any time during the contract period and upon written notice for specified timeframe(s), require the contractor to enforce civil violations on its behalf by authorizing specific contractor employees to sign citations. Such signatures shall be electronic inserted by designated contractor employees who have been legally authorized by DPS to sign citations. All actions performed under this section shall be done in compliance with all applicable SOW sections inclusive of, but may not be limited to; SOW section 8, paragraphs 8.2.5, 8.4, 8.5 and SOW section 9 and applicable State law.

Offerors may provide a firm fixed price per paid citation, in addition to that offered on solicitation price sheet/questionnaire section page 40, for providing the optional service specified in item 1 in the area specified below:

\$ _____ Per Paid Citation.

2. **Question:** Page 22, Item 8 requests "All contractor supplied equipment, hardware and software malfunctions or failures, contractor and/or subcontractor personnel actions or inactions and contractor initiated preventative maintenance, repair, replacement of system equipment, hardware or software, third party caused vandalism, damage or power outages shall not result in actionable rates of less than 85% during expected deployment." Sections 8.1.1.1 and 8.1.1.1 seem to define actionable in contradictory terms. Does the DPS calculate the 85% actionable rates as the cumulative number of events minus uncontrollable events such as obscured driver image, trailer hitch, gender/age not matching DMV, etc. compared to the number of citations actually issued? If not, what is the actual equation to use for calculating the actionable rate?

DPS Response: See section 8.1.1.1.1 Exceptions. Exceptions are not actionable.

3. **Question:** Page 29, Section 3.5 references Mobile Photo Red Light/Speed on Green. What is the goal of the State's Mobile Red Light/Speed on Green request? Will fixed red light systems be considered? What criteria will the State use to determine mobile deployments?

DPS Response question 3.1: See Section 3.5 paragraph 3.5.1; Mobile Red Light/Speed on Green systems are used to detect drivers/vehicles entering designated traffic light intersections during the traffic signal's red light phase.

DPS Response question 3.2: Offers should meet or exceed specified requirements.

DPS Response question 3.3: Deployments shall be made at the sole discretion of the Department based upon factors such as; Collision rate statistics and/or demonstrated effectiveness of technology in specific geographic areas.

4. Page 31, Section 5.6 requests systems that "operate with monitored traffic passing either to the left or to the right of the Mobile System". Does the State intend systems to monitor traffic passing to the right and the left simultaneously? What is the minimum acceptable target range for the mobile speed system?

DPS Response question 4.1: Yes.



SOLICITATION AMENDMENT

**Request For Proposal No. L8-022
AMENDMENT NO. 1**

DATE 2/18/08

DPS Response question 4.2: See SOW paragraph 5.6.2 & 5.7 minimum target ranges.

5. Question: Page, 31 Section 5.10 requests systems “be capable of recording video images of the violations from a height of no less than eleven (11) feet.” What is the intention of having video from 11 feet? Does the State want vendors to use telescoping poles?

DPS Response: DPS will consider technology/equipment that provides solutions to meet or exceed specified requirements.

6. Question: Page 33, Section 7.4.4 requires signal sensing “that is wholly separate from traffic signal systems, with the exception of two wires leading out from the State’s traffic controller indicating the onset of the red light”. There are many benefits to signal sensing systems that monitor all phases of the traffic signal such as yellow time reports documenting accurate signal timings at the time of the violation. Our signal sensing system monitors all three signal phases as part of our proprietary system. Will the State allow vendors access to all three lead wires for signal sensing?

DPS Response question 6.1: DPS will consider technology/equipment that provides solutions to meet or exceed specified requirements.

DPS Response question 6.2: DPS makes no guarantee as to access to wiring controlled by another state agency (ADOT).

7. Question: Page 33, Section 8.2 indicates complaints and summons should be “issued to the registered owner as listed with the respective states Motor Vehicle Division”. In addition, Sections 8.2.7 and 8.2.8 cite the civil and criminal laws for issuing traffic citations. Does the State intend to issue civil or criminal citations as part of this program? Does the DPS intend to offer the registered owner an affidavit to nominate the actual driver of the vehicle at the time of the violation with the expectation that the selected vendor will then send a new summons and complaint to the person identified?

DPS Response7.1: Yes.

DPS Response7.2: Yes.

8. Question: Page 35, Section 8.10.3.6 requests “In addition to the information listed above, the data line on the second image should also include the elapsed time from the first image (fixed systems only). Elapsed time refers specifically to systems that measure speed between two fixed points. These systems target every vehicle in range. Newer available technology employs proven accurate targeting with vehicle discrimination. Will DPS consider alternate detection technology with proven accuracy?

DPS Response: DPS will consider technology/equipment that provides solutions to meet or exceed specified requirements.

9. Question: To assist in estimating mobile speed camera volumes, can DPS please provide operational statistics from the mobile speed camera pilot program? Specifically, can DPS provide the following (by month, if possible)?



SOLICITATION AMENDMENT

Request For Proposal No. L8-022
AMENDMENT NO. 1

DATE 2/18/08

Metro Rural

Phoenix Roads

- Violations captured under 11 MPH over speed limit
- Violations captured over 11 MPH over speed limit
- Warnings Issued
- Citations Issued
- Notices of Violation Issued

DPS Response: The requested statistics are provided as cursory only (Quantities/statistics are reflective of data accrued under contract L7-027 for Mobile Photo Speed Enforcement Systems - 2 each mobile vans), therefore may not be reflective of actual or anticipated volumes covered under any contract awarded as a result of this solicitation. Offeror's should take this fact into consideration before submitting an offer.

Numbers are provided as totals only from deployments beginning November 15, 2007, through February 12, 2008. DPS does not currently differentiate between rural and metropolitan deployments.

- Violations captured under 11 MPH over speed limit 8302
- Violations captured over 11 MPH over speed limit 2879

10. Question: Please indicate which Counties have executed an agreement with DPS to process citations for this program.

DPS Response: None as of Solicitation Amendment No. 1 issue date.

11. **THE PROPOSAL DUE DATE IS HEREBY CHANGED TO MARCH 10, 2007 AT 3:00 P.M. MST.**

Offerors who have submitted proposals before issuance of this solicitation amendment (No. 1) may modify or withdraw their offer at any time, in writing, before the offer due date and time in accordance with A.R.S. '41-2534, & A.A.C. R2-7-C304. Modifications/withdrawals may be made in person upon verification that such person is duly authorized (memo on company letterhead), that a photo I.D. is available for DPS to copy and that the person signs a receipt of offer withdrawal. Should an offeror elect to modify or withdraw its offer, the agency chief procurement officer shall place the document submitted in the procurement file as a record of the modification or withdrawal.

PLEASE SIGN, DATE AND RETURN THIS SOLICITATION AMENDMENT IN A SEALED ENVELOPE ON OR BEFORE THE PROPOSAL DUE DATE AND TIME TO THE ADDRESS LISTED IN THE REQUEST FOR PROPOSAL OR RETURN IT WITH THE OFFER

All other terms, conditions, specifications shall remain the same.

Vendor hereby acknowledges receipt and understanding of above amendment.	The above referenced Contract Amendment is hereby executed this
Signature _____ Date _____	_____
Typed Name and Title _____	21st Day of February, 2008, at Phoenix, Arizona.
Name of Company _____	
	L.E Himmelstein, Chief Procurement Officer



SOLICITATION AMENDMENT

**Request For Proposal No. L8-022
AMENDMENT NO. 1**

DATE 2/18/08

END OF DOCUMENT



Offer and Acceptance

SOLICITATION NO.: L8-022
Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

PAGE
3

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

OFFER

TO THE STATE OF ARIZONA, DEPARTMENT OF PUBLIC SAFETY:

The Undersigned hereby offers and agrees to furnish the material, service or construction in compliance with all terms, conditions, specifications and amendments in the Solicitation and any written exceptions in the offer. Signature also certifies Small Business status.

Arizona Transaction (Sales) Privilege Tax License No.:

076-29483

For clarification of this offer, contact:

Name: Wade Bettisworth

Federal Employer Identification No.:

94-3292233

Phone: 310-743-1217 or 310-221-1521

E-Mail Address:

wbettisworth@redflex.com

Fax:

310-878-0111

Redflex Traffic Systems, Inc.

Company Name


Signature of Person Authorized to Sign Offer

15020 N. 74th Street

Address

Aaron Rosenberg

Printed Name

Scottsdale

City

Arizona

State

85260

Zip

Vice President

Title

CERTIFICATION: By signature in the Offer section above, the Offeror certifies:

1. The submission of the offer did not involve collusion or other anti-competitive practices.
2. The Offeror shall not discriminate against any employee or applicant for employment in violation of Federal Executive Order 11246, State Executive Order 99.4 or A.R.S. §§ 41-1461 through 1465.
3. The Offeror has not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant in connection with the submitted offer. Failure to provide a valid signature affirming the stipulations required by this clause shall result in rejection of the offer. Signing the offer with a false statement shall void the offer, any resulting contract and may be subject to legal remedies provided by law.
4. The Offeror certifies that the above referenced organization is/ (is not) a small business A for-profit or not-for-profit organization, including its affiliates, with fewer than one hundred full-time employees or gross annual receipts of less than four million dollars for the last complete fiscal year (R2-7-101, paragraph 48).

ACCEPTANCE OF OFFER

The Offer is hereby accepted.

The Contractor is now bound to sell the materials or services listed by the attached contract and based upon the solicitation, including all terms, conditions, specifications, amendments, etc. and the Contractor's Offer as accepted by the State.

This contract shall henceforth be referred to as Contract No. L8-022-001

The Contractor has been cautioned not to commence any billable work or to provide any material or service under this contract until Contractor receives purchase order, contract release document or written notice to proceed.

State of Arizona

Awarded this

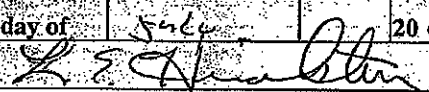
16th

day of

July

2002

Agency Chief Procurement Officer





ARIZONA DEPARTMENT OF PUBLIC SAFETY

2102 West Encanto Blvd.
Phoenix, Arizona 85009
(602) 223-2451 /2452

SOLICITATION AMENDMENT

**Request For Proposal No. L8-022
AMENDMENT NO. 1**

DATE 2/18/08

The following addenda to the solicitation and clarifications to offerors questions are hereby incorporated into Request for Proposal number L8-022.

1. **Optional Service:** DPS may, at any time during the contract period and upon written notice for specified timeframe(s), require the contractor to enforce civil violations on its behalf by authorizing specific contractor employees to sign citations. Such signatures shall be electronic inserted by designated contractor employees who have been legally authorized by DPS to sign citations. All actions performed under this section shall be done in compliance with all applicable SOW sections inclusive of, but may not be limited to; SOW section 8, paragraphs 8.2.5, 8.4, 8.5 and SOW section 9 and applicable State law.

Offerors may provide a firm fixed price per paid citation, in addition to that offered on solicitation price sheet/questionnaire section page 40, for providing the optional service specified in item 1 in the area specified below:

\$.95 (ninety-five cents) Per Paid Citation.

2. **Question:** Page 22, Item 8 requests "All contractor supplied equipment, hardware and software malfunctions or failures, contractor and/or subcontractor personnel actions or inactions and contractor initiated preventative maintenance, repair, replacement of system equipment, hardware or software, third party caused vandalism, damage or power outages shall not result in actionable rates of less than 85% during expected deployment." Sections 8.1.1.1 and 8.1.1.1 seem to define actionable in contradictory terms. Does the DPS calculate the 85% actionable rates as the cumulative number of events minus uncontrollable events such as obscured driver image, trailer hitch, gender/age not matching DMV, etc. compared to the number of citations actually issued? If not, what is the actual equation to use for calculating the actionable rate?

DPS Response: See section 8.1.1.1.1 Exceptions. Exceptions are not actionable.

3. **Question:** Page 29, Section 3.5 references Mobile Photo Red Light/Speed on Green. What is the goal of the State's Mobile Red Light/Speed on Green request? Will fixed red light systems be considered? What criteria will the State use to determine mobile deployments?

DPS Response question 3.1: See Section 3.5 paragraph 3.5.1; Mobile Red Light/Speed on Green systems are used to detect drivers/vehicles entering designated traffic light intersections during the traffic signal's red light phase.

DPS Response question 3.2: Offers should meet or exceed specified requirements.

DPS Response question 3.3: Deployments shall be made at the sole discretion of the Department based upon factors such as; Collision rate statistics and/or demonstrated effectiveness of technology in specific geographic areas.

4. Page 31, Section 5.6 requests systems that "operate with monitored traffic passing either to the left or to the right of the Mobile System". Does the State intend systems to monitor traffic passing to the right and the left simultaneously? What is the minimum acceptable target range for the mobile speed system?

DPS Response question 4.1: Yes.



SOLICITATION AMENDMENT

**Request For Proposal No. L8-022
AMENDMENT NO. 1**

DATE 2/18/08

DPS Response question 4.2: See SOW paragraph 5.6.2 & 5.7 minimum target ranges.

5. **Question:** Page, 31 Section 5.10 requests systems “be capable of recording video images of the violations from a height of no less than eleven (11) feet.” What is the intention of having video from 11 feet? Does the State want vendors to use telescoping poles?

DPS Response: DPS will consider technology/equipment that provides solutions to meet or exceed specified requirements.

6. **Question:** Page 33, Section 7.4.4 requires signal sensing “that is wholly separate from traffic signal systems, with the exception of two wires leading out from the State’s traffic controller indicating the onset of the red light”. There are many benefits to signal sensing systems that monitor all phases of the traffic signal such as yellow time reports documenting accurate signal timings at the time of the violation. Our signal sensing system monitors all three signal phases as part of our proprietary system. Will the State allow vendors access to all three lead wires for signal sensing?

DPS Response question 6.1: DPS will consider technology/equipment that provides solutions to meet or exceed specified requirements.

DPS Response question 6.2: DPS makes no guarantee as to access to wiring controlled by another state agency (ADOT).

7. **Question:** Page 33, Section 8.2 indicates complaints and summons should be “issued to the registered owner as listed with the respective states Motor Vehicle Division”. In addition, Sections 8.2.7 and 8.2.8 cite the civil and criminal laws for issuing traffic citations. Does the State intend to issue civil or criminal citations as part of this program? Does the DPS intend to offer the registered owner an affidavit to nominate the actual driver of the vehicle at the time of the violation with the expectation that the selected vendor will then send a new summons and complaint to the person identified?

DPS Response7.1: Yes.

DPS Response7.2: Yes.

8. **Question:** Page 35, Section 8.10.3.6 requests “In addition to the information listed above, the data line on the second image should also include the elapsed time from the first image (fixed systems only). Elapsed time refers specifically to systems that measure speed between two fixed points. These systems target every vehicle in range. Newer available technology employs proven accurate targeting with vehicle discrimination. Will DPS consider alternate detection technology with proven accuracy?

DPS Response: DPS will consider technology/equipment that provides solutions to meet or exceed specified requirements.

9. **Question:** To assist in estimating mobile speed camera volumes, can DPS please provide operational statistics from the mobile speed camera pilot program? Specifically, can DPS provide the following (by month, if possible)?



ARIZONA DEPARTMENT OF PUBLIC SAFETY

2102 West Encanto Blvd.
Phoenix, Arizona 85009
(602) 223-2451 /2452

SOLICITATION AMENDMENT

**Request For Proposal No. L8-022
AMENDMENT NO. 1**

DATE 2/18/08

Metro Rural

Phoenix Roads

- Violations captured under 11 MPH over speed limit
- Violations captured over 11 MPH over speed limit
- Warnings Issued
- Citations Issued
- Notices of Violation Issued

DPS Response: The requested statistics are provided as cursory only (Quantities/statistics are reflective of data accrued under contract L7-027 for Mobile Photo Speed Enforcement Systems - 2 each mobile vans), therefore may not be reflective of actual or anticipated volumes covered under any contract awarded as a result of this solicitation. Offeror's should take this fact into consideration before submitting an offer.

Numbers are provided as totals only from deployments beginning November 15, 2007, through February 12, 2008. DPS does not currently differentiate between rural and metropolitan deployments.

- Violations captured under 11 MPH over speed limit 8302
- Violations captured over 11 MPH over speed limit 2879

10. **Question:** Please indicate which Counties have executed an agreement with DPS to process citations for this program.

DPS Response: None as of Solicitation Amendment No. 1 issue date.

11. THE PROPOSAL DUE DATE IS HEREBY CHANGED TO MARCH 10, 2007 AT 3:00 P.M. MST.

Offerors who have submitted proposals before issuance of this solicitation amendment (No. 1) may modify or withdraw their offer at any time, in writing, before the offer due date and time in accordance with A.R.S. '41-2534, & A.A.C. R2-7-C304. Modifications/withdrawals may be made in person upon verification that such person is duly authorized (memo on company letterhead), that a photo I.D. is available for DPS to copy and that the person signs a receipt of offer withdrawal. Should an offeror elect to modify or withdraw its offer, the agency chief procurement officer shall place the document submitted in the procurement file as a record of the modification or withdrawal.

PLEASE SIGN, DATE AND RETURN THIS SOLICITATION AMENDMENT IN A SEALED ENVELOPE ON OR BEFORE THE PROPOSAL DUE DATE AND TIME TO THE ADDRESS LISTED IN THE REQUEST FOR PROPOSAL OR RETURN IT WITH THE OFFER

All other terms, conditions, specifications shall remain the same.

<p>Vendor hereby acknowledges receipt and understanding of above amendment.</p> <p><i>Aaron Rosenberg</i> 3/10/2008 Signature Date</p> <p>Aaron Rosenberg/Vice President Typed Name and Title</p> <p>Redflex Traffic Systems, Inc. Name of Company</p>	<p>The above referenced Contract Amendment is hereby executed this</p> <p>21st Day of February, 2008, at Phoenix, Arizona.</p> <p><i>L.E. Himmelstein</i> L.E Himmelstein, Chief Procurement Officer</p>
--	--



ARIZONA DEPARTMENT OF PUBLIC SAFETY

2102 West Encanto Blvd.
Phoenix, Arizona 85009
(602) 223-2451 /2452

SOLICITATION AMENDMENT

**Request For Proposal No. L8-022
AMENDMENT NO. 1**

DATE 2/18/08

END OF DOCUMENT

ACORD CERTIFICATE OF LIABILITY INSURANCE

CSR KM
REDFL-1

DATE (MM/DD/YYYY)
09/28/07

PRODUCER
Crist Elliott Machette Ins.
License #OB17224
2201 Broadway, Suite 725
Oakland CA 94612
Phone: 510-832-8000 Fax: 510-832-5054

INSURED
Redflex Traffic Systems, Inc.
15020 N. 74th St
Scottsdale AZ 85260

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: Continental Casualty Company	
INSURER B: Continental Insurance	
INSURER C: Valley Forge Insurance Co	
INSURER D: Lloyds of London Insurance	
INSURER E: Travelers Casualty & Surety Co	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR ADD'L LTR	INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
A	X	GENERAL LIABILITY	2092673062	03/15/07	03/15/08	EACH OCCURRENCE	\$ 1,000,000
		<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY				DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 1,000,000
		<input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR				MED EXP (Any one person)	\$ 5,000
		<input checked="" type="checkbox"/> Emp'l Benefits Lia				PERSONAL & ADV INJURY	\$ 1,000,000
		GEN'L AGGREGATE LIMIT APPLIES PER:				GENERAL AGGREGATE	\$ 2,000,000
		<input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC				PRODUCTS - COMP/OP AGG	\$ 2,000,000
						Emp Ben.	1,000,000
B	X	AUTOMOBILE LIABILITY	2092673059	03/15/07	03/15/08	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
		<input checked="" type="checkbox"/> ANY AUTO				BODILY INJURY (Per person)	\$
		<input type="checkbox"/> ALL OWNED AUTOS				BODILY INJURY (Per accident)	\$
		<input type="checkbox"/> SCHEDULED AUTOS				PROPERTY DAMAGE (Per accident)	\$
		<input type="checkbox"/> HIRED AUTOS				AUTO ONLY - EA ACCIDENT	\$
		<input type="checkbox"/> NON-OWNED AUTOS				OTHER THAN AUTO ONLY: EA ACC	\$
		<input checked="" type="checkbox"/> Comp-\$1000 ded				AUTO ONLY: AGG	\$
		<input checked="" type="checkbox"/> Coll-\$1000 ded					
		GARAGE LIABILITY					
		<input type="checkbox"/> ANY AUTO					
A	X	EXCESS/UMBRELLA LIABILITY	2092673045	03/15/07	03/15/08	EACH OCCURRENCE	\$ 1,000,000
		<input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE				AGGREGATE	\$ 1,000,000
		<input type="checkbox"/> DEDUCTIBLE					\$
		<input checked="" type="checkbox"/> RETENTION \$10,000					\$
C	C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	(CA) 2082598038 2082598275 (ALL OTHER STS)	05/01/07	05/01/08	<input checked="" type="checkbox"/> WC STATUTORY LIMITS	OTHER
		ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?				E.L. EACH ACCIDENT	\$ 1000000
		If yes, describe under SPECIAL PROVISIONS below				E.L. DISEASE - EA EMPLOYEE	\$ 1000000
						E.L. DISEASE - POLICY LIMIT	\$ 1000000
D		Errors&Omissions& Cyberliability	SP000320B	03/15/07	03/15/08	E&O	2,000,000
						Deductibl	35,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
Certificate holder is additional insured as respects to operations of the Named Insured per attached endorsement for general liability and for auto per written insurance contract. Waiver of subrogation is added in favor of the additional insured as pertaining to general liability, auto and workers compensation.

CERTIFICATE HOLDER

Arizona Department of Public Safety-Finance Section
Mail Drop 1330
P. O. Box 6638
Phoenix AZ 85005-6638

AZDPTPS

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE
Robert J. Marone

Original

**Proposal to Provide
Statewide Traffic Photo/Speed & Intersection
Enforcement System, Mobile and Fixed**



**Department of Public Safety
State of Arizona
L8-022**

**March 10, 2008
3:00 PM MST**



Redflex Traffic Systems, Inc.
15020 N. 74th Street
Scottsdale, AZ 85260
(480) 607-0705 (O)
(480) 607-5552 (F)
www.redflex.com

Primary Contact
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(310) 743-1217 (O)
(310) 221-1521 (M)
(310) 878-0111 (F)
wbettisworth@redflex.com





Table of Contents

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed (TPSIES)

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Table of Contents

Section	Tab – Page#
Offer Page & Amendment	Front Page
Table of Contents	Table of Contents
Introduction Letter	Executive Summary
Scope of Work: Q#1 - Equipment	Tab 1
Introduction	1-1
Scope of Work Matrix	1-3
Fixed Systems	1-18
Research & Development.....	1-26
ADOT/CALTRANS Specifications	1-26
Proposed Equipment	1-28
Camera Housing Options	1-30
Cabinet-Less Configuration:	1-32
Flash Units	1-37
Automatic Light Metering System.....	1-38
Sample Violation Images.....	1-40
Databar (Red Light Camera)	1-52
Databar (Speed)	1-53
Speed Verification System	1-54
Detection/Sensory Array.....	1-57
Additional Features.....	1-60
Digital Monitoring Of Remote Fixed Speed Systems	1-60
Opto-Isolation	1-60



Table of Contents

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed (TPSIES)

Features Available for Future Consideration 1-61

Using Automated Enforcement to Monitor for Tailgating Infractions 1-61

Point-To-Point Freeway Speed Enforcement System 1-63

Fixed Speed Display Board 1-68

Tunnel Fixed Speed Camera 1-69

Fixed Laser 1-70

Maintenance Methodology 1-71

Subcontractors Company Profile 1-95

Mobile Systems 1-108

Equipment/Hardware Mobile Systems 1-111

12.84 Million Pixel Still Camera (Image Sensor) 1-119

Speed Measurement Equipment 1-124

Power System 1-125

Illumination System 1-126

Digital Display 1-127

Mobile System Operators 1-134

Mobile Van Deployment Options 1-136

Optimizing Mobile Van Driver Safety 1-139

Data Transmission Options 1-142

Network Hardware and Services, Fixed & Mobile Systems 1-143

Scope of Work: Q#2 – Citation Generation and Processing Services Tab 2

Violation Process 2-1

Review and Approval 2-5

Citation Formatting 2-18

Court Interface 2-23

AZ- AOC E- Citation 2-24



Table of Contents

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)

Scope of Work: Q#3 – Court Testimony Services Tab 3

Scope of Work: Q#4 – Data Collection and Reporting Services Tab 4

On-line Reports	4-3
Statistic Reports	4-4
Customer Management Reports	4-8
Smart Scene Live!	4-15
Real-time Intersection Monitoring & Streaming Video.....	4-17
Other Reports	4-21

Scope of Work: Q#5 – Training/Education Services Tab 5

Training Modules	5-2
Training of Redflex Personnel	5-4

Scope of Work: Q#6 – Customer Services and Support Services Tab 6

Employee Background Checks	6-2
Customer Services	6-3
Internet Site	6-4
Local & Toll Free Number Help Desk.....	6-8
Complaint Handling	6-9
E-mail Access Account/ Services	6-9

Scope of Work: Q#7 – Community Awareness Services Tab 7

Best Practices	7-1
Communications Team.....	7-2
Press Kits.....	7-5
Website Development	7-7
Sample PR Materials.....	7-9



Table of Contents

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)

Experience/Capabilities	Tab 8
Financial Strength	8-1
Credit Facility	8-2
Bank Reference	8-2
Key Personnel	8-5
Project Organizational Chart	8-19
References	8-20
Client/Geographic Location	8-25
 Proposed Pricing	 Tab 9
Exhibits	
Organizational Charts	A
Court Evidence Package	B
Sample Citations	C
Insurance Certificate	D
Sample Concurrent Violation Test Images	E
Financial Statements (Sealed under Separate Cover)	F



Introduction

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

March 10, 2008

Arizona Department of Public Safety
2102 W. Encanto Blvd. – Suite 340
Phoenix, Arizona 85005

Dear Evaluation Committee Members:

Redflex Traffic Systems, Inc. (Redflex) is pleased to present the following offer in response to the Department of Public Safety (DPS) Request for Proposals for the Statewide Traffic Photo/Speed & Intersection (TPSIES) program. The intent of this program is to make the roadways in the State of Arizona safer through automated speed and red light enforcement via mobile platforms as well as fixed installations.

As Redflex awaited this RFP and considered it in the abstract, then carefully reviewed it upon its release, we have increasingly perceived it as very different from the municipal procurements which until now have made up the majority of automated traffic enforcement efforts in the U.S. to date. While the technical and operational services contemplated in the RFP are similar to those provided in municipal programs that utilize automated enforcement, the entrance upon broad-based deployment of automated enforcement by a state presents challenges that go well beyond the typical municipal program.

The challenges are present not only because of the specific technical capability necessary to build and operate a long-term, reliable and trusted program on high-speed freeways (a capability which to this point Redflex alone has effectively demonstrated as we are the only technology partner that has implemented both Fixed and Mobile solutions in a Freeway application). It is also true because of **the sheer size of the potential DPS program and the challenges such a program will present, from construction to operations to public information and service to the citizens of Arizona.**

We intend to describe to the Evaluation Committee in the ensuing pages why Redflex is uniquely qualified to work in concert with the DPS as the technology partner on this very important public safety initiative.

In this Executive Summary we will describe how we are **best positioned to support the DPS from an Operational and Technical as well as Political standpoint.**



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)

Operational

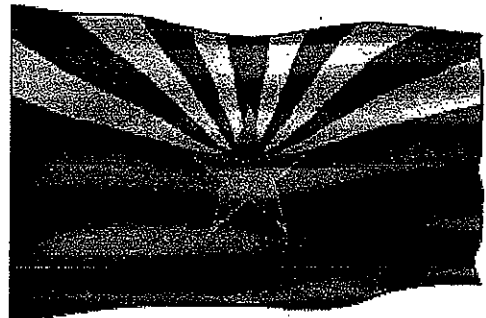
Overview

With the vast resources available to us from our Arizona based corporate headquarters; Redflex has the means to execute a project of the scope and magnitude as envisioned by the DPS. This includes staff resources of over 300 employees, nearly 200 of which are based in the state.

Redflex is the largest and most successful vendor in the photo enforcement industry. We currently **support more than 190 governmental contracts in 20 states**. Due to the great success of our programs, we command more than a 50 percent of the entire U.S. photo enforcement market, more importantly **an 80 percent share of the "driver onus" market** that is more technically challenging based on the requirement of capturing a facial image of the driver. **In the first 6 months of our current fiscal year, we executed over 48 contracts**, which equates to being selected in approximately 80 percent of all competitively bid contract awards.

Our Scottsdale, Arizona based Processing and Call Centers support an installed base of some 1,100 systems. We currently have over 3,000 systems under contract. Our current volume of transactions positions us well to handle the work load that is expected with the TPSIES program. **The average number of transactions generated from our existing operations on a monthly basis totals:**

- 500,000+ Incidents
 - Processed
 - Printed
 - Mailed
- 22,000+ Call Center inquiries
- 2,500+ Court packages prepared





Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Loop 101 Demonstration Project

Documented Success in Reducing Speeds

Redflex has a history of innovation in automated Speed and Red Light enforcement. We have the distinction of pioneering the very first automated fixed speed enforcement system on a freeway with the successful implementation of the Arizona Loop 101 Demonstration Project (Loop 101 Pilot). The selection of Redflex as the uniquely qualified vendor to implement such a program followed the extensive "*Technical Evaluation of Photo Speed Enforcement for Freeways*" conducted by the Arizona Department of Transportation (ADOT).

Redflex is proud of the **Operational Highlights** that we achieved during the implementation and Operation of the **Loop 101 Pilot**:

- **We pioneered the use of a fixed freeway speed system** and were successful in getting the program up and running in 6 weeks while dealing with challenges unique to this application, including solving power and communications needs in the remote locations selected for the Pilot.
- During the Loop 101 Pilot, the Redflex System had a dramatic impact on driver behavior, **reducing the average speed on this section of the freeway by nearly 10 MPH**. In addition, the program was credited with **reducing collisions and total injuries by 52 and 40 percent respectively**.
- Redflex is proud to have achieved tremendous success in operating the Loop 101 Pilot and longer term project. **Our success in achieving an over 98% uptime** during the full 9 month pilot and subsequent 5 month operation of the program, was not by chance, but **can be attributed to our quality staff and the execution of a detailed plan that was implemented to ensure the optimal operation of the Demonstration Project**.
- The Demonstration Project highlighted our ability to **capture quality images during both daytime and nighttime hours and in various weather conditions, while maintaining an acceptable flash intensity**.
- Our solution utilized technology that incorporated **redundant speed measuring devices that provided primary, secondary and tertiary verification of the speed of the vehicles traveling through the enforcement zone**.



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed (TPSIES)

- The Redflex fixed speed solution was proven effective while providing a hardware set up that minimized the visual impact to adjacent properties.

The system used by Redflex in the Pilot was not only **proven effective in capturing images that were ultimately issued as citations**, but also had significant **success in reducing the incident of "Super Speeders"**, another objective of the program.

Citation Issuance Rate

The effectiveness of the Redflex program was described in an October 11, 2007 Easy Valley Tribune article where the Detections and the ultimate number of Citations Issued and the resulting Issuance Rate were compared for our program during the months of August and September 2006 to the Current Operator during the same months in 2007. The results of this comparison are shown in the chart below:

	Redflex Program		Current Operator	
	August 2006	September 2006	August 2007	September 2007
Detections	20,611	20,000	19,973	19,106
Citations Issued	10,412	10,842	<7,000	<7,000
Issuance Rate	51%	54%	<35%	<37%



Introduction

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)

Significant Reduction in "Super Speeders":

The Redflex system also had significant impact on the incident of "Super Speeders" (defined as vehicles monitored as traveling at 100 MPH or greater) during the Loop 101 Pilot. The chart below shows the number of Super Speeders that were captured during the 30-day Warning Phase (row 1), the Pilot (row two), the "dark" period (row three) and the enforcement period that followed the Pilot (row 4). The significance of these results is that each time the cameras were enabled to capture images and issue citations, the incident of Super Speeders was reduced by roughly 50 percent when compared to the preceding period where no citations were issued.

Date Range	Super Speeders Recorded	Average # Speeders/Day	Change
1/22/06 - 2/21/06	65	2.17	N/A
2/22/06 - 10/23/06	239	0.98	<55%>
11/07/06 - 12/7/06	284	9.47	866%
2/22/07 - 7/21/07	148	4.93	<48%>



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Findings: Arizona State Study

A study conducted by Dr. Simon Washington of Arizona State University estimated that this type of program would **generate savings in excess of \$16.5MM per year from reductions in collisions** caused by excessive vehicle speed, with these savings coming in the form of reductions in property damage, medical expenses and insurance costs. According to the study an additional benefit would be the enhanced safety to the DPS through fewer officer involved pursuits to apprehend speeders as well as fewer calls for officer assistance due to fewer collisions on the freeway.

Value of MPSES Pilot Incumbency

The award of the Mobile Photo Speed Enforcement Systems (MPSES) pilot program has provided an opportunity for the DPS to become familiar with the Redflex family. We are very proud of what the Redflex staff offers our clients, including the team that we have assembled to work with the DPS on the very exciting and high profile MPSES pilot program. In the time that we have been working together, we trust that you have come to know our team and to appreciate not only the technical skills that each brings to the job, but also the dedication that they exhibit in carrying out their responsibilities.

We feel that there is tremendous value in building on the relationship that we have developed to date on the MPSES pilot and using this partnership to successfully launch the TPSIES program. In working through the Business Rules, including DPS and Court interface requirements as well as other operational procedures; the groundwork has been laid for a business process that is scalable and as a result transferable to the larger TPSIES program. Since the November 15, 2007 roll-out of the MPSES program, the DPS has had the opportunity to observe first-hand, the operational capabilities of the Redflex mobile speed deployment team and our customer service resources. It is our belief that this interface should be a good indicator to the DPS of our willingness and ability to work in concert with your organization to achieve success with the TPSIES program.



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

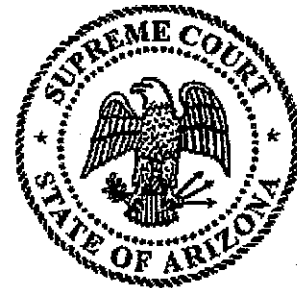
**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Operational Systems in Place

Direct Interface with AZ AOC – eCitation:

Redflex is the 1st and only vendor to have direct interfaces with the Arizona Office of the Courts (AOC) "eCitation" interface.

Working with three of our latest AZ-based contracts (Pinal County, Prescott Valley and Peoria); Redflex has developed a direct interface with the AOC; which is the first direct connection with the Arizona Office of the Courts. Since we have made a substantial investment of time and money developing these interfaces, all additional interfaces to the AOC for new contracts will be "cookie cutter" and simple to implement.



Other vendors may claim to have "live" interfaces with the AOC, but these interfaces are NOT with the new AOC system; but rather interface with the old system and will not be supported on a go-forward basis. This has resulted in delays in program start-ups; and in one case has contributed to an Arizona program being delayed by as much as nine months.

Extensive Dealings with ADOT

In implementing the Loop 101 Demonstration Project, **Redflex worked extensively with the Arizona Department of Transportation (ADOT)** to acquire the necessary approvals. We have also interfaced with ADOT on the approval of the Prescott Valley project where the City had petitioned for approval to conduct automated speed enforcement on Highways 69 and 89. We also worked with ADOT on a project for the Town of Star Valley.



Redflex partners with ADOT approved contractors in the State of Arizona. The two primary construction firms we currently use have completed site work for our programs on the Loop 101 and in the cities of Prescott Valley, Chandler and most recently Tempe.



Introduction

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Financial Resources

The TPSIES program is the first statewide photo speed and intersection initiative of its kind in the USA. Considering the magnitude of this program in terms of the number of systems implemented, the complexity of the highway/freeway installations and the fact that the technology partner will be required to install the equipment at its own cost; it will be important for prospective vendors to provide verification to the DPS that they have both the financial wherewithal to implement the program, and to sustain themselves fiscally over the life of the contract.

As evidenced by our stability, strong financials and existing credit facility, Redflex has the ability to fund and sustain this multi-million dollar project over a five year time horizon and beyond. Validation of this capability can be found below:

- **Stability** – Due to significant barriers to entry and the challenges for the vendor to achieve profitability, a high degree of vendors in this industry have gone bankrupt, insolvent and into receivership. Redflex's success in the automated photo enforcement industry is validated by our **20 plus years of continuous operation.**
- **Financial Strength** – We are publicly traded and as a result are required to provide our financials to the investment community. As documented in the audited financials provided to the DPS, **by all measures, Redflex is in a strong financial position.**
- **Credit Facility** - Redflex has a long history of compliance with financial covenants and other provisions that are part of the credit facility agreement with our banking partner, BMO Capital/Harris Trust and Savings Bank (BMO). **Our lender has been advised of the DPS opportunity and has committed to providing the needed financing for the TPSIES program.** We have provided contact information for our banking partners in Section 8 of the proposal.



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Technical

Redflex provides the most advanced system configurations in the marketplace. Our next generation technology was designed and engineered using a Redflex specification to deliver a "function built" photo enforcement system. Designed from the specification up, our systems provide the highest yields in the industry. This means that we do not simply integrate "off-the-shelf" cameras and components; but rather use technologies that were designed to operate successfully in the most severe and challenging environments. Our technology is the basis of this continued success. With some 50 percent of the entire photo enforcement market choosing our technology; there is a reason that we support more systems than all of the competition combined.

Our latest technology solution offers substantial benefits over the competition, as documented by:

Face-to-Face Competitions – 100% Success Rate

Redflex has been selected in 100 percent of "Face-to-Face" competitions; thereby empirically proving that we are the best in the industry. In these "Face-Offs", we have beaten competitors like ACS, ATS and Siemens.

Chicago, IL:

In 2003, the **City of Chicago** conducted a **30-day trial** in which we competed directly against ACS. When the results were tabulated, **Redflex was unanimously selected to support the City.**

In August 2007, the City of Chicago issued a competitive tender for the expansion of the city's current Digital Automated Red Light Enforcement Program (DARLEP). Per the tender's specification, the new project's scope was for the addition of, but not limited to, 220 intersections with 2 approach systems per intersection and for a contract term of 5 years with the option of 2 additional one-year periods.

The tendering process was extremely comprehensive and included reference checks, the assessment of each participating vendor's records of past performance and the specialized experience of each participating firm's personnel. **As the largest red-light tender in the world, the City also validated its process and findings by engaging an objective 3rd party engineering firm, Parsons Engineering.** Those firms that responded were ATS, Nestor and Redflex. **In the final analysis, Redflex was rated the most highly qualified Respondent.**



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Corpus Christi, TX:

In the spring of 2007, we competed in a 30-day trial in Corpus Christi, Texas. **Redflex beat the competition (ATS & Siemens)** and was unanimously selected to support the City on the permanent contract.

Austin, TX:

The City of Austin recently advised us that we had been selected following our October 2007, "Face-Off" with ATS. **In the final analysis, the City selected Redflex based on a number of evaluation factors, including image clarity, back office, and support services.**



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed (TPSIES)

Results of Austin Face-to-Face Comparison

The **City of Austin, TX** conducted a field "head-to-head" demonstration over an 8-week time frame (Oct. 2007). The firms participating in the test were **ATS** and **Redflex**.

CITY OF AUSTIN EVALUATION MATRIX				
REQUEST FOR PROPOSAL NO.	MS08082			
	RED LIGHT CAMERA SYSTEM			
	Redflex Traffic System Scottsdale AZ	American Traffic Solutions Scottsdale AZ		
1. System Concept and Solutions Proposed - grasp of the requirements and its reactions, responsiveness to needs and conditions, completeness and thoroughness of technical data and documentation. (25 points)	12	12		
2. Total Evaluated Cost (25 points) The proposer with the lowest cost in the City receives the maximum points; remaining proposals scored on percentage ratio basis	20	25		
3. Demonstrated Applicable Experience Number of installed sites with the proposed equipment, experience of project team, favorable references, performance ratios from installed sites (20 points)	18	17		
4. Pilot Program Evaluation (40 points) <u>Timeliness of installation and system startup</u> <u>Timeliness of required notifications to the City</u> <u>Customer service/ responsiveness for requests</u> <u>Technology/hardware performance and compliance with functional/technical specs</u> <u>Ratio of violations to violation letters</u> <u>Quality of photos/videos</u>	37	19		
TOTAL POINTS	87	73		

A major differentiator between the two companies was how each performed during the trial.

Other vendors may talk about their "Face-to-Face" trials; but the above-mentioned tests are the only comparisons that we have participated in, taking top honors in each instance.



Introduction

SOLICITATION NO.: L8-022

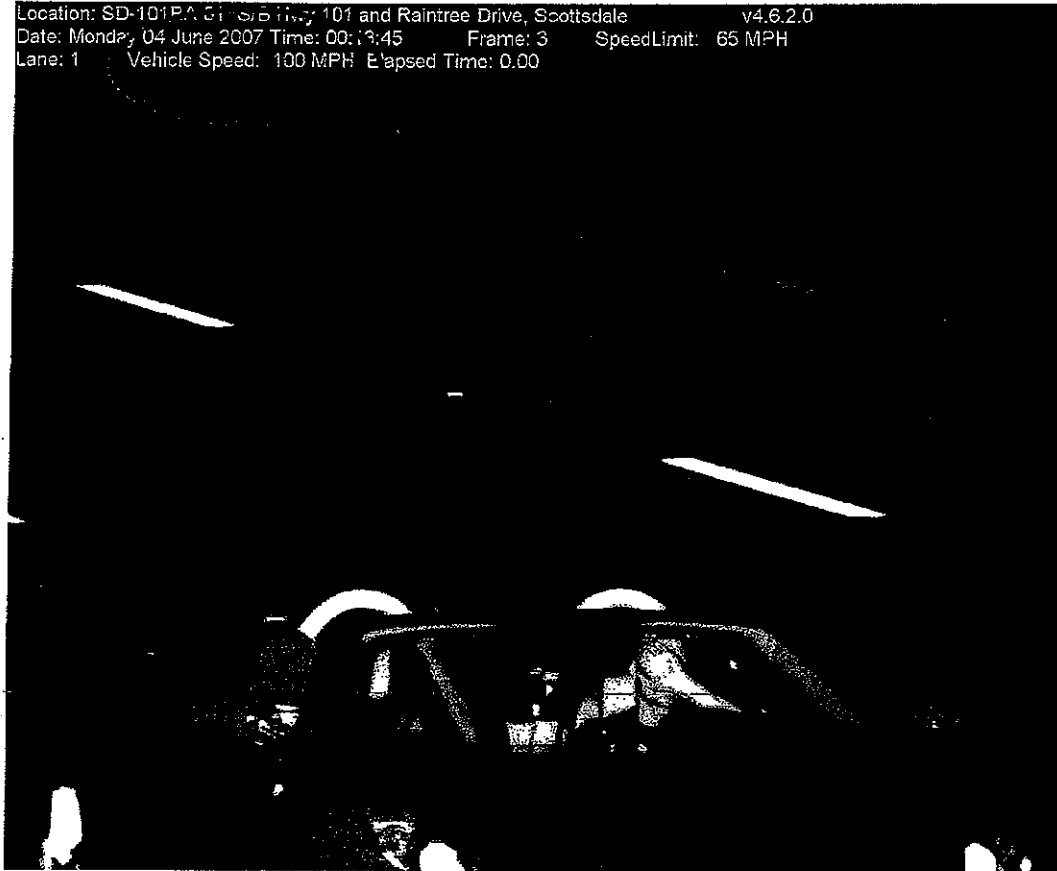
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Industry Leading Image Quality

While other vendors have lobbied against requiring the capture of facial images in the State of Arizona, Redflex continues to produce the highest prosecutable image rates in the industry. This is documented by our significantly higher Issuance Rates in the State of Arizona, including the Loop 101 Demonstration Project.

Location: SD-101PA 31 S/B Hwy: 101 and Raintree Drive, Scottsdale v4.6.2.0
Date: Monday 04 June 2007 Time: 00:13:45 Frame: 3 SpeedLimit: 65 MPH
Lane: 1 Vehicle Speed: 100 MPH Elapsed Time: 0.00



Super Speeder Violation Traveling at 100 MPH



Introduction

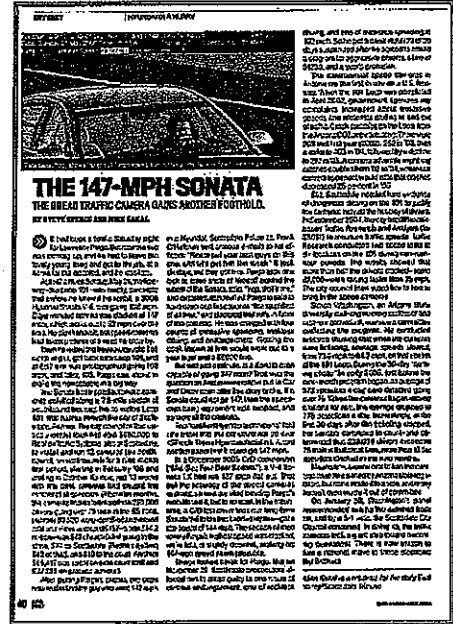
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)

Accurate/Verifiable Speed Detection

In moving forward on the Loop 101 Demonstration Project, one significant challenge perceived by interested state agencies was the ability of our system to measure speed across as many as six lanes of traffic; knowing that on this stretch of freeway that cars often exceeded 100 MPH. As a result of the program, our ability to measure speed has been proven for both low and high speeds, including an 147 mph violation on the Loop 101 where Redflex provided significant data through the industry's only Primary, Secondary and Tertiary speed verification system, proving the accuracy of the speed measurement. The same can not be said for competitive systems that rely on operations personnel to make a "rough" time over distance calculation by looking at the time stamp on each image and comparing it to the position of the vehicle.



Effective Light Metering

To address ever changing environmental variables, Redflex has developed a proprietary automatic light metering system. This system automatically adjusts the camera and its photography settings to suite current conditions. With our light metering system, adjustments are constantly being made to the cameras, ensuring the best image quality regardless of the time of day. The Redflex automatic light metering system will take control of the cameras to ensure areas of interest in the images are correctly exposed.

This compares with vendors that rely on the camera that they have selected to meter the light exposure at the point of image capture. Unfortunately image quality suffers as scene metering does not account for over exposed license plates or under exposed driver face images. As a result, other vendors may need to utilize more flash or strobe units to overcome the brightness of the sun, which in turn forces drivers to experience unnecessarily high amounts of flash power. These conditions have been noted in both low speed as well as high-speed applications in Arizona.



Introduction

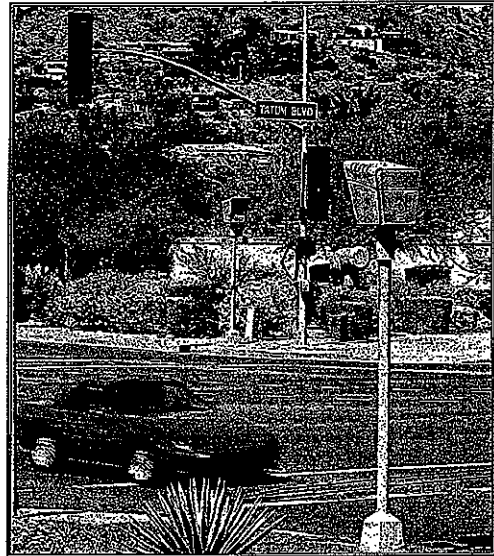
SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

System Durability

Our systems have operated in the most severe climates; from the heat of Arizona, the Middle East, Bahrain and UAE to the torrential precipitation of Oregon and South Dakota. Additionally, we have operated successfully for years across the States of Ohio, Illinois and most recently Minnesota and have been successful at capturing violations and prosecuting violators across all four seasons and in all possible weather extremes. **Most importantly, we have operated effectively in the State of Arizona since 1986.**



The camera in a photo enforcement system is considered to be the most vulnerable to extreme heat or cold conditions. Other vendors do not have the capacity to utilize industrial grade cameras for harsh climates, which has a direct impact on uptime and the success of the enforcement program. Here is an example:

	Redflex	Competition
	RTS HDX	Nikon D2X*
Operating Temp	32 - 122°F	32 - 104°F
Operating Humidity	5%-95%	<85%

* Details from Nikon D2X User Manual available from www.nikonusa.com

Arizona experiences many summer days in ambient temperatures in excess 110°F. Photo enforcement vendors that utilize consumer camera based systems, such as the Nikon D2X are vulnerable to system failures, erratic behavior and inaccurate data capture.



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Equipment Aesthetics

The RFP for the TPSIES program includes a requirement that the technology partner "install poles that will minimize the visual impact to adjacent properties". We are able to meet this requirement as Redflex offers the **only system in the industry that does not require a roadside cabinet** or additional street infrastructure. If desired by the DPS, we can also utilize infrastructure that is already in place. In the event that the DPS requires that our systems remain completely autonomous from the existing infrastructure, Redflex will deliver a system with the smallest footprint in the industry as well as meet the requirement for a system that will minimize the visual impact on the streetscape.



Redflex fixed speed system. Clean, secure installation with minimal aesthetic impact on the streetscape.



Competitor's fixed speed system (Utilizing 4 strobe units for face photography)



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Hybrid Mobile Solution

We are committed to providing solar-powered, hybrid vehicles to meet the DPS preference for the use of "Green" technology. Using the latest manufactured 2008 hybrid vehicles available, Redflex will outfit these vehicles with the latest technology available, including multiple 12.4 mega-pixel cameras in both front and rear fields of view.

IACP Approved Mobile Speed Enforcement Solution

Redflex is the only technology partner active in the State that has received the coveted International Association of Chiefs of Police (IACP) certification for our mobile van solution. IACP certification provides the DPS with the following:

- Knowledge that the equipment has undergone diligent laboratory testing and extensive field trials
- Assurance that the equipment utilized by Redflex is certified to meet strict standards by a trusted 3rd party organization
- The highest levels of confidence and ultimately peace of mind that the equipment will function in accordance with its intended purpose.

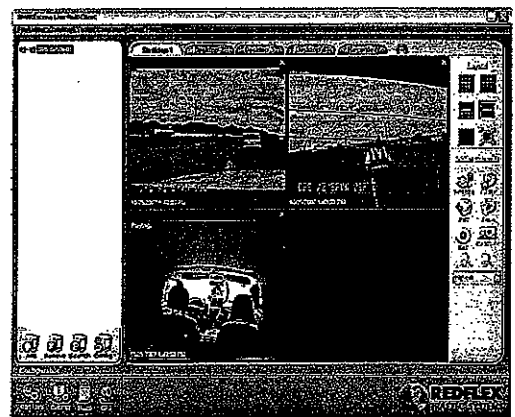



Optimizing Mobile Van Driver Safety

As an added safety feature for the mobile speed unit operators; Redflex can provide the DPS with access to live and recorded streaming video directly from the mobile speed unit as well as Global Positioning System (GPS) tracking of the vehicle.

With up to 4 camera views from vantage points both inside and outside the vehicle, operator safety can be enhanced by providing your team with critical information regarding possible violator/operator confrontations. An added benefit of the video feature is the capability of the system to allow the DPS to import video in the event of an accident within the field of view of the mobile unit.

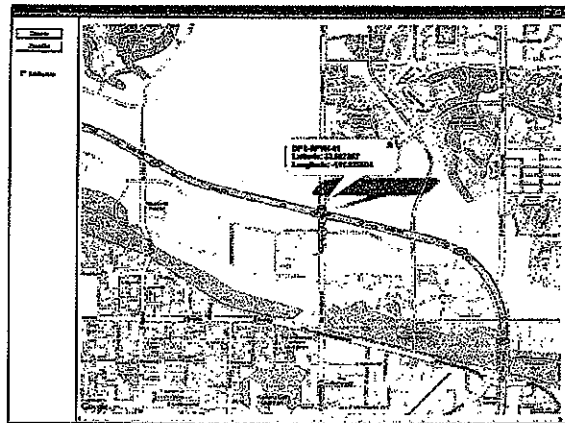
Safety is enhanced for the operator through live streaming video captured from up to 4 vantage points located both inside and outside the mobile



	<h1>Introduction</h1>	Arizona Department of Public Safety 2102 W. Encanto Blvd., Ste 340 Phoenix, Arizona 85009
	SOLICITATION NO.: L8-022	
Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed (TPSIES)		

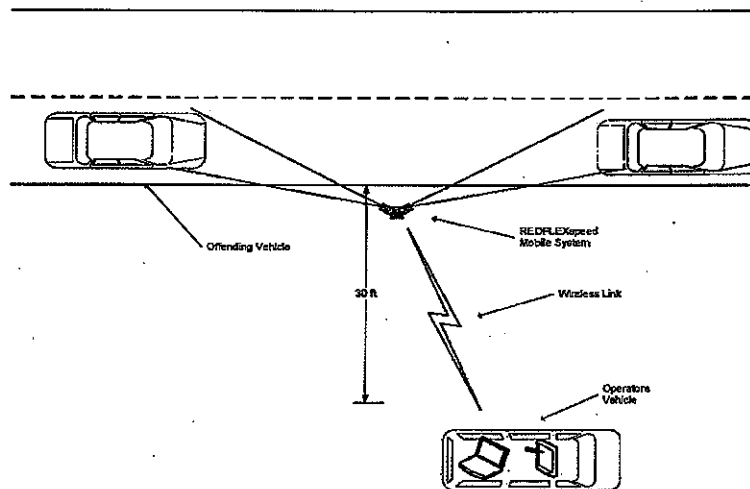
unit. The images (above) shows a view of the interior cabin of the mobile unit as well as an exterior view of the area in front and behind the vehicle.


The GPS capability enables both the DPS as well as Redflex to be able to continuously pinpoint the exact deployment location of the mobile equipment.



The exact deployment location of the mobile unit can be continuously monitored through the use of our industry leading GPS capability

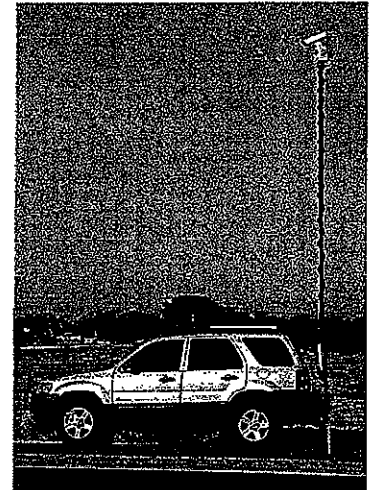
Deployment in Close Proximity to the Roadway: The REDFLEXspeed Portable Tripod Speed System is another option that can be utilized when site conditions raise safety concerns due to a requirement to deploy in close proximity to the roadway. With the Tripod Speed System option, operator safety concerns can be effectively dealt with by allowing the use of a wireless tablet or laptop PC to control the unit from up to 100 feet away.



	Introduction	Arizona Department of Public Safety 2102 W. Encanto Blvd., Ste 340 Phoenix, Arizona 85009
	SOLICITATION NO.: L8-022	
	Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed (TPSIES)	

Mobile Red Light/Speed Enforcement Solution:

REDFLEXred is a solution uniquely developed by Redflex that enables our government partners to achieve the same traffic safety benefits of our world-class fixed red light and speed enforcement programs with the efficiency and flexibility of not requiring any physical "on-site" street infrastructure. **Our deployment of this technology in numerous cities in Texas, including Grand Prairie and Plano are the only applications of combined mobile red light and speed enforcement in the USA.** REDFLEXred meets the requirements called out for in the ADOT Technical Evaluation of Photo Speed Enforcement for Freeways report that discussed the importance of the system to be *easily relocatable from one site on a freeway to another to avoid a "spot" speed enforcement that becomes known to drivers that slow down just before the cameras and then speed up after them.* Please see Section 1, page 108 for additional information on REDFLEXred.



"The REDFLEXred Mobile System offers us a great deal of flexibility in addressing problem areas at specific times. We feel that it will be a useful and effective tool in improving traffic safety."

Eric Hansen, City of Grand Prairie Police Department



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)

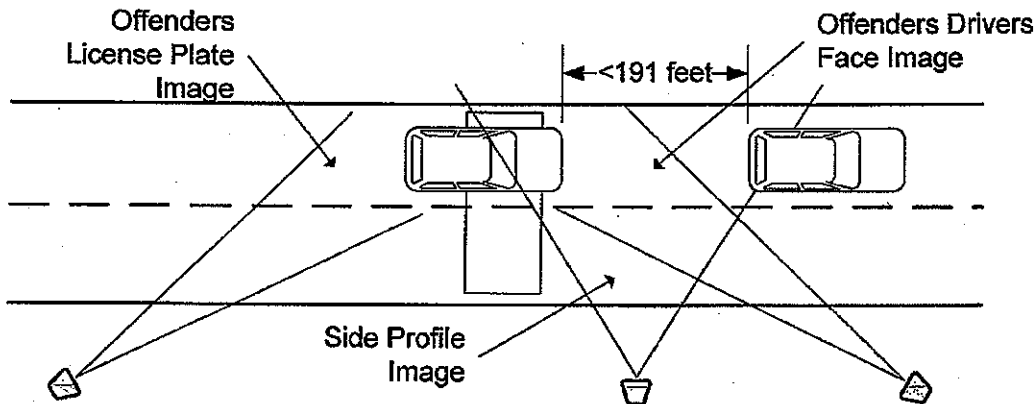
Redflex Technological Innovation

Monitoring for Tailgating Infractions

The REDFLEXspeed[®] system can be utilized to enforce safe car following distances. In detecting this type of infraction, a third camera view is configured, which acts to capture the side profile of the vehicle, which shows the distance between the offending vehicle and the vehicle in front of it. Along with the supporting SMARTscene[®] multi angle video, the REDFLEXspeed[®] system provides compelling evidence of non-safe driving distance infractions.

A graphic of the equipment set-up can be found below:

Vehicles traveling @ 65MPH



Automatic License Plate Recognition

Our automated enforcement system can also be used in conjunction with Automatic License Plate Recognition (ALPR) technology to **address issues ranging from stolen vehicles to Amber Alerts to Homeland Security.**

The ALPR software utilizes advanced optical character recognition (OCR) in order to capture the image of the license plates of vehicles entering the enforcement zone. Through the use of proprietary software, these plate images are recorded and stored by the system and then checked against a database for nearly instantaneous identification.

Since the ALPR technology is used in conjunction with our photo enforcement solution it can **operate continuously; automatically capturing images of license plates for immediate as well as future use.** This feature enables the DPS to monitor and catalog vehicle traffic in real-time and trigger alerts in



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed (TPSIES)

response to pre-determined criteria. As a result, this technology can **enable the DPS to respond accurately and safely to vehicles of interest.**

The system offers the following benefits to the DPS:

- The technology is **Automatic, Fast and Accurate**, allowing the DPS to automatically locate and match plates against lists of stolen and wanted vehicles
- Provides **Increased Situational Awareness** as DPS staff is alerted to vehicles of interest, allowing for a proper response based on the level of threat anticipated
- Acts as a **Force Multiplier** as it facilitates Amber Alert and Be-On-The-Lookout tracking; tasks that are difficult to respond to due to limited staffing resources
- Is **Flexible and Scalable**, allowing the DPS to utilize in a single speed van or program wide

The benefits of this technology to the DPS are far reaching, ranging from traditional law enforcement pursuits to challenges brought on through Homeland Security monitoring. The DPS may consider use of this technology for the following applications:

- **Point-to-Point Speed Verification**
- **HOV Lane Compliance**
- **Stolen Vehicle Tracking**
- **Amber Alerts Detection**
- **Homeland Security Enhancement**



Introduction

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Political

In becoming the first state to implement a statewide photo enforcement program, the DPS will attract significant, sustained attention to its efforts, from both inside and outside the state. Among the important factors driving that attention will be: 1) the actions of the State of Arizona and its DPS carry greater impact to the direction of public policy around the nation than the actions of any city, no matter how large, as the DPS is a law enforcement agency with a broader charge, mission and field of operations than any municipal police department; 2) the significant inter-governmental relations involved in designing, deploying and operating a statewide system; and 3) the conjunction of state-operated data bases and systems and the advancing detection and imaging capabilities of a company such as Redflex, leading toward new opportunities for powerful law enforcement applications, including Point-to-Point Speed Enforcement, Amber Alert, stolen-vehicle, vehicle-of-interest location, and Homeland Security.

Within the automated enforcement industry, Redflex has led the way in answering political threats and challenges to the life-saving use of the technology. Through our own highly qualified personnel and retention of respected advocates, Redflex has engaged in policy debate regarding automated enforcement technology all over the U.S., with significant focus in the State of Arizona. **As a result, Redflex is not only the most accomplished and reliable provider of technically advanced automated enforcement systems; we are also the company most skilled and experienced with the kind of effective government relations and media relations efforts which will surely play a large part in this program.** In short, the intergovernmental and communications dimensions of this project will be critical to its success, and Redflex is far and away the most accomplished and most focused company in these important fields.

The Arizona Legislature has been actively engaged in debate over automated enforcement for many years, but most intensively over the past three years. For example, in the 2007 Regular Session of the Legislature, Sen. Ron Gould introduced and successfully moved through his committee a Senate Continuing Resolution (SCR) to refer automated speed enforcement on state highways to the 2008 ballot. While the SCR was ultimately held, and not sent to a floor vote, it has now been re-introduced in the current legislative session, along with several other measures hostile to automated enforcement. The announcement of this program and revenue projections included in Governor Napolitano's budget have placed automated enforcement among the most hotly debated topics in the 2008 Arizona Legislature.



Introduction

SOLICITATION NO.: L8-022


Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Redflex is prepared and positioned to aid the DPS on the intergovernmental relations effort that will be required at both the state and local government levels to make this program a reality and a success. Our internal resources include the following accomplished individuals: **Jay Heiler, former Chief of Staff to the Governor of Arizona, a respected leader, lawyer, and commentator with widely regarded expertise in public policy development, communications and community outreach; Dr. Aaron Rosenberg who heads up our business development efforts and is considered to be a leading subject matter expert in the photo enforcement industry, having been asked to testify in state legislative hearings across the country; and Cristina Weekes, an accomplished executive in marketing communications who has assisted a number of governmental agencies in effective public outreach efforts.** Additional background information on these highly qualified resources can be found in Section 8 of this proposal.

Should DPS so direct, Redflex is ready, willing and able to bring the necessary time and expertise to bear in assisting with legislative outreach on this project. At this time, legislative opinion regarding automated enforcement has evolved in a positive direction; based either on the merits or the politics, due to the success of the program Redflex executed for the City of Scottsdale on the Loop 101 Pilot and the resulting groundswell of public support for the technology. At the same time, legislative opponents of automated enforcement continue to pursue aggressive action against the technology and have intensified that pursuit as knowledge of this procurement became known.

One thing that the DPS and the state can be certain of is that there will continue to be intense scrutiny and debate around automated enforcement, played out in the halls of government and the news budgets of media around the state. Redflex has long considered effective assistance in the management of these elements central to our mission, and have set the industry standard here to the same degree that we have demonstrated with our industry leading technology and operational excellence.

	Introduction	Arizona Department of Public Safety 2102 W. Encanto Blvd., Ste 340 Phoenix, Arizona 85009
	SOLICITATION NO.: L8-022	
Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed (TPSIES)		

Final Thoughts

For all of the reasons stated above, **Redflex considers this the most significant planned deployment of automated enforcement to date in the U.S. We also believe that Redflex is uniquely qualified and positioned to meet the cross-disciplinary challenges involved in executing a successful program in support of the DPS.**

We are truly excited about the opportunity of working with the DPS on this important statewide public safety initiative. The successful implementation of this program is sure to alter the way that states across the country approach the difficult task of enforcing speeding and red light violations.

The Redflex team appreciates having the opportunity to participate in this truly amazing opportunity. We know that the unique combination of providing (1) the most experienced staff, (2) the most proven technologies and (3) providing the largest local infrastructure and suite of support services will guarantee that we will be successful in supporting a truly world-class TPSIES program for many years to come.

Authorized Contract Persons

Should you need any additional information or if you have any questions, please do not hesitate to contact Wade Bettisworth or me directly.

Wade Bettisworth
 Regional Director
 (O) 310-743-1217
 (C) 310-221-1521
wbettisworth@redflex.com

or

Aaron Rosenberg, PhD
 Vice President
 (O) 310-743-1209
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Introduction

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

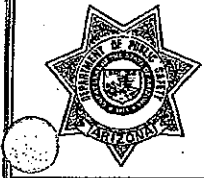
SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed (TPSIES)**

Again, our proposal will detail our firm's proven experience and world-class capabilities and will lead the DPS to the same conclusion that 80% of the entire US "Driver-onus" market has made – that Redflex is the best photo enforcement partner for a project of this scope and magnitude.

Sincerely,

Aaron Rosenberg, PhD
Vice President



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Offeror(s) should complete/respond all areas contained in this section of the Request for Proposal RFP.

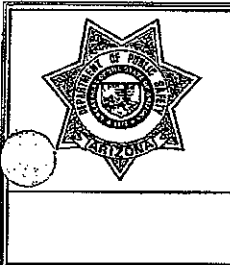
The offeror's responses should be in the form of a brief written narrative demonstrating the offeror's ability to satisfy the Scope of Work. The narrative should describe a logical progression of tasks and efforts starting with the initial steps or tasks to be accomplished and continuing until all proposed tasks are fully described. The language of the narrative should be straightforward and limited to facts, solutions to problems, and plans of proposed action. The use of technical language should be minimized and used only to describe a technical process.

1. Provide a detailed list and description of the equipment your firm will utilize to meet and/or exceed the requirements contained in the solicitation Scope of Work Sections 3 through 13. Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

Introduction

Having been active in the photo enforcement business for 20 years in the United States, Redflex Traffic Systems (Redflex) has gained extensive experience and knowledge implementing the most effective methodologies for running a world-class photo speed and red light camera enforcement program. Redflex takes a holistic approach to public safety and are proud to work collaboratively to ensure that our programs support the best interests of the clients that we serve. For example, in working with the Department of Public Safety (DPS), Redflex offers the following:

- Redflex is the largest and most successful vendor in the photo enforcement industry. **We currently support over 190 contracts in 20 states.** In addition, we have executed over 70 contracts in the last 12 months, which is equivalent to being selected in approximately 80 percent of all competitive bidding processes.
- We support **more large-scale programs in the USA than any other vendor**, including the City of Chicago, the largest program in the country which has over 140 operational systems. This compares to programs in other large cities that have big populations, but few systems; such as St. Louis and Seattle that each have less than 10 systems operational.
- Redflex supports the largest speed enforcement contract in the USA- Albuquerque, New Mexico. This program consists of 38 fixed combination Red Light/Speed Systems and 3 mobile speed vans.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

- In currently supporting seven contracts in Arizona, we are the largest vendor in the State. **Redflex offers broad experience across the state.** We support the Paradise Valley program which is the oldest photo enforcement contract in the United States. Our experience includes multiple enforcement types, including red light, speed-on-green, mobile speed vans, mid-block speed systems and freeway fixed speed systems.
- **We pioneered the use of a fixed freeway speed system** and were successful in getting the program up and running in 6 weeks while dealing with challenges unique to this application, including solving power and communications needs in the remote locations selected for the Pilot.
- During the Loop 101 Pilot the Redflex System had a dramatic impact on driver behavior, **reducing the average speed on this section of the freeway by nearly 10 MPH.** In addition, the program was credited with **reducing collisions and total injuries by 52 and 40 percent respectively.**
- Redflex is proud to have achieved tremendous success in operating the Loop 101 Pilot and longer term project. **Our success in achieving an over 98% uptime** during the full 9 month Pilot and subsequent 5 month operation of the program was not by chance, but **can be attributed to our quality staff and the execution of a detailed plan that was implemented to ensure the optimal operation of the program.**
- We are the only vendor operational in the State of Arizona that has achieved the coveted **International Association of Chiefs of Police (IACP) certification.**

Since our response to the Equipment/Hardware Fixed & Mobile Systems section covers a number of subjects, we have organized it in three sub-sections to ease the review process by the Evaluation Committee. The sub-sections for Fixed and Mobile Systems are fully self-contained, addressing all questions relating to each method of deployment, while the sub-section dealing with Network Hardware and Services addresses questions relating to both fixed and mobile operations. In addition, we have confirmed that we are **100 percent compliant** with all specification requirements as shown in the grid found as found on pages 3-17 of this section.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
2. Scope of Work: The contracted firm shall provide all equipment, hardware, software, personnel and services (inclusive of any installation) required to provide:	Will Comply.	Refer to Tab 1 – starting on page 1.
2.1. Identification, through photograph, video and calibrated equipment/software systems, motor vehicles and drivers found violating Arizona traffic laws as specified in S.O.W. section 3. Mobile Systems (via mobile Van/SUV platforms) and Fixed Systems shall function accurately 24 hours per day 7 days per week in all weather conditions (mandatory) as specified in S.O.W. section 3.2.5;	Will Comply.	Refer to Tab 1 – starting on page 22.
2.2. Citation generation and processing services as specified in S.O.W. section 8;	Will Comply.	Refer to Tab 2 – starting on page 1.
2.3. Court testimony services as specified in S.O.W. section 9;	Will Comply.	Refer to Tab 3
2.4. Data collection and reporting services as defined in S.O.W. section 10;	Will Comply.	Refer to Tab 4
2.5. Training services as defined in S.O.W. section 11;	Will Comply.	Refer to Tab 5
2.6. Customer service and support services as defined in S.O.W. section 12;	Will Comply.	Refer to Tab 6
2.7. Community awareness services as defined in S.O.W. section 13.	Will Comply.	Refer to Tab 7
3. Equipment/Hardware Fixed & Mobile Systems: Equipment/Hardware shall include, at a minimum, all computers, computer interfaces, software, digital video/cameras, flash strobes, network equipment, cable, wiring, and all necessary appurtenances required to support fully functional Photo Enforcement Systems.	Will Comply.	Refer to Tab 1
3.1. Photo/video equipment shall	Will Comply.	
3.1.1. Be digital technology;	Will Comply.	
3.1.2. Utilize a minimum of twelve mega-pixel resolution digital cameras;	Will Comply.	We are proposing 12.4 mega pixel (HDX-1100 industrial camera)
3.1.3. Utilize digital video with no less than 30 frames per second;	Will Comply.	
3.1.4. Be capable of consistently obtaining photographs/videos of both reflectorized and non-reflectorized license plates, regardless of glare or ambient lighting conditions;	Will Comply.	
3.1.5. Be capable of photographing and videoing both the front and rear of vehicles whose drivers commit traffic violations;	Will Comply.	Refer to our sample images on starting on Tab1 – page 40
3.1.6. Be capable of producing clear video of the vehicle committing the violation with a minimum duration of five seconds per violation;	Will Comply.	
3.1.7. Be capable of measuring speeds and recording clear images and video of the driver that is reasonably believed to be committing a traffic violation;	Will Comply.	Refer to our sample images on starting on Tab1 – page 40
3.1.8. Be capable of consistently obtaining a clear image of the front of vehicles so as to clearly identify the driver;	Will Comply.	Refer to our sample images on starting on Tab1 – page 40
3.1.9. Be capable of consistently obtaining a clear image of the	Will Comply.	Refer to our sample images on



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
rear of vehicles so as to clearly identify the license plate;		starting on Tab1 – page 40
3.1.10. Be capable of producing images that are clearly discernible and visible to the naked eye without the use of enhancement equipment to view the photograph/video of the violator vehicle;	Will Comply.	Refer to our sample images on starting on Tab1 – page 40
3.1.11. Be as automated as possible with regard to set-up, aperture settings, focusing, and leveling.	Will Comply.	
3.2. Photo Enforcement Speed Equipment shall be	Will Comply.	Refer to Tab 1 – starting on page 108
3.2.1. Capable of recording speeds within a tolerance of plus or minus one (1) mile per hour of the actual speed of a target vehicle; (The contractor shall specify, in detail, performance standards by which the accuracy, of their speed measuring devices, is measured);	Will Comply.	
3.2.2. Capable of performing internal calibration checks for accuracy and functionality;	Will Comply.	
3.2.2.1. Evidence of such testing must be imprinted on the digital camera image;	Will Comply.	
3.2.2.2. Test failures must prevent further operation of the incapacitated unit;	Will Comply.	
3.2.2.3. The internal test should provide a visual and/or auditory signal that clearly indicates the equipment's operational accuracy or lack thereof;	Will Comply.	
3.2.3. Capable of accurately monitoring several traffic lanes for speed violations occurring concurrently;	Will Comply.	
3.2.4. Capable of separately identifying concurrent violations;	Will Comply.	
3.2.5. Capable of operating 24-hours per day 7 days per week, with the exception of downtime associated system repair or maintenance (Repairs and maintenance should be completed within 24 hours);	Will Comply.	
3.2.6. Capable of gathering detailed computer data for statistical analysis and the ability to produce histograms and other graphical depictions for submission in court proceedings;	Will Comply.	
3.2.7. Capable of recording clear photographic images of both the front and rear of vehicles whose drivers violate A.R.S Title 28 sections 645, 701, 702, and 797;	Will Comply.	
3.2.8. Capable of recording clear images and video of the driver of the vehicle that is reasonably believed to be committing the violation;	Will Comply.	
3.2.9. Capable of producing clear video of the vehicle committing the violation;		
3.2.10. Equipped with a computer interface;	Will Comply.	
3.2.11. New "latest technology". DPS shall reserve the right to reject equipment that does not meet current market standards.	Will Comply.	
3.3. Fixed Speed Systems shall be	Will Comply.	
3.3.1. Capable of being activated and deactivated at random as designated by the DPS;	Will Comply.	
3.3.2. In compliance with SOW section 3.1 & 3.2;	Will Comply.	



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
3.4. Fixed Photo Red Light/Speed on Green Systems shall be	Will Comply.	Refer to Tab 1 – starting on page 18 (Fixed Red and Speed Systems)
3.4.1. Capable of detecting drivers/vehicles entering designated traffic light intersections during the traffic signal's red light phase;	Will Comply.	
3.4.2. Capable of detecting drivers/vehicles violating the posted speed limit during the traffic signal's green and yellow phase;	Will Comply.	
3.4.3. Capable of recording clear photographic images of both the front and rear of vehicles whose drivers violate A.R.S Title 28 section 645, 701, and 702;	Will Comply.	
3.4.4. Capable of producing clear video of the vehicle while committing the violation;	Will Comply.	
3.4.5. In compliance with SOW section 3.1 & 3.2;	Will Comply.	
3.5. Mobile Photo Red Light/Speed on Green Systems shall be	Will Comply.	
3.5.1. Capable of detecting drivers/vehicles speed entering designated traffic light intersections during the traffic signal's red light phase;	Will Comply.	
3.5.2. Capable of detecting drivers/vehicles violating the posted speed limit during the traffic signal's green and yellow phase;	Will Comply.	
3.5.3. Capable of recording clear photographic images of both the front and rear of vehicles whose drivers violate A.R.S Title 28 section 645, 701, and 702;	Will Comply.	
3.5.4. Capable of producing clear video of the vehicle while committing the violation;	Will Comply.	
3.5.5. Capable of being moved to a different locations on a daily basis;	Will Comply.	
3.5.6. In compliance with SOW section 3.1 & 3.2	Will Comply.	
3.6. The contractor shall	Will Comply.	
3.6.1. Provide, install, and operate the equipment necessary to make the proposed Photo Enforcement system(s) functional;	Will Comply.	
3.6.2. Be required to account for each photographed vehicle, each violation sent to DPS for citation approval, and each approved citation/complaint;	Will Comply.	
3.6.3. Notify the DPS of any malfunctions in any of the systems immediately upon their discovery;	Will Comply.	
3.6.4. Provide weekly and monthly statistics to the DPS containing details of equipment failures. Statistics should include equipment location, failure type, time device was placed out of service, time device was placed back into service and corrective action taken on the device. Similar network and applications statistics will also need to be provided to the DPS;	Will Comply.	
3.6.5. Arrange for an efficient method for the retrieval and timely processing of the reproduction of any image requested by the DPS;	Will Comply.	
3.6.6. Be responsible for all maintenance and repairs of the digital camera systems, regardless of cause;	Will Comply.	Refer to Tab 1 – starting on page 71



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
3.6.7. Produce monthly, or as requested, reports of activity and individual histograms for court and/or other purposes. The data should be provided by location as well as in a summary format.	Will Comply.	Refer to Tab 4
3.7. All imaging equipment, computer equipment, and/or associated equipment shall have the ability to document and track enforcement data for record keeping and court purposes.	Will Comply.	
3.8. DPS will determine the delay settings and speed level for citations and warnings based upon statistical data, collision rates, and safety issues such as red light running, aggressive driving, population density, weather, lighting, and analysis of traffic information.	Will Comply.	
3.9. The program may include the issuance of warnings based on criteria established by the DPS. In the event a warning is issued, the Contractor will follow the same procedures for mailing as for a first notification of a complaint.	Will Comply.	
3.9.1. The ability to issue warnings and citations at any deployment location during the same time period is preferred.	Will Comply.	
3.10. All deployment locations shall be determined by the DPS.	Will Comply.	
3.11. <u>New Technology. Offerors are encouraged to provide detail relating to:</u>	Will Comply.	
3.11.1. The ability to reduce or eliminate the need for a photo flash or strobe in all applications;	Will Comply.	
3.11.2 The ability to increase photo resolution;	Will Comply.	
3.11.3. The ability to provide for a safer work environment, relative to vehicle positioning, for the operator of the Mobile Speed System.	Will Comply.	
4. <u>Network Hardware and Services, Fixed & Mobile Systems:</u> The contractor shall:	Will Comply.	Refer to tab 1 – starting on page 143
4.1. Provide all network hardware and network services required;	Will Comply.	
4.2. Provide network design schematics as part of its solution. Schematics must be kept current as the system matures and changes;	Will Comply.	
4.3. Provide a network that is industry standard TCP/IP for both LAN and WAN network segments;	Will Comply.	
4.3.1. All data flowing through the data network must be encrypted from the nearest data capture point all the way to its final destination;	Will Comply.	
4.3.2. Encryption used must meet Advanced Encryption Standard (AES) with a minimum encryption of 128bit up to 1024 bit algorithm;	Will Comply.	
4.3.3. Servers storing digital images which are available through a network must be properly protected via firewalls from the Internet and other non-secure networks;	Will Comply.	
4.3.4. Network deployment and management will follow "best-practice" network configuration and security measures;	Will Comply.	
4.3.5. Critical devices storing data must include automated file backup measures to insure data is stored and backed up in case of a major equipment failure;	Will Comply.	



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Specification Requirement	Meets Requirement	Notes
4.3.6. Redundancy must be built as part of the network and critical storage devices;	Will Comply.	
4.3.7. As part of the system, a file archive mechanism must be included to allow the DPS the ability to archive data on a scheduled basis. The archive system must contain a means of data search and data retrieval.	Will Comply.	
5. Mobile Systems: The contractor shall supply a quantity estimated up to forty (40) Mobile Speed Systems and up to ten (10) Mobile Red Light Systems among locations designated by DPS. Each Mobile System shall:	Will Comply.	Refer to Tab 1 – starting on page 108
5.1. Consist of a new (current year or newer) sport utility vehicle or comparably equipped van type vehicle (hybrid vehicles preferred) suitable for photo enforcement on State highways within the State of Arizona;	Will Comply.	
5.2. Have a solid white exterior ready for DPS applied markings to clearly identify each vehicle as a government vehicle.	Will Comply.	
5.2.1. The DPS shall be responsible for purchasing and installing markings consistent with DPS standards.	Will Comply.	
5.2.2. Only markings authorized by the DPS shall be affixed;	Will Comply.	
5.3. Have and maintain current Arizona registration;	Will Comply.	
5.4. Be operated in a manner consistent with the image set forth by DPS;	Will Comply.	
5.5. Be operated only on State highways within the State of Arizona as directed by DPS;	Will Comply.	
5.6. Be capable of operating with monitored traffic passing either to the left or to the right of the Mobile System.	Will Comply.	
5.6.1. In the event the Mobile Speed System is deployed on a two lane roadway, one lane in each direction, it shall be capable of simultaneously measuring the speed of vehicles traveling in both directions;	Will Comply.	
5.6.2. In the event the Mobile Speed System is deployed in median measuring less than fifty (50) feet, it shall be capable of simultaneously measuring the speed of vehicles traveling in a minimum of two lanes in each direction.	Will Comply.	
5.7. Be capable of monitoring a minimum of three lanes of traffic, exclusive of the shoulder, from a deployment location ten to fifteen feet from the fog line (edge of traveled lane) on the roadway;	Will Comply.	
5.8. Contain sufficient imaging, radar, computer and any other associated equipment needed to record, document and track for record keeping and court purposes a vehicle and the driver believed to be exceeding the posted speed limit and/or entering an intersection during a traffic signals red phase;	Will Comply.	
5.9. Have digital camera/radar systems capable of measuring speeds and recording clear images and video of vehicles approaching and departing the digital camera;	Will Comply.	
5.10. Be capable of recording video images of the violations from a height of no less than eleven (11) feet.	Will Comply.	
5.11. Contain appropriate signage as to comply with ARS 28-654.	Will Comply.	
5.11.1. Signs used on Interstate highways shall be 48" X 48";	Will Comply.	



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Specification Requirement	Meets Requirement	Notes
5.11.2. Signs used on all other highways shall be 36" X 36";	Will Comply.	
5.11.3. All signs support structures shall be compliant with the Manual on Uniform Traffic Control Devices (MUTCD)	Will Comply.	
6. Mobile System Operators: The contractor shall:	Will Comply.	Refer to Tab 1 – starting on page 134
6.1. Provide staff to drive the Mobile Systems and maintain equipment while it is in operation;	Will Comply.	
6.1.1. All operators shall:	Will Comply.	
6.1.1.1. Pass background investigations as designated by the DPS;	Will Comply.	
6.1.1.2. Posses and maintain a valid Arizona driver license;	Will Comply.	
6.1.1.3. Be dressed in professional attire as determined by the DPS designee;	Will Comply.	
6.2. Be responsible for all operational costs of the vehicles including maintenance, repairs and insurance;	Will Comply.	
6.3. Be responsible for insuring the vehicle and equipment for property damage caused by fire, collision, theft, and other perils;	Will Comply.	
6.4. Be responsible for rotating the Mobile Systems among the designated times and locations throughout the state at the discretion and under the supervision of DPS.	Will Comply.	
6.5. Provide a similarly equipped backup vehicle should one or more of the primary vehicle be out of service for more than 24 hours.	Will Comply.	
6.6. Each Mobile System must be deployed a minimum of 425 hours each quarter.	Will Comply.	
6.6.1. Deployment is defined as time spent on location capturing images.	Will Comply.	
6.7. In the event that the contract should terminate at any time, the vendor shall give the DPS no less than two (2) weeks after the end of the contract for removal of all DPS property.	Will Comply.	↓
7. Fixed Enforcement Systems	Will Comply.	Refer to Tab 1 – starting on page 18
7.1. The contractor shall supply red light/speed camera systems estimated up to thirty (30) intersections, with a minimum of two directions per intersection being monitored, at locations within the State of Arizona as designated by the DPS.	Will Comply.	
7.2. The contractor shall supply fixed speed camera systems estimated up to ninety (90) fixed locations within the State of Arizona as designated by the DPS.	Will Comply.	
7.3. <u>During the construction and maintenance of fixed and/or Mobile enforcement systems the contractor shall</u>	Will Comply.	
7.3.1. Conform to all applicable Local, State and Federal guidelines;	Will Comply.	
7.3.2. Provide for location of underground facilities prior to construction as per Arizona Revised Statutes;	Will Comply.	
7.3.2.1. This is commonly referred to as "blue staking" because the one-call system for underground facilities in this area is called the Blue Stake Center.	Will Comply.	↓



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Specification Requirement	Meets Requirement	Notes
7.3.3. Configure their system to avoid all conflicts, provide and install all poles, foundations, conduits, digital camera boxes, sensors, related wiring, network hardware, and any ancillary equipment necessary to make the photo enforcement system(s) operational;	Will Comply.	
7.3.3.1. In areas where the posted speed limit exceeds 40 Miles per Hour (MPH), installations shall conform to applicable American Association of State Highway Transportation (AASHTO) roadside design code specification.	Will Comply.	
7.3.4. Install and locate poles and enclosures that will minimize the visual impact to adjacent properties;	Will Comply.	
7.3.4.1. Upon the approval of Arizona Department of Transportation (ADOT), some fixed equipment may be attached to ADOT's existing structures;	Will Comply.	
7.3.4.2. Upon termination of the contract the contractor shall be required to remove all equipment and return intersections, sidewalks, etc. to their original condition within 120 days.	Will Comply.	
7.3.5. Install the poles, foundations, conduits, sensors and digital camera systems under the supervision/review of the Arizona Department of Transportation (ADOT) and in accordance with normal ADOT practices as set forth in the standard specification and standard drawings published by ADOT on its website (azdot.gov);	Will Comply.	
7.3.6. Be responsible for submitting any plans as prescribed by Local code, obtaining all necessary permits and adhering to all applicable Local, State and Federal rules and regulations, signage, and building and construction standards;	Will Comply.	
7.3.7. All installation locations, sensor placements, and timing sequences shall be determined by DPS and the Arizona Department of Transportation (ADOT). The system shall not activate on violations below the tolerance(s) set by the DPS;	Will Comply.	
7.3.8. Place warning signs as prescribed in ARS 28-654;	Will Comply.	
7.3.8.1. Warning signs must be clearly visible and compliant with the Manual on Uniform Traffic Control Devices (MUTCD);	Will Comply.	
7.3.8.2. The maintenance of the warning signs will be the sole responsibility of the Contractor.	Will Comply.	
7.4. <u>During the construction and maintenance of the Red Light/Speed systems the contractor shall</u>	Will Comply.	
7.4.1. Comply with the provisions of SOW section 7.3;	Will Comply.	
7.4.2. Provide equipment that meets or exceeds National Electrical Manufacturers Association (NEMA) Traffic Control Systems Standards Publication TSW2-1992, as it relates to interconnection compatibility with traffic signal equipment, and be compatible with the State's Model Controllers;	Will Comply.	↓
7.4.3. Use isolation relays or equivalent to protect traffic signal equipment from noise, transient voltage, and any related remote interconnect or interference problems in accordance with the NEMA standard;	Will Comply.	Refer to Tab 1 -- page 60
7.4.4. Provide systems that are wholly separate from traffic signal systems, with the exception of two wires leading out from the	Will Comply.	



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
7.4.4.1. State's traffic controller indicating the onset of the red light; Photo enforcement systems cannot use existing conduits utilized by traffic signals or any detection equipment required to operate the traffic signal.	Will Comply.	
7.4.5. Provide a convenient means of disconnecting it from the traffic signal system;	Will Comply.	
7.4.5.1. The State shall retain the right to disconnect the contractor's system from the traffic signal system when, in the opinion of the State, it is in the State's best interest to do so for purposes of maintenance, repair, troubleshooting or other reason related to the proper operation of the traffic signal system;	Will Comply.	
7.4.6. Any malfunction of the fixed photo red light/speed enforcement digital camera systems shall not interfere or cause a malfunction in the normal cycling and operation of the existing traffic control system in place at the specific intersection.	Will Comply.	
7.4.7. The contractor's digital camera system shall monitor status of the traffic signal via field terminals (120 VAC).	Will Comply.	
8. Citation Generation and Processing Services: The contractor shall provide the citation and processing services as part of the contract. For the purposes of this contract, the terms "citation", "complaint", and "charge" are synonymous and interchangeable. All processing procedures shall be conducted in a timely manner and in accordance with applicable court rules and Federal, State and local laws.	Will Comply.	Refer to Tab 2 – starting on page 1
8.1. Vehicle registration information is required to issue citations. For Arizona drivers and registered vehicles, the DPS will make this information available to the vendor at no cost. The contractor shall demonstrate the ability to access appropriate systems to obtain out-of-State registered owner information.	Will Comply.	
8.2. All complaints and summons shall:	Will Comply.	
8.2.1. Be in a format approved by the Arizona Supreme Court;	Will Comply.	Sample citation are included as Exhibit C but are subject to the Courts approval
8.2.2. Be issued to the registered owner as listed with the respective states Motor Vehicle Division or equivalent computer system in a format that separates first, middle, and last names;	Will Comply.	
8.2.3. Be issued to a name that includes at a minimum, a last name for the defendant, if the Motor Vehicle record only lists one name. The defendants date of birth and driver license number will be included if available;	Will Comply.	
8.2.4. Be separately issued from a unique complaint number series and filed separately with the Designated Court;	Will Comply.	
8.2.5. Have an electronic or facsimile signature or name of an Arizona Department of Public Safety Employee who has personally reviewed each photograph and associated citation on-line before it is issued;	Will Comply.	Refer to Tab 2



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Specification Requirement	Meets Requirement	Notes
8.2.6. Include a facsimile signature of the Presiding Judge of the Designated Court if it is a criminal violation where a summons is to be issued;	Will Comply.	
8.2.7. Be issued in accordance with Arizona Rules of Civil Procedure (civil violations), Rule 4, which requires mailing of a copy of the complaint by first class mail, postage prepaid to the person to be served, together with a copy of the notice and acknowledgment of receipt of the complaint, in a return envelope, postage prepaid and addressed to the sender. The packet mailed to the defendant shall also include; a) a <i>Designated Court Waiver of Service Complaint and Summons</i> form. b) A <i>Declaration of Admitted Driver</i> form. Ad c) A <i>Declaration of Non-Driver and Request for Dismissal</i> form.	Will Comply.	
8.2.8. Be issued in accordance with the Arizona Rules of Criminal Procedure (criminal violations), Rule 3.4, (effective December 01, 2005), which requires mailing a copy of the complaint and a summons by registered mail, return receipt requested, to the person to be served, with a copy of the notice. The packet mailed shall include a return envelope, postage prepaid and addressed to the sender. It shall also include; a) a <i>Designated Court Waiver of Service Complaint and Summons</i> form. b) A <i>Declaration of Admitted Driver</i> form. Ad c) A <i>Declaration of Non-Driver and Request for Dismissal</i> form.	Will Comply.	
8.2.8.1. A system must be in place to notify the Court of the successful service and to provide the return receipt, or a copy of the receipt, to the Court.	Will Comply.	
8.3. The contractor shall bear all costs associated with this mailing and maintain funds with the United State Postal Service (USPS) sufficient to cover the costs of postage paid envelopes returned to the court.	Will Comply.	
8.4. Complaints shall be sent to the DPS within five (5) calendar days (10 calendar days for out of State) of the violation and approved by the DPS before the complaint is issued. The summons must be approved by the Designated Court before the complaint is mailed. The complaint and summons must be filed electronically, and mailed within ten (10) calendar days (15 calendar days for out of State) of the violation. All complaints, civil or criminal, must have court dates for initial appearances assigned on a date mutually agreed upon with the Designated Court. The ability to schedule appearances on specific dates and times is preferred. The contractor shall obtain the holiday schedule from the Designated Court to ensure that the originally assigned arraignment court date listed on the summons and complaint does not fall on a holiday.	Will Comply.	
8.5. The contractor shall file the original copies of the complaints with the Designated Court on the same day that the complaints are issued. The contractor shall provide hard copies as well as an electronic transfer of data and/or	Will Comply.	



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
complaint images to the Court. In the event citations are generated within a court jurisdiction that does not have computer connectivity with the contractor, the DPS approved citations shall be printed and delivered to the Designated Court within (5) calendar days of approval.		
8.6. The contractor shall provide a courier service for daily delivery of the summons and complaint and other associated documents to the Designated Court.	Will Comply.	
8.7. Upon notification that the named defendants failed to respond to complaints by the designated court date, the contractor then shall mail a second copy of the summons and complaint and will contract with a licensed process server the complaint as directed by the court. Additional service, including process service, will provide by the Contractor in accordance with procedures established by the court.	Will Comply.	
8.7.1. Criminal defendants, who have been successfully served by the USPS, and fail to respond by the designated court date, will have warrants issued for their arrest by the Designated Court.	Will Comply.	
8.7.2. Criminal defendants, who have <u>NOT</u> been successfully served by the USPS, are subject to immediate process service through the contractor.	Will Comply.	
8.8. Should the named defendants provide information indicating they were not driving or choose to nominate a different driver/defendant; those mailings may be initially screened by the contractor as directed by the DPS.	Will Comply.	
8.8.1. All dismissals will require DPS approval;	Will Comply.	
8.8.2. DPS will file a motion to dismiss on each approved case which will require the Designated Court to notify the defendant;	Will Comply.	
8.9. The contractor shall be responsible for generating a summons, complaint, or both in a name other than the registered owner when directed by the DPS. (The summons and complaint must be associated with the existing violation information on file and matched to the new defendant information.)	Will Comply.	↓
8.10. Images/Processing and Storage. The contractor shall:	Will Comply.	
8.10.1. Ensure there is a clear unobstructed image for each complaint filed. The capability to enlarge images shall also be required;	Will Comply.	
8.10.2. Require a second employee to review all violation images to ensure no misread registration plates will result in faulty citations;	Will Comply.	Refer to Tab 2 – Violation Processing Review and Approval starting on page 4
8.10.3. Ensure that all images include a data line with the following information imprinted upon the image but not obstructing the violation images:	Will Comply.	
8.10.3.1. Day, month and year of the suspected violation;	Will Comply.	
8.10.3.2. Time of the suspected violation (hours/minutes/seconds);	Will Comply.	
8.10.3.3. Direction of the vehicle photographed;	Will Comply.	
8.10.3.4. The Speed of the vehicle;	Will Comply.	↓



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
8.10.3.5. Location code.	Will Comply.	
8.10.3.6. In addition to the information listed above, the data line on the second image should also include the elapsed time from the first image (fixed systems only).	Will Comply.	
8.10.4. Provide a method for the examination/inspection, retrieval and/or reproduction of images for any photographed vehicle upon request of the DPS Designee;	Will Comply.	
8.10.5. Provide the DPS with photographs of all violator vehicles bearing fictitious, altered or suspended license plates. For those vehicles or license plates that have been reported stolen, this notification shall be made immediately upon discovery;	Will Comply.	
8.10.6. Provide computer queries when required to ascertain information related to any law enforcement purpose as requested by the DPS Designee;	Will Comply.	
8.10.7. Provide photographs for viewing by the citizen in receipt of the complaint;	Will Comply.	
8.10.8. Provide an audit trail of all unusable and unattainable images with documentation regarding why the photograph was unusable and/or why a citation was not generated;	Will Comply.	↓
8.10.9. Store all electronic data for a period of three years or a time agreed upon with the DPS;	Will Comply.	Refer to Tab 1 – starting on page 143
8.10.10. Maintain a proper chain of custody of evidence in accordance with established laws that meet the requirements of the State of Arizona and the DPS;	Will Comply.	
8.10.11. Maintain sufficient records to ensure compliance with Arizona Revised Statutes, Section 28-1560, "Illegal Cancellation of Traffic Citation; classification; audit", and all applicable rules set forth by the Arizona Supreme Court Administrative Office the Courts (AOC);	Will Comply.	
8.11. All actionable images produced by digital camera systems shall be maintained by the contractor for a period of three years from the date of the violation disposition. All non-actionable images produced by the digital camera systems shall be maintained by the contractor for a period of one year from the date of violation.	Will Comply.	
8.12. All images recorded and stored shall become the property of DPS and shall only be used for the purposes of legal enforcement by DPS. Any and all DPS Photo Enforcement data, photos, video, electronic and written communication, phone calls and histograms obtained or received shall become the sole property of the DPS and any release of information must be specifically authorized in writing by DPS.	Will Comply.	
8.13. All images produced by the contractor shall be used for prosecution purposes only unless specifically authorized in writing by DPS. All passengers within any vehicle photographed shall be obscured; only the driver should be visible and recognizable.	Will Comply.	↓
8.14. Connectivity. The contractor shall	Will Comply.	
8.14.1. Provide programming for the electronic transfer of	Will Comply.	Refer to Tab 2 – starting on



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
information between DPS, the designated court and the contractor to allow for timely issuance of initial complaints, second copies of the summons and complaint and a copy of the summons and complaint delivered to the process server. The electronic transfer of citations and complaint data between the contractor's system and the Designated Court's CMS system shall be via IBM Websphere MQ using TCP/IP. Data, image format and acceptable file formats and necessary system specifications will be provided by the CMS IT Director or designee. A dedicated connection will be required between the contractor and the Court;		page 23 "Court Interface"
8.14.2. Accept from the Designated Court an electronic file of all defendants who have not responded to the original complaint with a future court date set by the Court;	Will Comply.	
8.14.3. Accept from the Designated Court, an electronic file of all complaints that have been amended into the name of the admitted driver, with future court dates beyond the original arraignment date and will produce a "hard copy" of the amended complaint to be delivered to the Court. The summons and complaint must be associated with the existing violation information on file and matched to the new defendant information;	Will Comply.	
8.14.4. Accept from the Designated Court an electronic file of all defendants, who, after their original court dates, and before their continued arraignment dates, have answered the photo complaint;	Will Comply.	
8.14.5. Have and maintain the capability of electronically transferring citations and complaint data to the Designated Court's Management System (CMS) in a format prescribed by the Court's CMS IT Director or designee. The format will be XML and content of the XML document will be provided by the Designated Court. All coded data must conform to NCIC and Court standards. The contractor shall also submit the original complaint and copy of the summons to the Court. The contractor shall submit an optical image of the complaint and summons to the Court in a format prescribed by the Court's CMS IT Director or designee;	Will Comply.	
8.14.6. Provide continuous technical support and training of DPS staff on the operation of the contractor's computer system;	Will Comply.	
8.14.7. Be responsible for processing all images and the recording of all data related to individual citations;	Will Comply.	
8.14.8. The Designated Court shall maintain direct control of any on-line transactions or data transfers into the contractor's computer for payments received, defensive driving program (DDP) completions and continuances, arraignment appearances, hearing requests and service of process in accordance with any agreed to requirements for doing same;	Will Comply.	
8.14.9. Qwest and AT&T leased communications are preferred for telecommunications.	Will Comply.	
9. Court Testimony Services: The contractor shall	Will Comply.	Refer to Tab 3
9.1. Provide qualified personnel who can provide documentation	Will Comply.	Refer to Tab 3



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Specification Requirement	Meets Requirement	Notes
and testify in court to the accuracy, calibration, maintenance, repair records, technical operation and effectiveness of the firms TPSIES for contested complaints;		
9.2. Specify a process to notify all operators and technicians of subpoenas and court dates as required for successful prosecution in the appropriate court;	Will Comply.	Refer to Tab 3
9.3. Upon receipt of "notice of hearing", create and forward court packets to the DPS administrator within 10 days of receipt of a notice of hearing (or no later than 48 hours prior to the scheduled court date) or provide the information via digital transmission and printing to the DPS Administrator's place of business. The court packet shall include:	Will Comply.	
9.3.1. All images of the violating vehicle;	Will Comply.	
9.3.2. All violation/citation data; and	Will Comply.	
9.3.3. Certification that that the system was operating properly prior, during and after the violation.	Will Comply.	
10. Data Collection and Reporting Services:	Will Comply.	Refer to Tab 4
10.1. The contractor shall submit monthly reports to the DPS of the TPSIES program results.	Will Comply.	
10.2. Reports shall be provided within 15 calendar days from the end of a previous month and shall, at a minimum include:	Will Comply.	
10.2.1. The total number of violations photographed by speed cameras;	Will Comply.	
10.2.2. The total number of actionable violation images captures by speed cameras;	Will Comply.	
10.2.3. The total number of unactionable violation images captured by speed cameras;	Will Comply.	
10.2.4. The total number of violations for speed that are forwarded to DPS for review;	Will Comply.	
10.2.5. The total number of complaints filed with designated courts separated by court and speed cameras; and	Will Comply.	
10.2.6. Deployment statistics by deployment of speed camera systems.	Will Comply.	
10.3. The contractor shall also provide quarterly and yearly summary data reports compiled from monthly reports and containing year-to-date statistics.	Will Comply.	
10.4. The contractor shall prepare an initial program evaluation report six (6) months after the beginning of the program. The report shall include an analysis of the initial program data and an explanation of any program improvements that have been planned and implemented. The contractor shall complete and submit a comprehensive program evaluation at the end of the contract period.	Will Comply.	
10.5. DPS may also request alternate report(s) and/or document(s) deemed useful to the program. Alternate reports shall be delivered as mutually agreed upon by the DPS and the contractor.	Will Comply.	
11. Training/Education Services: The contractor should provide a basic training/education program for designated Department of Pubic Safety, Department of Transportation	Will Comply.	Refer to Tab 5



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Specification Requirement	Meets Requirement	Notes
and designated court staff personnel.		
11.1. The contractor's training program should, at a minimum detail:	Will Comply.	
11.1.1. The use and operation of the enforcement system(s);	Will Comply.	Refer to Tab 5
11.1.2. The use and operation of computer/software systems;	Will Comply.	
11.1.3. Citation generation and processing procedures;	Will Comply.	
11.1.4. Court testimony processes; and	Will Comply.	
11.1.5. Data collection and reporting methods.	Will Comply.	
11.2. Training sessions shall be performed at locations and times mutually agreed upon by DPS and the contractor (minimum 1 to 3 sessions per year with recommended class size, 15 attendees per instructor).	Will Comply.	↓
12. Customer Service and Support Services: The contractor should set up and maintain the customer services and support services as described below. Due to security and identity protection concerns, direct services under this contract shall be performed within the borders of the United States. Any services that are described in the specifications or scope of work that directly serve the State of Arizona or its clients and may involve access to secure or sensitive data or personal client data or development or modification of software for the State shall be performed within the borders of the United States. Unless specifically stated otherwise in the specifications, this definition does not apply to indirect or 'overhead' services, redundant back-up services or services that are incidental to the performance of the contract. This provision applies to work performed by subcontractors at all tiers.	Will Comply.	Refer to Tab 6 – starting on page 1
12.1. LOCAL & TOLL FREE NUMBER HELP DESK: A local and toll free telephone system staffed by qualified personnel to answer the public's questions or concerns related to the TPSIES program or individual citation complaints. The local and toll free telephone system shall:	Will Comply.	Tab 6 – page 8
12.1.1. Be available for public access Monday through Friday from 8:00 am to 5:00 pm excluding state holidays;	Will Comply.	
12.1.2. Be user friendly with touch tone prompting and an "opt out" selection for either English or Spanish speaking customer service representatives; and	Will Comply.	
12.1.3. Record and archive customer/contractor conversations to assure quality control and management oversight of staff is performed and to create an audit trail of events/conversations. Recordings must be made available to the appropriate DPS Designee within 48 hours of a requested conversation or for a maximum of 90 days or as mutually agreed upon by DPS and the contractor.	Will Comply.	Tab 6 – page 8
12.2. The contractor and all designated employees shall make every effort to work with DPS in resolving public inquiries or complaints pursued in any of the above customer service formats. The contractor should assist DPS in establishing a clear written protocol for handling public complaints.	Will Comply.	Tab 6 – page 10
12.3. DPS shall reserve the right at its sole discretion to request	Will Comply.	Tab 6 – page 10



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Specification Requirement	Meets Requirement	Notes
the removal of an employee, employees, recordings or content. Upon notice by the DPS the contractor shall implement and/or correct all concerns immediately.		
13. Community Awareness Services: All media and public service information regarding services provided by the contractor will be coordinated by and through DPS media and related government offices. The contractor is <u>not</u> authorized to release media or any other information regarding services provided under this contract.	Will Comply.	Tab 7 – starting on page 1



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Fixed Systems

Scope of Work

The TPSIES RFP calls out for the procurement of up to 30 combination red light camera/speed systems and up to 90 fixed speed systems. Due to variations between these two types of systems in terms of the geometry of the enforcement zone and differing speed measurement challenges, we have included different deployment options in the description that follows.

Overview: Speed/Red Light Systems

Fixed Speed Systems

Example of Typical Fixed Freeway Speed Camera Installation on Loop 101
(Clean, secure installation with minimal aesthetic impact on the streetscape)



During the Loop 101 Pilot, the Redflex System had a dramatic impact on driver behavior, reducing the average speed on this section of the freeway by nearly 10 Miles Per Hour. In addition, the program was credited with reducing collisions and total injuries by 52 and 40 percent respectively.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

A study conducted by Dr. Simon Washington of Arizona State University estimated that a freeway speed enforcement program would generate savings to society in excess of \$10MM per year from reductions in collisions caused by excessive vehicle speed, with these savings coming in the form of reductions in property damage, medical expenses and insurance costs. According to the study an additional benefit would be the enhanced safety to the DPS through a reduction in officer involved pursuits to apprehend speeders as well as fewer calls for officer assistance due to a reduction in collisions on the freeway.

One significant perceived challenge by interested state agencies was the ability of our system to measure speed across as many as six lanes of traffic; knowing that on this stretch of freeway that automobiles often exceeded 100 MPH.

As a result of the program, our ability to measure speed has been proven for both low and high speeds, including a violation where a vehicle was traveling at 147 MPH on the Loop 101 and Redflex provided significant data that proved the accuracy of the speed measurement. The great success of our program on the Loop 101 can be attributed to our significant advances in speed detection in addition to well executed installation and maintenance programs. A summary of these efforts is as follows:

HYUNDAI IN A HURRY

Location: SC-101 (DPS) 01 Blvd Hwy 101 and Shea Blvd, Scottsdale, AZ 85009
 Date: Sunday 21 May 2007 Time: 02:55:47 Pmt: 27 Speed Limit: 65 MPH
 Lane: 2 Vehicle Speed: 147 mph Elapsed Time: 0:00

THE 147-MPH SONATA
THE DREAD TRAFFIC CAMERA GAINS ANOTHER FOOTHOLD.
 BY BYVETTE SPENCER AND MIKE SAKAL

It had been a terrific Saturday night for Lawrence Pargo. But now the sun was coming up, and he had to leave the lovely young thing and get to his job, at a home for the disabled, and he was late.

At 5:47 a.m. on Sunday, May 21, the freeway—the Loop 101—was empty, so empty that before he knew it his rental, a 2000 Hyundai Sonata V-6, was going 128 mph. Eight minutes later he was clocked at 147 mph, which works out to 82 mph over the limit. He didn't know it, but speed cameras had taken pictures of him as he blew by.

Then he exited the freeway, bought \$61 worth of gas, got back onto Loop 101, and at 6:17 a.m. was photographed going 102 mph, and later, 105. Pargo was about to make the newspaper in a big way.

The Sonata had tripped automatic cameras installed along a 7.8-mile stretch of southbound freeway, the so-called Loop 101, that passes through the city of Scottsdale, Arizona. The city, one of that upscale desert town had paid \$650,000 to Redflex Traffic Systems, aka of Scottsdale, to install and run 32 cameras (six southbound, six northbound) for a nine-month trial period, starting in February '06 and ending in October. So now, just 13 weeks into the deal, cameras had caught the mother of all speeders. After nine months, the cameras had nailed more than 220,000 drivers going over 75 mph in the 35 zone, but only 90,520, were late in trial and issued citations. First arrested \$157—more than \$14.2 million—with \$73 of each ticket going to the state, \$74 to Scottsdale (Redflex getting \$42 of that), and \$10 to the court. Another \$65,417 was spent on extra court staff and \$37,223 on process servers.

After getting Pargo's photos, the cops went back to find the guy who went 147 mph in a Hyundai. Scottsdale Police Lt. Frank O'Hara's first anxious e-mail to his officer: "Please put your best guys on this one, and let's get him this week." It took six days, but they got him. Pargo took one look at some shots of himself behind the wheel of the Sonata, said, "Yep, that's me," and admitted, nonchalant, Pargo is not to have departed his cop as "the stupidest of all men," and declared that he's in favor of the cameras. He was charged with four counts of excessive speeding, reckless driving, and endangerment. Getting the book thrown at him would work out to a year in jail and a \$5000 fine.

But wait just a minute. Is a Sonata even capable of going 147 mph? That was the question an Arizona newspaper put to Car and Driver soon after the story broke. If a Sonata could not go 147, then the speed-monitoring equipment was suspect, and so were all the citations.

Two "certified Hyundai technicians" told one paper that the car could not go over 137 mph. Then a Hyundai official in L.A. told another paper that it could go 147 mph.

In a December 2005 C/D comparison ("Mid-Size Four-Door Sedans"), a V-6 Sonata LX had run 137 mph flat out. That put the accuracy of the speed cameras in doubt, so next we tried locating Pargo's rental to test it, out to no avail. In the meantime, a C/D test driver took our long-term Sonata V-6 to the track and—surprise—got a top speed of 144 mph. The action of road where Pargo's highest speed was clocked, we're told, a slightly hilly, making his 147-mph speed seem plausible.

Things looked bleak for Pargo. But on November 29, Scottsdale prosecutors allowed him to plead guilty to one count of criminal endangerment, one of reckless driving, and one of excessive speeding at 102 mph. So he got a week in jail (23 of 30 days suspended after he agreed to attend a program for aggressive driver, a fine of \$1000, and a year's probation.

The controversial speed cameras in Arizona are the first in use on a U.S. freeway. When the 101 Loop was completed in April 2002, government agencies say complaints increased about excessive speeds and motorists driving in and out of traffic. Crash statistics on the Loop, from the Arizona DOT, are interesting: There were 209 that first year (2002), 282 in '03, then a spike to 403 in '04, followed by a decline to 297 in '05. A camera advocate might say crashes doubled from '02 to '04, whereas a camera opponent would note that crashes decreased 26 percent in '05.

Still, Scottsdale needed real evidence of dangerous driving on the 101 to justify the cameras, not just the hoarseness of drivers. In September 2004, the city hired Phoenix-based Traffic Research and Analytics (for \$5311) to measure traffic speeds. Traffic Research conducted two speed tests at six locations on the 101 during non-rush-hour periods. The results showed that more than half the drivers clocked—some 62,000—were driving faster than 75 mph. The city caused them to vote five to two to bring in the speed cameras.

Simon Washington, an Arizona State University civil-engineering professor and race-car enthusiast, oversaw a committee evaluating the program. He conducted research showing that when the cameras were installed, average speeds dropped from 73.6 mph to 64.2 mph, on that stretch of the 101 Loop. During the 30-day "testing phase" in early 2006, just before the nine-month program began, an average of 373 speeders a day were detected going over 75. When the cameras began issuing citations for real, the average dropped to 778 detections a day. Interestingly, in the first 30 days after the tickets started, the sensors continued to count—and determined that 228,036 drivers exceeded 75 mph in that stretch, more than all the speeders clocked in the nine months.

Meanwhile, several bills to ban the cameras were introduced by Arizona state legislators, but none made it to a vote, and many haven't even made it out of committee.

On January 30, Washington's panel recommended turning the cameras back on, and by a 5-1 vote, the Scottsdale City Council concurred. In doing so, the traffic cameras took a giant step toward becoming permanent. There is now reason to fear a national move to these electronic Big Brothers.

Mike Sakal is a reporter for the daily East Valley Scottsdale Tribune.

CARANDRIVER.COM



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Significant Reduction in "Super Speeders":

The Redflex system had significant impact on the incident of "Super Speeders" (defined as vehicles monitored as traveling at 100 MPH or greater). The chart below shows the number of Super Speeders that were captured during the 30-day Warning Phase (row 1), Pilot (row two), "dark" period (row three) and the enforcement period that followed the Pilot (row 4). The significance of these results are that each time the cameras were enabled to capture images and issue citations, the incident of Super Speeders were reduced by roughly 50 percent when compared to the preceding period where no citations were issued.

Date Range	# Super Speeders Recorded	Average # Speeders/Day	Change
1/22/06 - 2/21/06	65	2.17	N/A
2/22/06 -10/23/06	239	0.98	<55%>
11/07/06 - 12/7/06	284	9.47	866%
2/22/07 - 7/21/07	148	4.93	<48%>

Accurate Speed Detection:

During the approximately 14 months that we were operational on the Loop 101, Redflex proved our ability to accurately monitor speed at fixed locations, including high-speed monitoring in a freeway environment. We accomplished this by utilizing a technology that consisted of a Loop/Piezo for speed measurement, which is accurate to plus/minus 1 MPH. With this technology, Piezo loops take one measurement and the dual loops take a secondary measurement. If the measurements do not agree within tolerances, the incident is thrown out. This ensures accuracy and court acceptance of the technology (please see page 54 for additional information on our speed measurement methodology)

Well Executed Installation/Maintenance Plan:

Redflex is proud to have achieved tremendous success in operating the Loop 101 Pilot and longer term project. Our success in achieving an over 98% uptime during the full 9 month pilot and subsequent 5 month operation of the program, was not by chance, but can be attributed to our proven technology, quality operations staff and the execution of a detailed plan that was implemented to ensure optimal operation of the program (please see page 71 for additional information on our maintenance program).



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

In addition to the Loop 101 Pilot, Redflex has significant experience in both mobile and fixed speed enforcement in the State of Arizona. This experience is detailed in the graph below:

City	Mobile Van	Fixed Speed	Contact Information
AZ DPS	✓		Sergeant Jeff Williamson (480) 609-2122
Chandler		✓	Lieutenant Steven Henry (480)782-4841
Paradise Valley	✓	✓	Sergeant Jim Kiekintveld Phone: (480)348-3515
Pinal County	✓		Sergeant Paul Compton (520)705-1655
Prescott Valley	✓	✓	Commander P.J. Janik Phone: (928) 772-9261
Tempe	✓	✓	Sergeant John Ferrin (480) 350-8551

Red Light Camera Systems

Redflex's experience in the photo enforcement industry is reflected in the design of our systems, allowing maximum flexibility to suit the application and the customer's needs. A major component of the system flexibility is the use of multiple integrated and synchronized high-resolution cameras. Our patented, integrated multi-camera solution also ensures that the DPS receives the clearest images possible through the better utilization of image pixels, otherwise known as Dynamic Pixel Utilization.

We offer the only system in the industry that does not require a supplemental (pole or ground mounted) cabinet or additional street infrastructure. If desired by the DPS, we can also utilize infrastructure that is already in place. If the DPS requires that our systems remain completely autonomous from the existing infrastructure, Redflex will deliver a system with the smallest footprint in the industry as well as meet the DPS requirement for a system that will minimize the visual impact on the streetscape.



Our system also features the only integrated full motion video and high resolution still camera system that provides the ultimate technology certification and integrity. This is only achievable by using a single



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

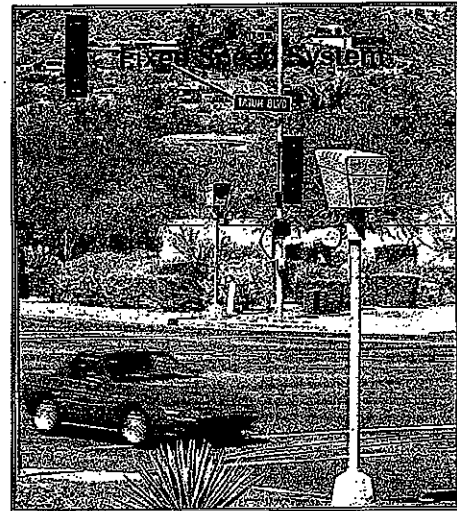
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

central processor and time source; which Redflex has protected with an extensive patent library. As an added benefit, Redflex deploys the highest resolution cameras that are engineered in-house, specifically for photo enforcement and designed to withstand the extreme temperatures found in Arizona.

Durability

Our systems have operated in the most severe climates from the heat of Arizona, the Middle East, Bahrain and UAE to the torrential precipitation of Oregon and South Dakota. Additionally, we have operated successfully for years across the states of Ohio, Illinois and most recently Minnesota and have been successful at capturing violations and prosecuting violators across all four seasons and in all possible weather extremes. Most importantly, we have operated effectively in the State of Arizona since 1986.



Environmental Capabilities

A successful program requires systems that are accurate, reliable and durable. While other vendors utilize only consumer grade components, Redflex has a wide range of cameras that suit the application, including industrial cameras. With experience in harsh climates like the heat found in Arizona, Redflex insures that only industrial grade components are selected. Uptime is critical, and with the use of industrial equipment, wide temperature fluctuations and ranges are no match for Redflex.

The camera in a photo enforcement system can be considered one of the most vulnerable to extreme heat and cold conditions. Other vendors do not have the capacity to utilize industrial grade cameras for harsh climates, which has a direct impact to uptime and the success of the enforcement program. Here is an example:

	Redflex RTS HDX	Competition Nikon D2X*
Operating Temp	32 - 122°F	32 - 104°F
Operating Humidity	5%-95%	<85%

* Details from Nikon D2X User Manual available from www.nikonusa.com



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona experiences many summer days in ambient temperatures in excess 110°F. Photo enforcement vendors that utilize consumer camera based systems, like the Nikon D2X are vulnerable to system failures, erratic behavior and inaccurate data capture.

In addition to industrial strength cameras, Redflex also utilizes the following industrial grade equipment in our system:

- Computers
- Power Supplies
- Communication Equipment
- Vehicle Detection Equipment



The Redflex NK6 camera enclosure is designed to have maximum uptime in both metropolitan and extremely remote areas, and features a NEMA 12 rating, automatic climate control, bullet and intruder resistant glass, powder coating and stainless steel fasteners. This combination allows the system to function without issue in ambient operating temperatures of -4 to 122°F. If the system were to ever experience temperatures outside this range, the system will automatically disable itself to insure that the data captured remains accurate.

Latest Technology

Redflex will provide the very latest in technology for the fixed systems that we provide to the DPS. This includes 12.4 mega pixel rated camera systems and real-time streaming video at each location. Our SMARTscene Live! Real-Time Streaming Video and Recording capability is described in greater detail below:

With a dedicated in-house Advanced R&D Department, Redflex is always working to improve our community safety solutions. SMARTscene Live! Real-time Streaming Video will be provided to the DPS for existing and all future installations at no additional charge. The streaming video is accessed via a standard web browser 24 hours a day, and registered users have the ability to login securely and click on one or more video streams simultaneously. In conjunction with SMARTscene Live!, Redflex will record the streaming video to disk for up to 90 days. This allows the customer to obtain a video clip during the recorded period for review. E.g. to review an accident that happened 3 days ago, historical traffic patterns, crimes, etc.



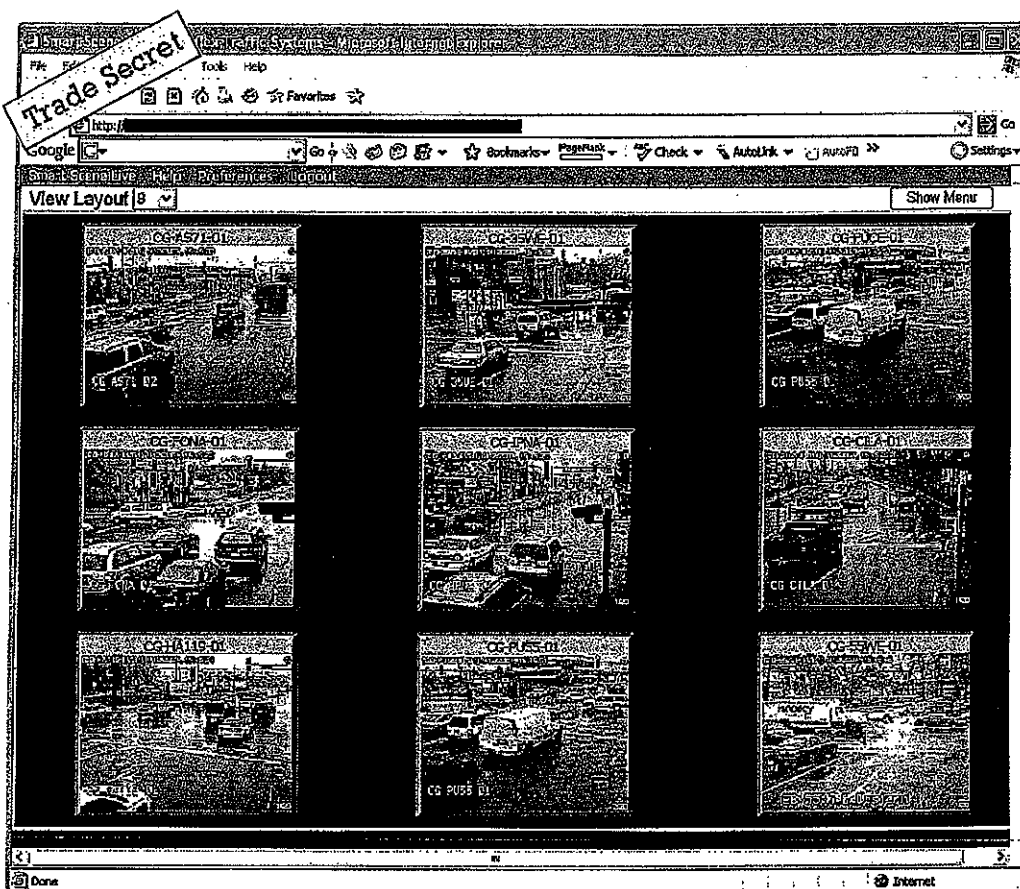
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

With SMARTscene Live! Real-time Streaming Video, the DPS will have the ability to login and click on and view one or more video streams simultaneously





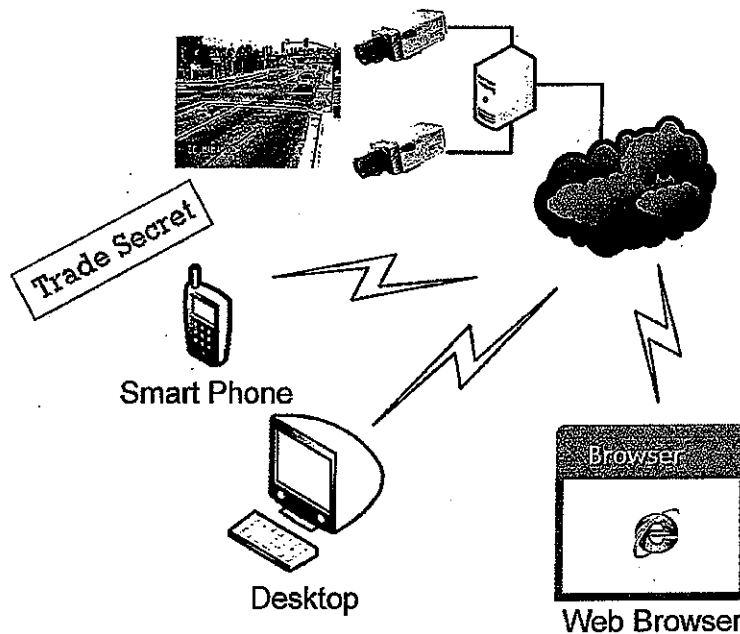
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Redflex is the only vendor capable of offering live and recorded streaming video over a desktop application, web browser and mobile phone.



The SMARTscene Live! streaming and recorded video will provide the DPS the ability to:

Manually modify timing plans to relieve congestion resulting from isolated events

- Modify timing plans to meet traffic demand
- Monitor Transit corridors
- Report incidents to police, fire and rescue
- Report incidents to traffic reporting services
- View real-time DPS intersections regardless of signal system functioning



Scope of Work Equipment

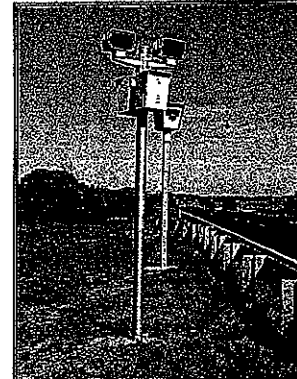
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

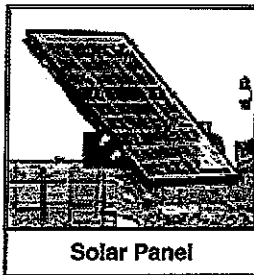
Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Research & Development

The DPS will also benefit from the substantial investment Redflex makes annually in Research and Development, enabling us to bring new products to market. One of these capabilities, identified in the ADOT Technical Evaluation of Photo Speed Enforcement for Freeways (ADOT TEPSEF) as being "promising" for freeway enforcement is **Point-to-Point Speed Monitoring**. Please see page 63 for additional information on the operation of Point-to-Point Speed Monitoring, a capability that Redflex currently has operational.



**Point-to-Point
Speed Measurement**



Solar Panel

A solar power configuration is another technological advancement that is available for deployment in both fixed speed and red light enforcement systems. This capability, currently deployed in California will not only address State of Arizona sustainability objectives, but also provides flexibility in installing systems where power is not readily available or would be expensive to tap into. Again, Redflex leads the industry in the application of solar power for fixed enforcement systems.

ADOT/CALTRANS Specifications

Redflex commits to meeting or exceeding all standards defined in the RFP, as set forth by ADOT, NEMA, the Manual on Uniform Traffic Control Devices as well as any other applicable local, state or federal guidelines. We will submit any plans prescribed by local code, obtain all necessary permits and adhere to all applicable rules and regulations, signage and building and construction standards.

Safety

Based on our efforts in pioneering the use of fixed speed enforcement on the Loop 101 Pilot project, Redflex understands the complexities inherent in deploying on an active freeway in comparison to a low volume street in a suburban environment. To this point, Redflex will meet federal roadside crash safety standards (NCHRP 350) for all devices installed. We will also conform to applicable AASHTO roadside design code specifications where the posted speed limit exceeds 40 miles per hour. In addition, we will ensure that traffic barricade plans are submitted for approval prior to commencing any work.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

It is our understanding from reading the ADOT TEPSEF study that the installation of imbedded sensors and the durability of these devices are of major interest to the ADOT due to the need to work on an active freeway for installation and replacement of the same. The 9 month Loop 101 Pilot and subsequent 5 month program proved the reliability and durability of these devices, meeting the ADOT requirement as stated in the TEPSEF study (page 55, Task 3) of holding up to both environmental conditions effecting the pavements and vehicular volume passing over the devices as well as the devices remaining accurate (which was validated via the laser certified speed diagnostic checks that were performed on a monthly basis by Redflex during the time that our equipment was in place).

System Performance

Redflex has entered into contracts that have similar liquidated damages clauses to what will be implemented in the TPSIES program. As an example, in the City of Chicago, if we do not achieve an **85% prosecutable image rate**, we are required to pay the City liquidated damages. To this point, we are proud to state that over the four (4) years that have supported this great City, we have never fallen below an 85% capture rate. In fact, we average approximately a **92% citation capture rate**. The Redflex team is confident that we will have the same level of success in partnering with the DPS.

Project Methodology

Redflex assumes the responsibility for providing and installing all equipment required for a functional system. Automated enforcement systems Manufactured, Installed and Maintained by Redflex come with a wide variety of hardware and software configurations depending on specific customer requirements. Each configuration can be mounted on free-standing poles or utilize existing infrastructure. All proposed equipment will be new.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

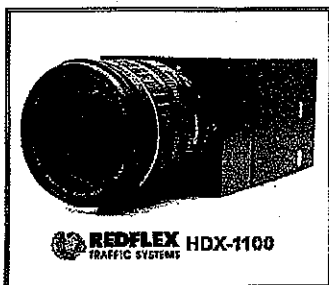
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Proposed Equipment

Camera Technology

Five years ago, with the introduction of our **patented combination still-video system**, Redflex was the first vendor to recognize, develop and implement a system that provided both (1) the highest resolution and quality color still photographs with (2) the benefits of full motion digital video; allowing officers to view all possible extenuating circumstances; thus providing true objectivity. We now have some 1,100 systems fully operational with this exact set-up and configuration coast-to-coast.



Each Redflex Camera Unit is installed, configured and tested to ensure greatest image clarity, high shutter speeds providing sufficient frames per second for simultaneous violation capture. This includes multiple still 12.4 megapixel (mp) cameras that capture up to **8 frames- per second** and video cameras that capture **30 frames per second (fps)**, not the minimum 5 fps used by other vendors.

However, even at 8 frames per second, it is nearly impossible to capture simultaneous violations from different lanes. With the Redflex Solution, a multiple camera set-up (multiple stills and one video), has been proven to successfully capture great images which increase the capture rate resulting in enhanced public safety.

Our patented integrated multi-camera solution also ensures the DPS has the clearest images possible, through the better utilization of image pixels – otherwise known as dynamic pixel utilization.



Scope of Work Equipment

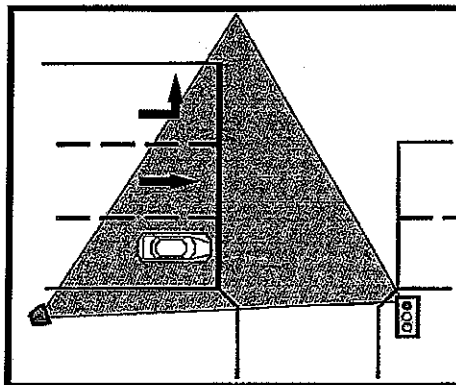
Arizona Department of Public Safety
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SOLICITATION NO.: L8-022

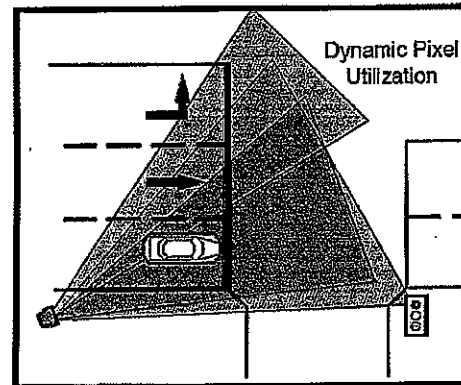
Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

The following is a full description of the single camera versus the multiple camera solution.

Redflex Traffic Systems, Inc., industry leader in providing various vehicle monitoring and enforcement services for government, police and traffic departments across the US. Redflex's experience in the photo enforcement industry is reflected in the design of its photo enforcement systems, allowing maximum flexibility to suit the application and the customer's needs. A major component of the systems flexibility is the use of multiple integrated and synchronized high resolution digital cameras.



Single Camera
Pixel Utilization
(Field of Vision in Green)



Multiple Camera
Pixel Utilization
(Multiple Fields of Vision)

Our patented approach uses a complement of full motion video cameras and multiple high resolution digital still cameras. Using multiple high resolution digital still cameras, Redflex can leverage the pixel coverage of which the system is photo enforcing, resulting in "Dynamic Pixel Utilization".

Dynamic Pixel Utilization means that more pixels are used in areas where they are more effective, creating higher quality and more legible digital still photo evidence than compared to single camera based photo enforcement systems.

With respect to specific areas of interest such as the license plate of

an offending vehicle and/or an image of the driver of that offending vehicle, Dynamic Pixel Utilization can result in up to **500% greater pixel coverage** on the area of interest compared to single camera based systems. This is very important in insuring that the area of interest, such as a license plate or drivers face, is clear in all types of traffic and weather conditions.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

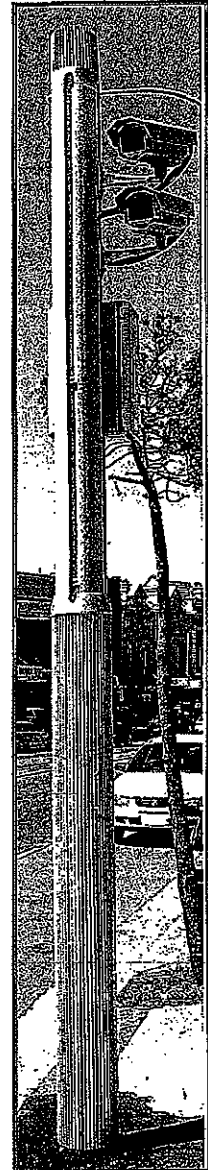
Camera Housing Options

The Redflex system is the only system in the industry that **does not require a roadside cabinet** or additional street infrastructure. In fact, if desired by the DPS, we can actually utilize infrastructure that is already in place. If the DPS requires that our system remains completely autonomous from the existing infrastructure; the Redflex System has the smallest footprint in the industry and will typically utilize just two pole/camera enclosures per system, providing a clean appearance.

The single pole or modular configuration can be very effective in addition to being clean and **minimally invasive** to the existing landscape. This set-up **requires no large mast arms (which are required by video-only systems)** and it utilizes small and safe **“breakaway” poles** and foundations that ensure greater public safety.

This system also has the ability to be mounted effectively to existing DPS infrastructure, thereby eliminating the need for a “free-standing” pole.

As outlined, to provide the **greatest system performance**, the Redflex camera enclosure utilizes a multi-camera configuration, which has been proven to optimize violation capture and citation issuance.





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Typical Fixed Freeway Speed Camera Installation (Loop 101)





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Cabinet-Less Configuration:

The camera housing of a cabinet-less or cabinet-free configuration include heaters and fans (to eliminate condensation), CPU, SDCM, cards, hubs and routers and all the connections; thereby eliminating the need for bulky roadside or pole attached cabinets.

The picture below shows a view of the inside of our "cabinet-less" system. All required compenents and connections are internal to the housing, thereby eliminating both roadside and pole-mounted cabinetry.





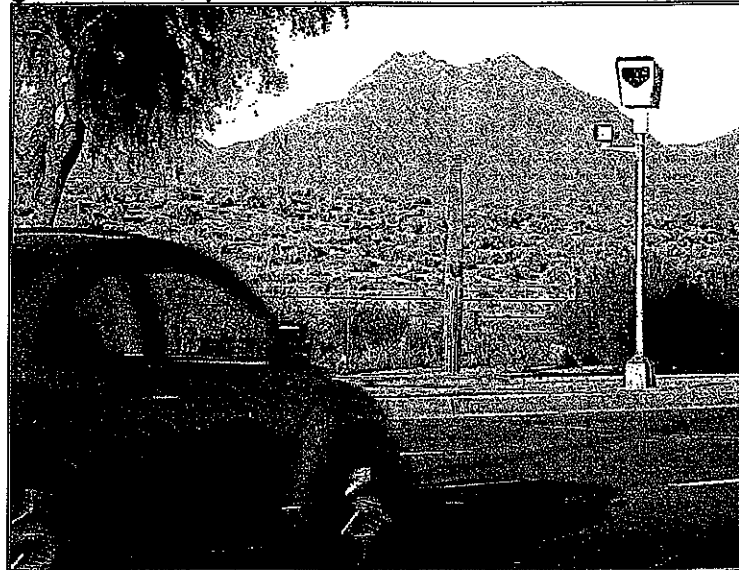
Scope of Work Equipment

Arizona Department of Public Safety
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SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

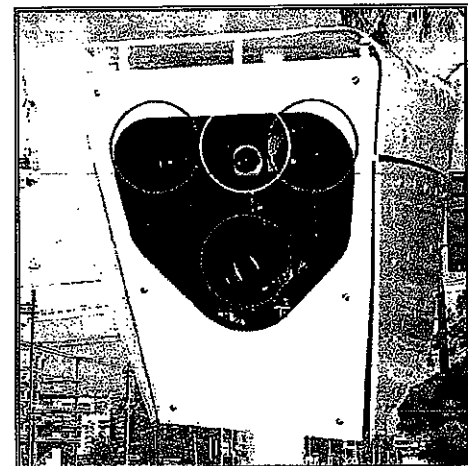
Red Light Camera/Speed - Intersection Installation (Cabinet-less)



The image below demonstrates a typical head-unit of a Redflex installation. As shown by the "red" circles, this unit includes three (3) high resolution still cameras (up to 12.4 megapixels) and one (1) full motion video camera (shown by the yellow circle).

Each one of these cameras has the capability to shoot up to 8 fps, has a different pan-tilt-zoom, and has a unique job to do; and it is only with this patented approach, that it is possible to effectively capture simultaneous violations.

Redflex is the only vendor that can legally provide a multi-camera, multi-angle and multi-mode solution that incorporates the integrity of using a single central processor and single time clock in a synchronized fashion. With our patent of a multi-camera configuration, our solution provides integrated and encrypted high resolution still images and full motion color video.



This multi-mode configuration provides the richness, crispness and clarity that are provided with the industry's highest resolution still cameras and the benefit of situational awareness that is provided through full motion video.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

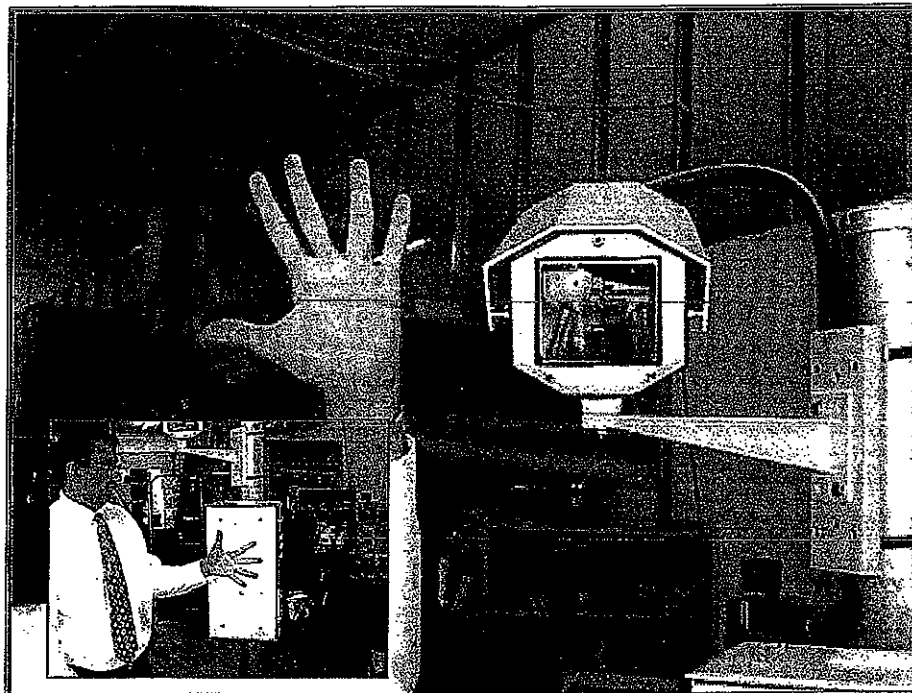
It is important to note again, that with our patented capabilities of using synchronized still and video cameras, only Redflex can provide **effective simultaneous violation capture across multiple lanes and in the case of red light enforcement, various movements.**

Compared to the industry's video-only, residual imaging systems and single still camera-only systems, the Redflex SmartCam HDX system represents a minimum 300% greater resolution. Our solution comes with various versions, including our latest 12.4 megapixel option.

Modular Camera Configuration:

To address the unique needs of some agencies, Redflex has developed an effective "next generation" solution that provides the smallest system in the industry.

This set-up eliminates the need for a consolidated camera housing. Using a Pelco camera housing, this set-up enables Redflex and the DPS to utilize either stand alone poles or existing infrastructure.





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

The new Slimline Series is built based on the Redflex technology advantage, and is the least invasive and most aesthetic solution in the industry. This system can be mounted on free-standing poles or existing infrastructure.

The images shown below demonstrate the deployment options for our Slimline System. As depicted in the pictures below, the image on the left illustrates Redflex's ability to install our system on existing infrastructure while the image on the right illustrates Redflex's ability to utilize a pole to house the system's cabinet. With either configuration, there is no need for a roadside cabinet.





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

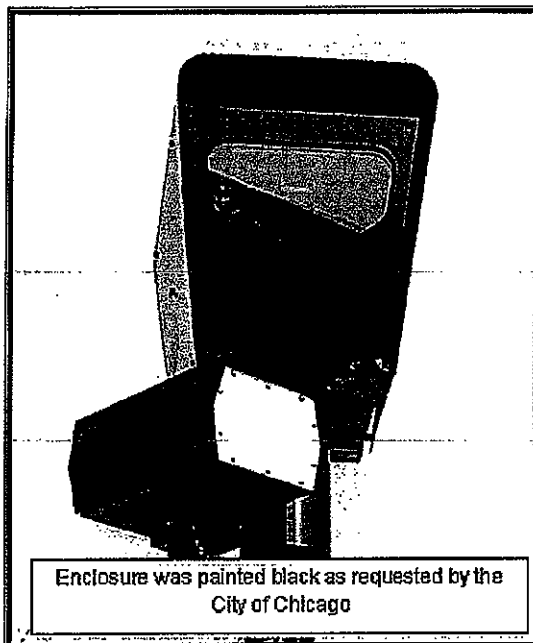
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Enforcement Systems, Mobile and Fixed

The Redflex Camera Units can be pole-mounted in **vandal and weather resistant lockable housings** and each pole will **meet federal roadside safety standards**. The Camera housing units were designed to preserve the overall effectiveness of the Red Light/Speed Enforcement Program's operation and to protect the Redflex Camera Units from extreme weather conditions and vandalism, **ensuring minimal "downtime" and easy maintenance**. Poles are typically 10 feet in height, which protects the housings from defacement and ensures effective multi-lane image capture.

Note: There are many untested and new systems in the market that promise aesthetically pleasing configurations, unfortunately, in reality these systems require a completely non-integrated set of off-the-shelf cameras with exposed cables and no housing locks; in summary – a totally ineffective backyard solution.

Each Redflex housing & pole system is professionally engineered and built to industrial standards from the ground-up, including:

- ✓ **Weather, bullet, and vandalism resistant** enclosures built to the standards of the National Electrical Manufacturers Association (NEMA).
- ✓ **Waterproof** (salt and freshwater) and dust-proof to IP65 with sealed access panel.
- ✓ Built from stainless steel or toughened aluminum; **Zinc dipped and powder painted in a neutral color or a color desired by the DPS** to match existing street furnishings
- ✓ **Doubled-walled** for extra protection and heat convection.
- ✓ Equipped with shrouds that allow rotation and pivoting on the pole for optimal alignment.
- ✓ Designed to **aesthetically blend** with the existing streetscape environment and current traffic control setup. No additional obtrusive mast arms or overhanging elements required.



Enclosure was painted black as requested by the City of Chicago



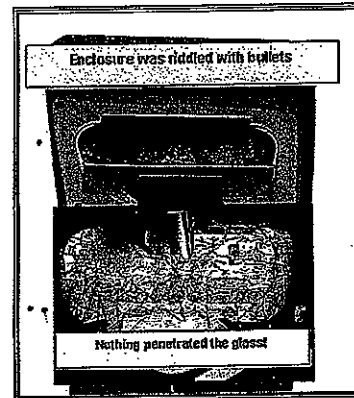
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

- ✓ Securely locked into place with eight guide bolts that are securely covered by another shroud to prevent tampering. These can only be accessed from within the Housing. Housing locks are fashioned from toughened steel with a single key engaging the three-way bolts.
- ✓ Camera Units are easily reachable without the utilization of lifts. Redflex has successfully deployed systems that include automated raising and lowering mechanisms, which utilize "garage door" motors and controls.

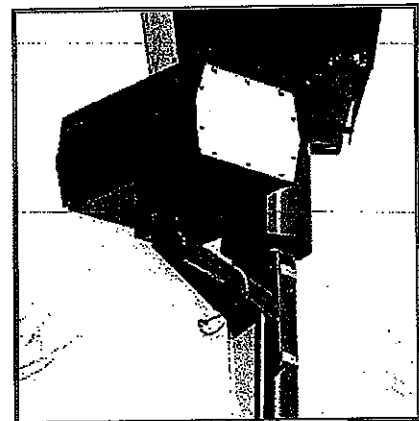


- ✓ Fitted with polycarbonate, **bullet-resistant**, N1J Standard, Ballistic Resistant Protective Material (U.S. Justice Department) toughened glass windows.
- ✓ If desired, our camera units can effectively utilize much of the existing infrastructure, thereby minimizing required hardware and encroachments.

Flash Units

The Redflex System provides a **Synchronized Low Wattage Flash** Illumination System that is triggered to synchronize precisely with the still camera's digital imaging in all light and weather conditions, which ensures effective full-color images 24 x 7.

The Flash Unit is typically mounted on the camera pole or to an existing traffic pole for in-line illumination. The flash provides visible white-light to **ensure full-color imaging** of critical license plate images in all ambient light and variable weather conditions. The Flash Unit is automatically synchronized with the digital still camera's imaging shutter release at all times. The very **short flash duration** (~1/2600th of a second) and ultra fast recycle time (~250 milliseconds) means that the flash does not become a public nuisance and/or impact driver safety.



Redflex will **never use flood lights** or the extended illumination configurations that are required with video-only systems. Our systems have not faced issues with flashes that have drawn neighborhood complaints for being too bright as has



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

recently been reported in the Phoenix area. In comparison, with our camera's wide dynamic range, flash intensity (wattage) is often about 50% of that utilized by the competition.

A single synchronized flash unit effectively provides illumination across multiple lanes and at broad intersections. Each flash unit includes **neutral density filters** that provide effective adjustment and customization based on actual intersection/roadway illumination needs. Flash intensity is determined via a careful study of camera unit location, image quality, physical geometries and customer input and guidance.

Additionally, the flash unit can be easily turned off, on and reset remotely utilizing the camera configuration software module via the Virtual Private Network (VPN). Flash intensity is routinely tested with a light meter to ensure effective illumination without imposing public nuisance or driver safety risks.

As outlined, it is only by using a 4-camera configuration, a single integrated time source and the highest resolution digital cameras, that the cleanest, crispest and most comprehensive evidence is obtained.

In addition, our synchronized illumination modules have been tested and proven successful at eliminating the effectiveness of plate sprays and covers that are advertised to prevent photo enforcement programs. (See article to the right)

Automatic Light Metering System

Automated front and rear photography for traffic enforcement can be challenging when uncontrollable environmental aspects come into play such as rapidly changing light conditions, including situations where exposure to full sunlight is followed by low light conditions, as is often experienced when clouds temporarily obscure the sun. If a photo enforcement system can not account for these variables, then it is truly not automated.

Other vendors rely on the camera that they have selected to meter the light exposure at the point of image capture. Unfortunately image quality suffers as

Does Device Give Green Light To Red-Light Runners?

Does 'Super Protector' Work?

POSTED: 12:25 am PDT Mar 5, 2004

QUESTION: 2004 pm PST Mar 5, 2004

SAN DIEGO -- Police departments across the county have implemented cameras at stoplights in hopes drivers will not run red lights. However, some feel the cameras violate their privacy.



A device, called the "No-Ticket Super Protector" promises to help you avoid getting caught. Does it work? A 10News crew set out to see if the anti-photo device keeps radar cameras from catching someone in the act. Can the plastic shield help prevent a \$100 fine? Whether you call them red-light cameras or photo-enforcement cameras, they are out there and closing away. In El Cajon alone, red-light cameras monitor seven intersections.

Redflex Traffic System.

Agent Steve Rolly from the El Cajon Police Department heads the photo-enforcement program which uses the

Redflex Traffic System.

"We're trying to cut down on injuries and deaths that come associated with running red lights," said Kelly.

Even so, some consider red-light cameras a violation of privacy and feel justified in their efforts to defeat them. Hence the "No-Ticket Super Protector."

The Super Protector is sold for \$20 as a multi-angle, anti-photo license plate cover. It is supposed to protect you from regular, overhead and high-angle cameras, such as red-light cameras. The device promises to protect your privacy and your wallet.

To test the device, 10News sets up a couple of test runs at one of the El Cajon intersections monitored by red-light cameras. With the help of the El Cajon Police Department, 10News drives a car through the red light a couple of times -- once without the Super Protector and once with the device.

During the first run, the red-light camera snapped a photo of the license plate and the plate number was recorded. There was no mistake who committed the prearranged violation.

During the second run, the Super Protector was placed over the license plate and the car ran another red light. The red-light camera snapped a photo and unbeknownst to the Super Protector's claim, the license plate was clearly readable. The product didn't work.



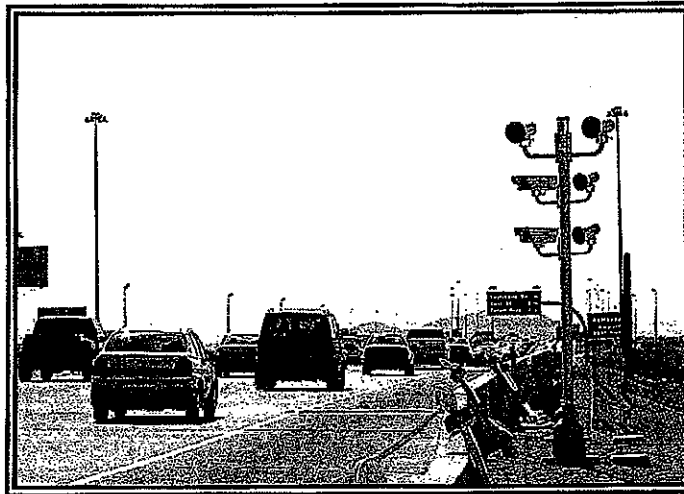
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Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

scene metering does not account for over exposed license plates or under exposed driver face images. As a result, other vendors may need to utilize more flash or strobe units to overcome the brightness of the sun, which in turn forces drivers to experience unnecessarily high amounts of flash power. These conditions have been noted in both low speed as well as high-speed applications.



Competitor's fixed speed system
(Utilizing 4 strobe units for face photography)

To address these ever changing environmental variables, Redflex has developed a proprietary automatic light metering system. This system automatically adjusts the camera and its photography settings to suite the current conditions. With our light metering system, adjustments are constantly being made to the cameras, ensuring the best image quality regardless of the time of day. This includes taking site specific issues into account and changing the configuration accordingly. For example, an East / West facing photo enforcement system may experience overpowering sunlight in the morning and evening on both the face of the driver as well as the license plate photography. The Redflex automatic light metering system will take control of the cameras to ensure areas of interest in the images are correctly exposed.

The system has the ability to make the following adjustments:

- Exposure and Aperture
- Automatic Gain Control
- Color Balance
- Flash / Strobe On/Off and Intensity



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

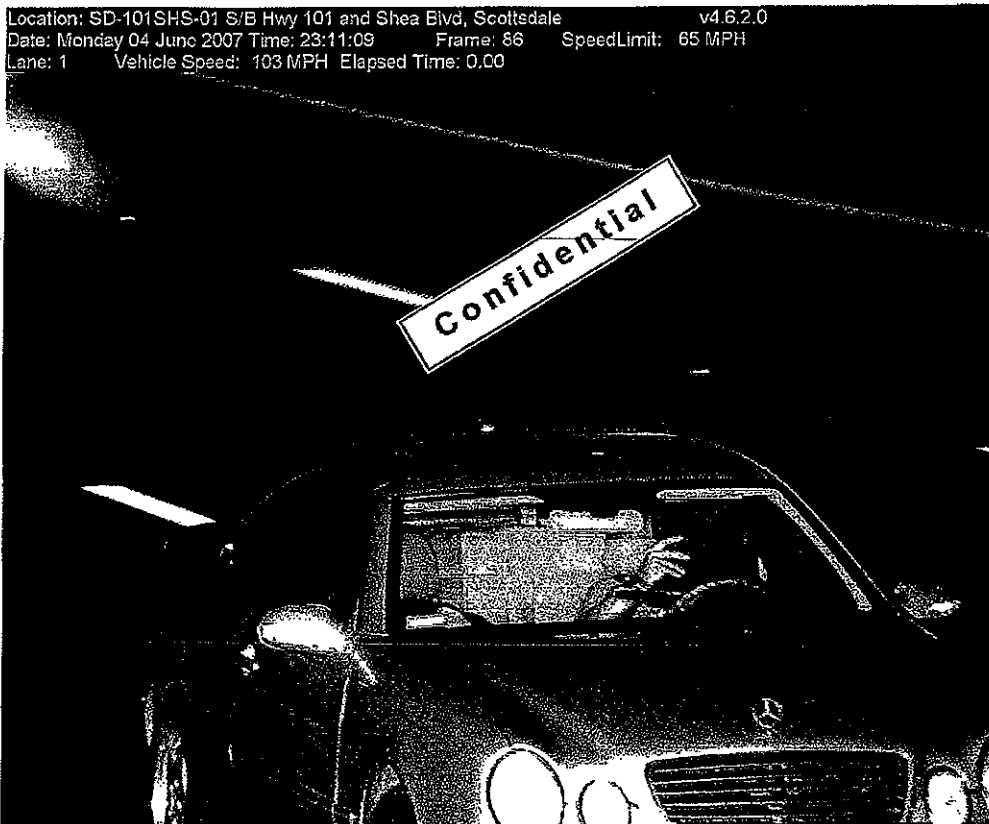
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Sample Violation Images

The Redflex Solution will deploy equipment that will capture full motion video and a set of high resolution color digital still images of the offending vehicle, the vehicles position, the license plate and a clear image of the driver. In fact, we currently support 78 programs that have driver identification specifications, which equates to 80% of this entire market. Please refer to exhibit E for sample violation images of a test conducted to verify the ability of our system to capture concurrent violations. In addition, we have also included a sample violation image that illustrates our ability to monitor an approach with six lanes.

The following images illustrate our "Super Speeder" violation each going 103 MPH.



Front Image - 103 MPH



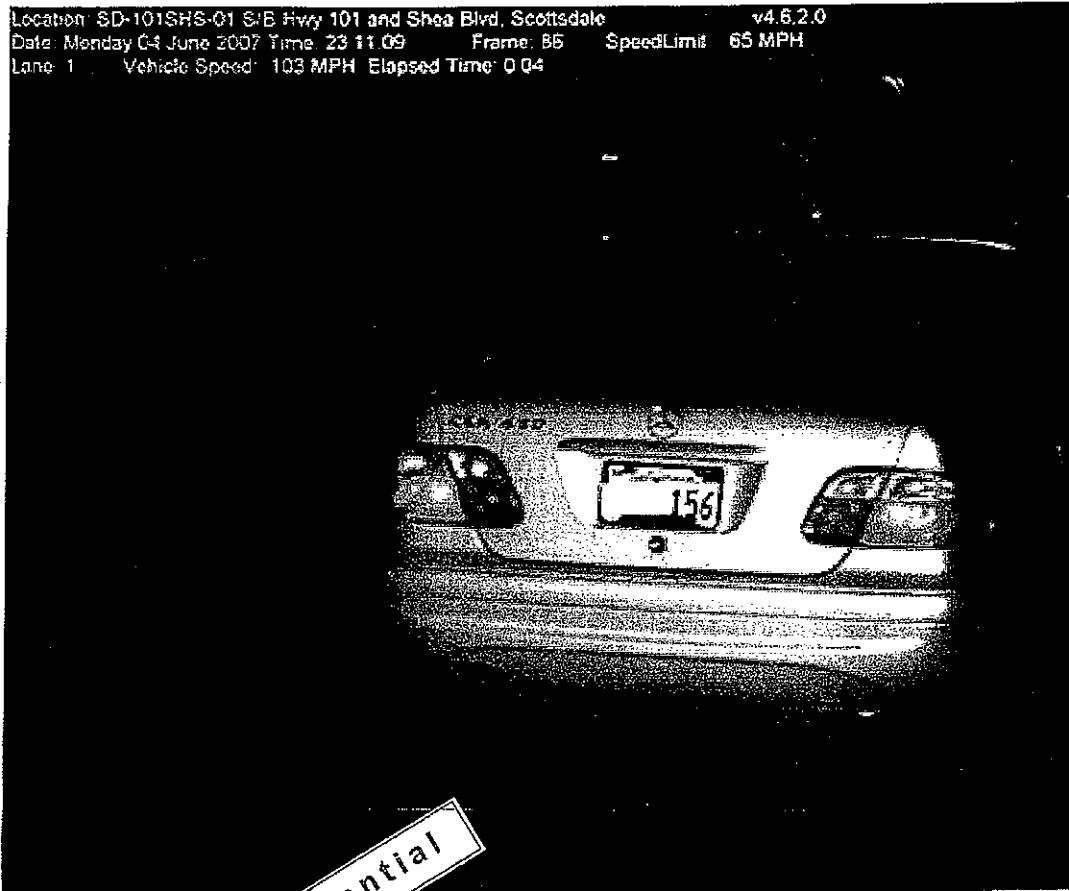
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Location: SD-101SHS-01 S/B Hwy 101 and Shea Blvd, Scottsdale v4.6.2.0
Date: Monday 04 June 2007 Time: 23:11:09 Frame: 85 SpeedLimit: 65 MPH
Lane: 1 Vehicle Speed: 103 MPH Elapsed Time: 0:04



Rear Plate Image

Confidential



Plate Image

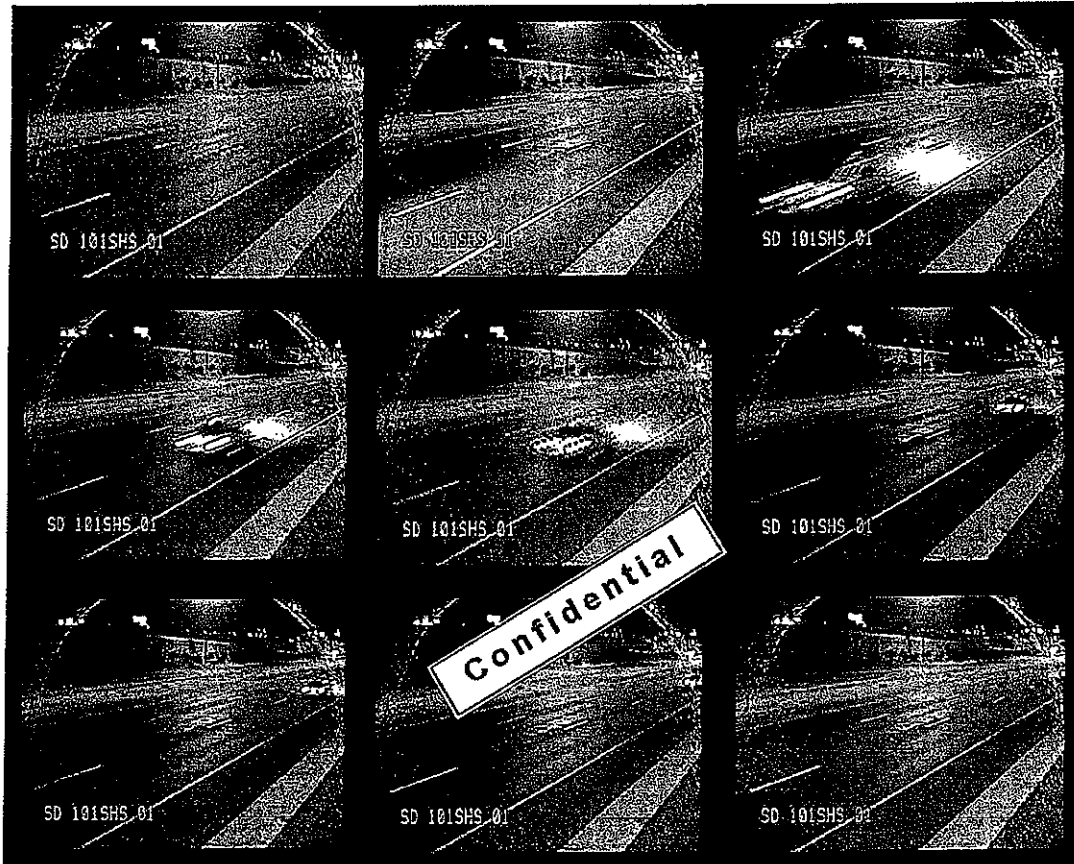


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
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SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



Frame by Frame Video of Vehicle Traveling at 103 MPH



Scope of Work Equipment

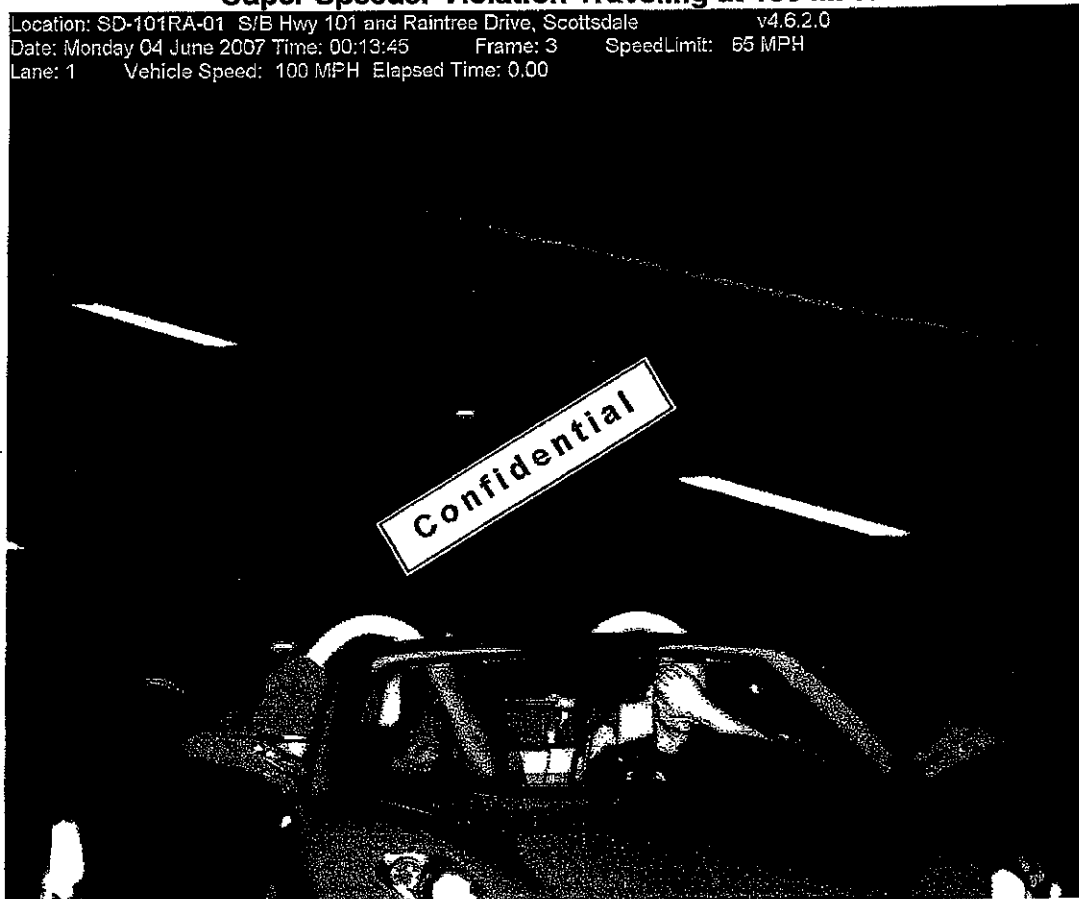
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2102 W. Encanto Blvd., Ste 340
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SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Super Speeder Violation Traveling at 100 MPH

Location: SD-101RA-01 S/B Hwy 101 and Raintree Drive, Scottsdale v4.6.2.0
Date: Monday 04 June 2007 Time: 00:13:45 Frame: 3 SpeedLimit: 65 MPH
Lane: 1 Vehicle Speed: 100 MPH Elapsed Time: 0.00



Front Image - 100 MPH



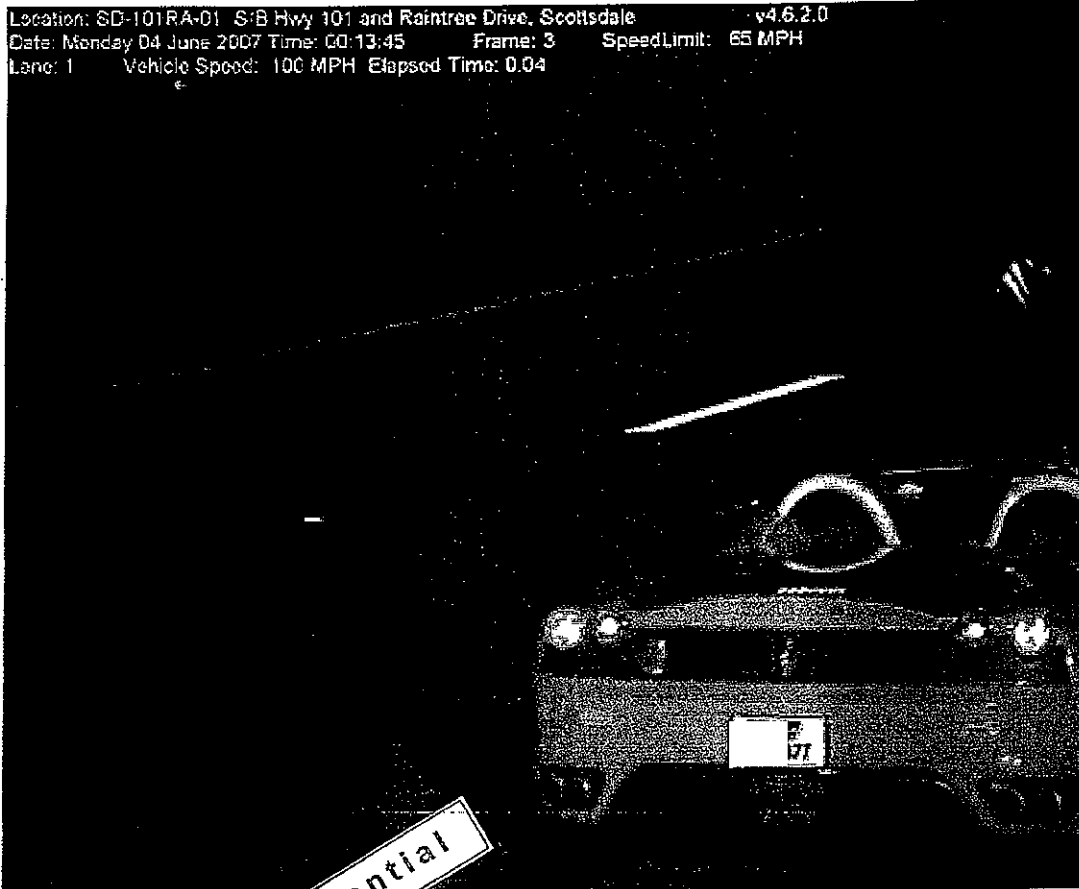
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Location: SD-101RA-01 S:B Hwy 101 and Raintree Drive, Scottsdale v4.6.2.0
Date: Monday 04 June 2007 Time: 00:13:45 Frame: 3 SpeedLimit: 65 MPH
Lane: 1 Vehicle Speed: 100 MPH Elapsed Time: 0.04



Rear Plate Image

Confidential

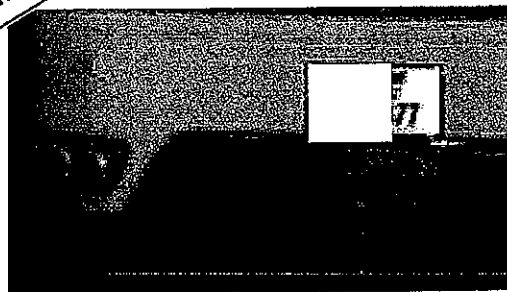


Plate Image - Dealer Paper Plates

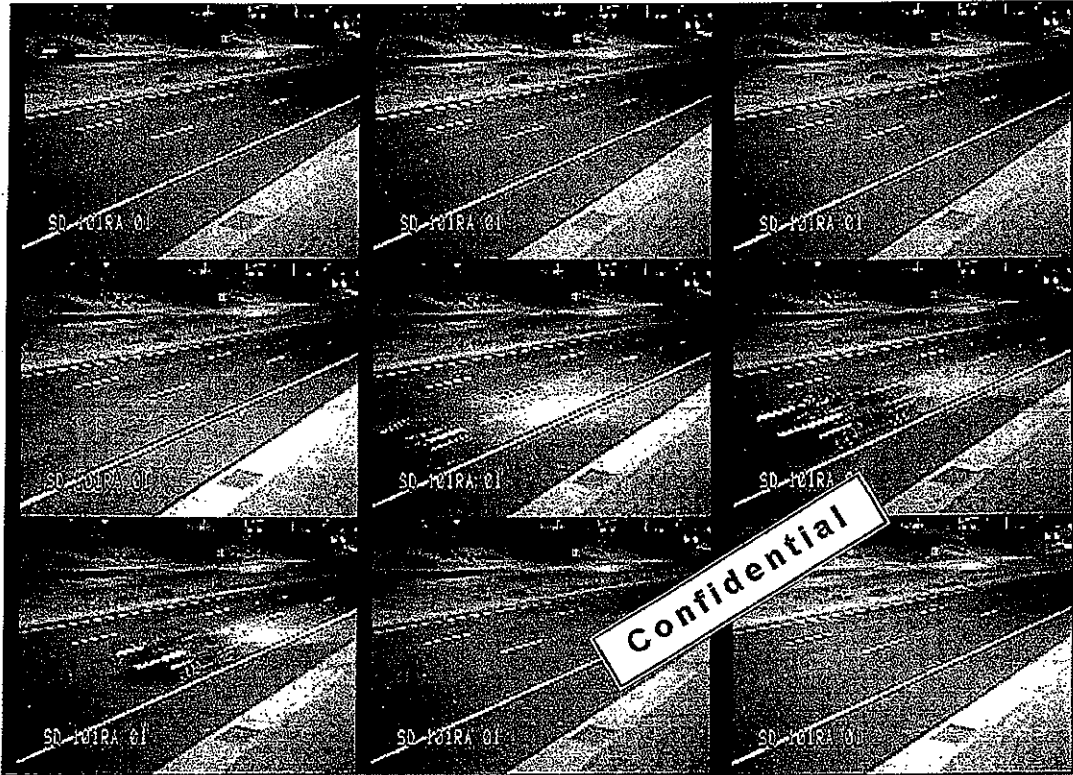


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



Frame by Frame Video of Vehicle Traveling at 100 MPH



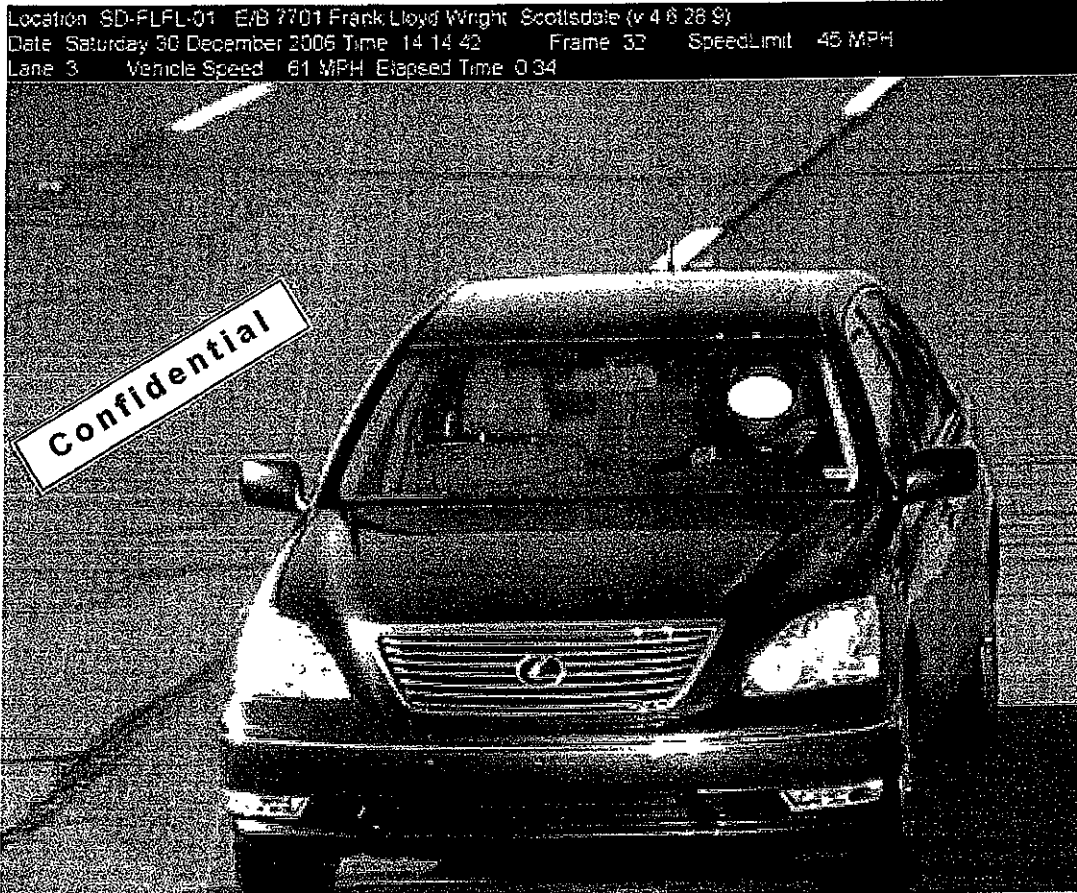
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
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SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Mid-Block Speed Images



Front Image



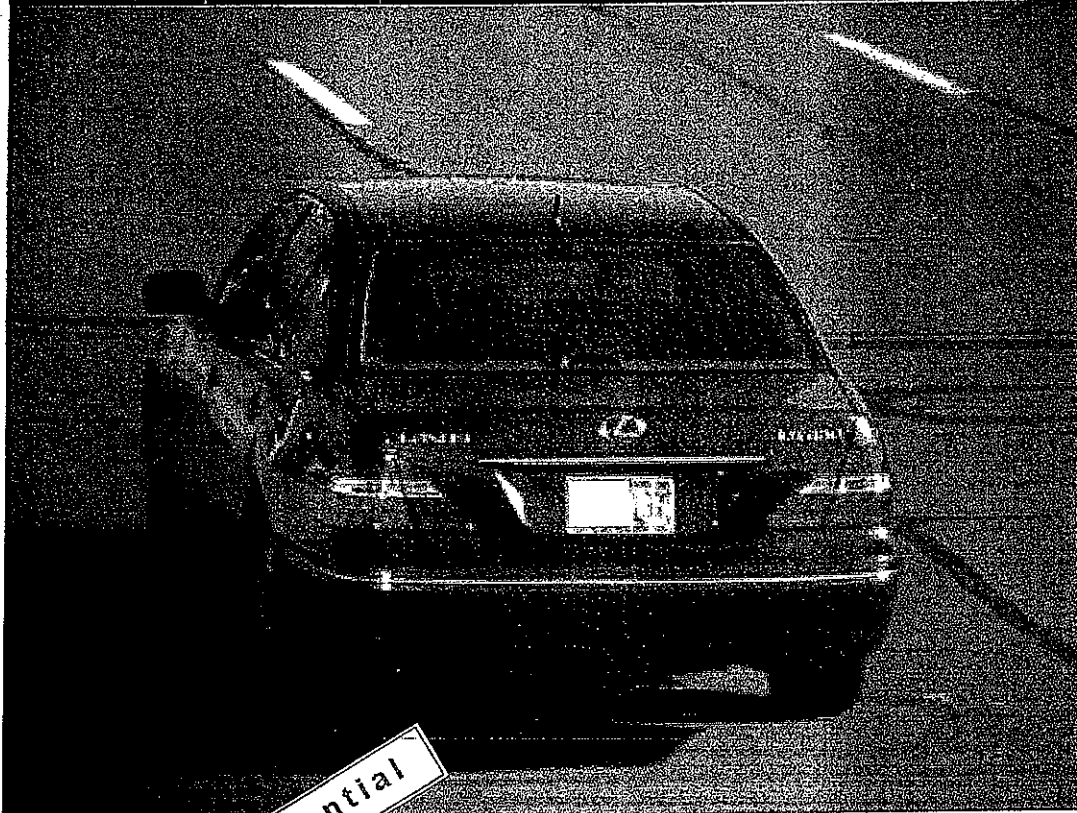
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Location: SD-FLFL-01 E/B 7701 Frank Lloyd Wright, Scottsdale (v 4 6 28 9)
Date: Saturday 30 December 2006 Time: 14:14:42 Frame: 32 SpeedLimit: 45 MPH
Lane: 3 Vehicle Speed: 61 MPH Elapsed Time: 0:18



Confidential

Rear Plate Image

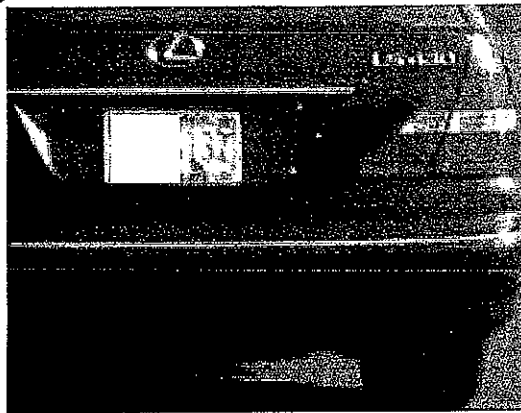
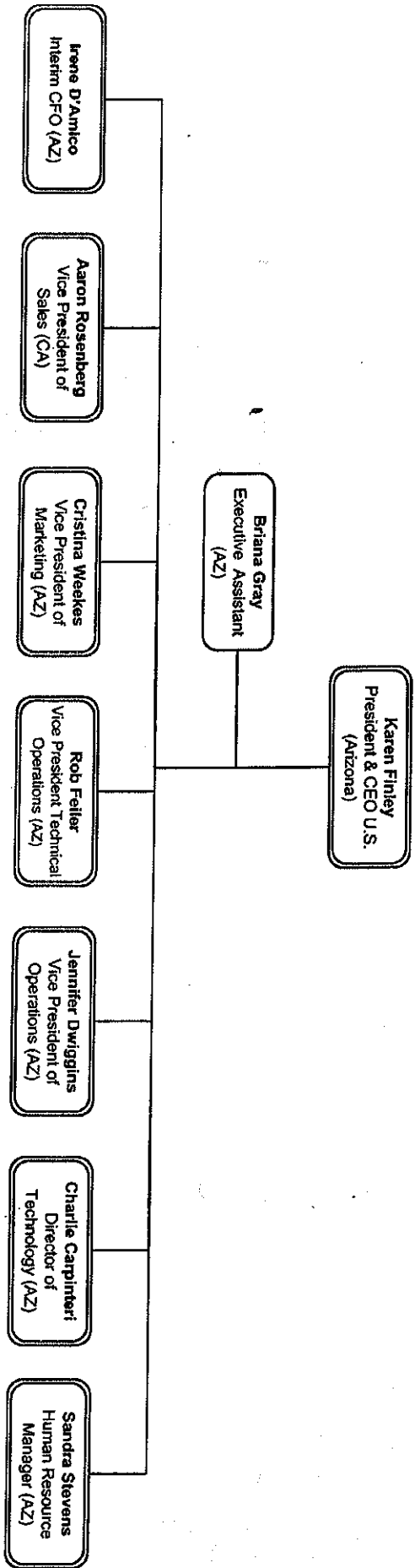


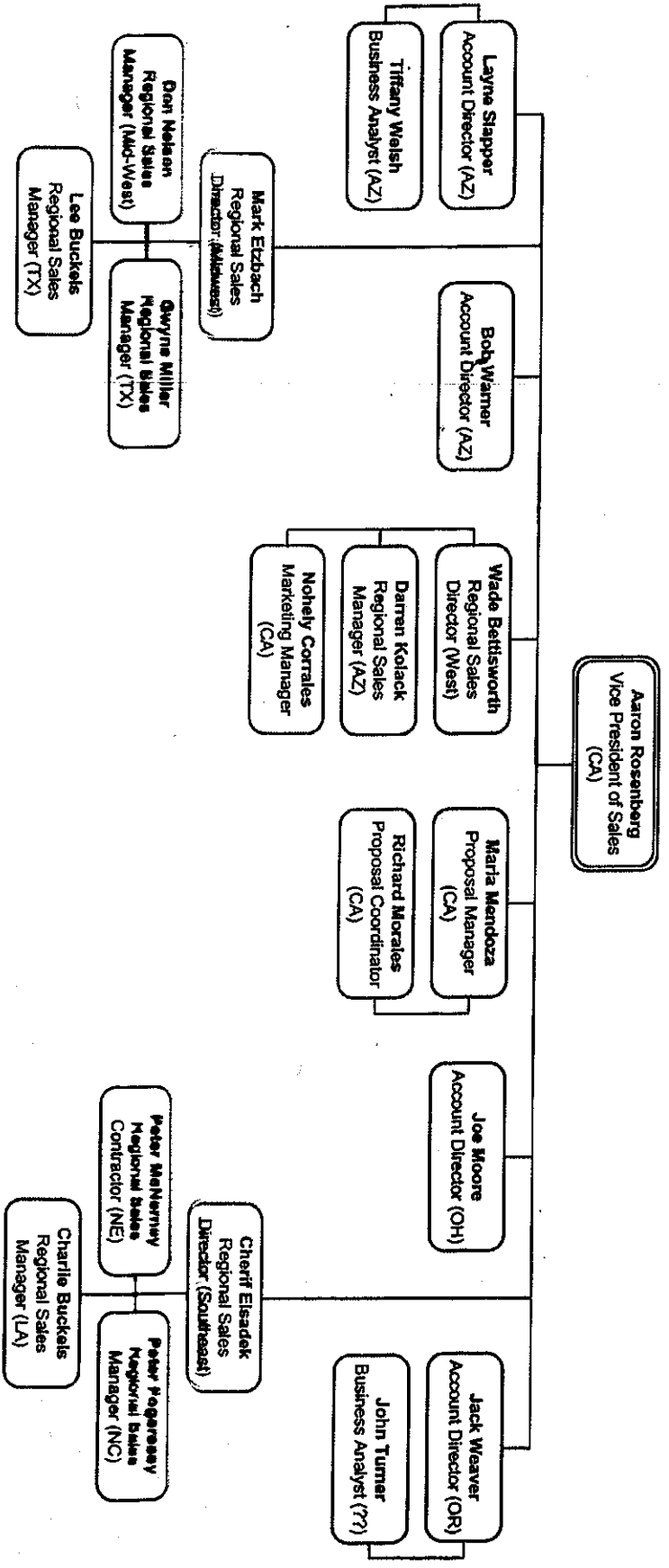
Plate Image

EXECUTIVE



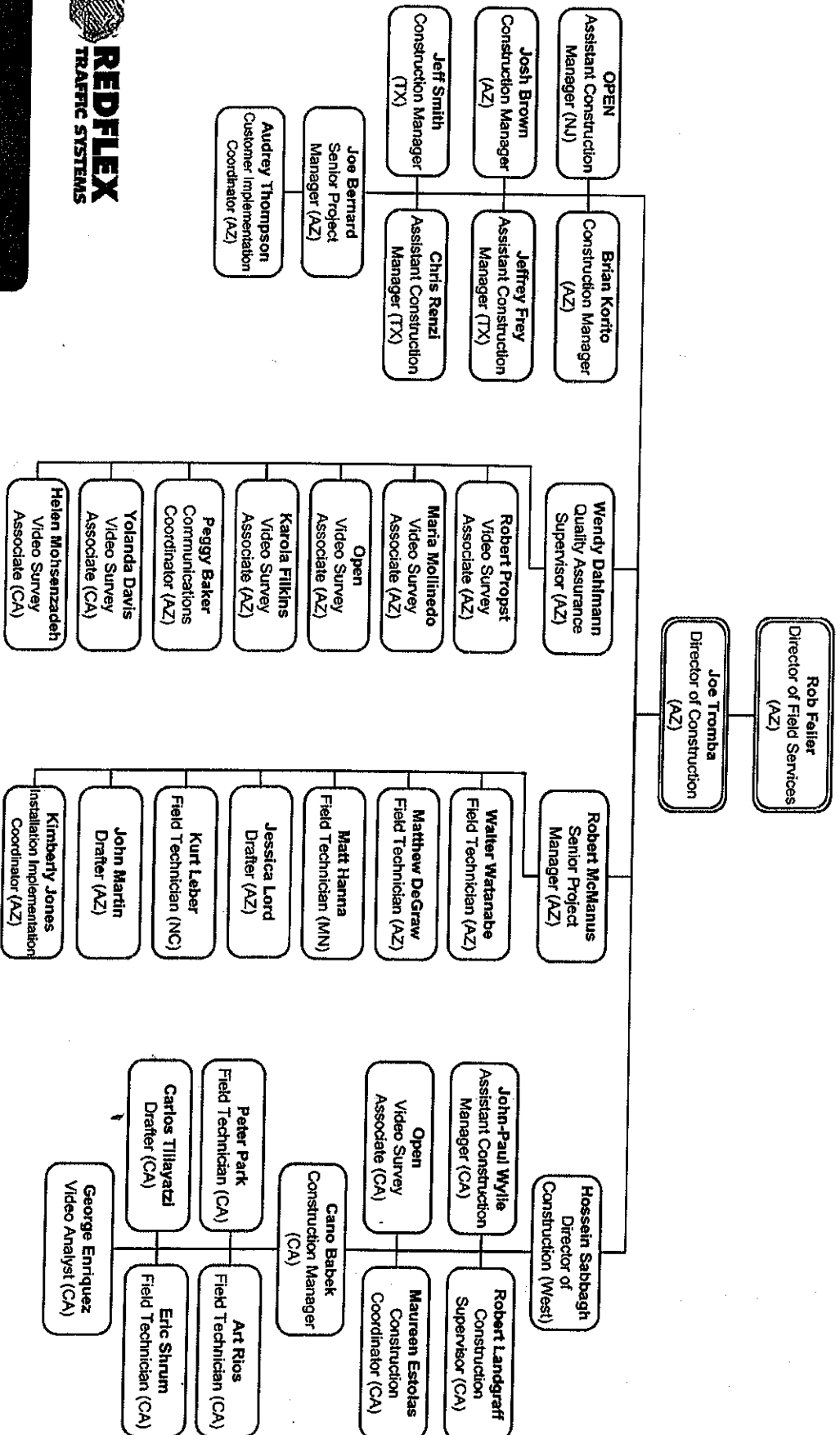
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SALES



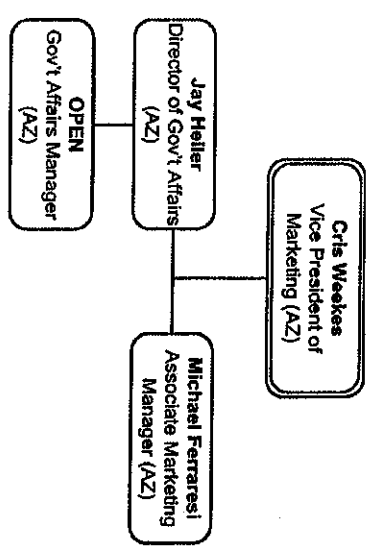
MAKING A SAFER WORLD

CONSTRUCTION



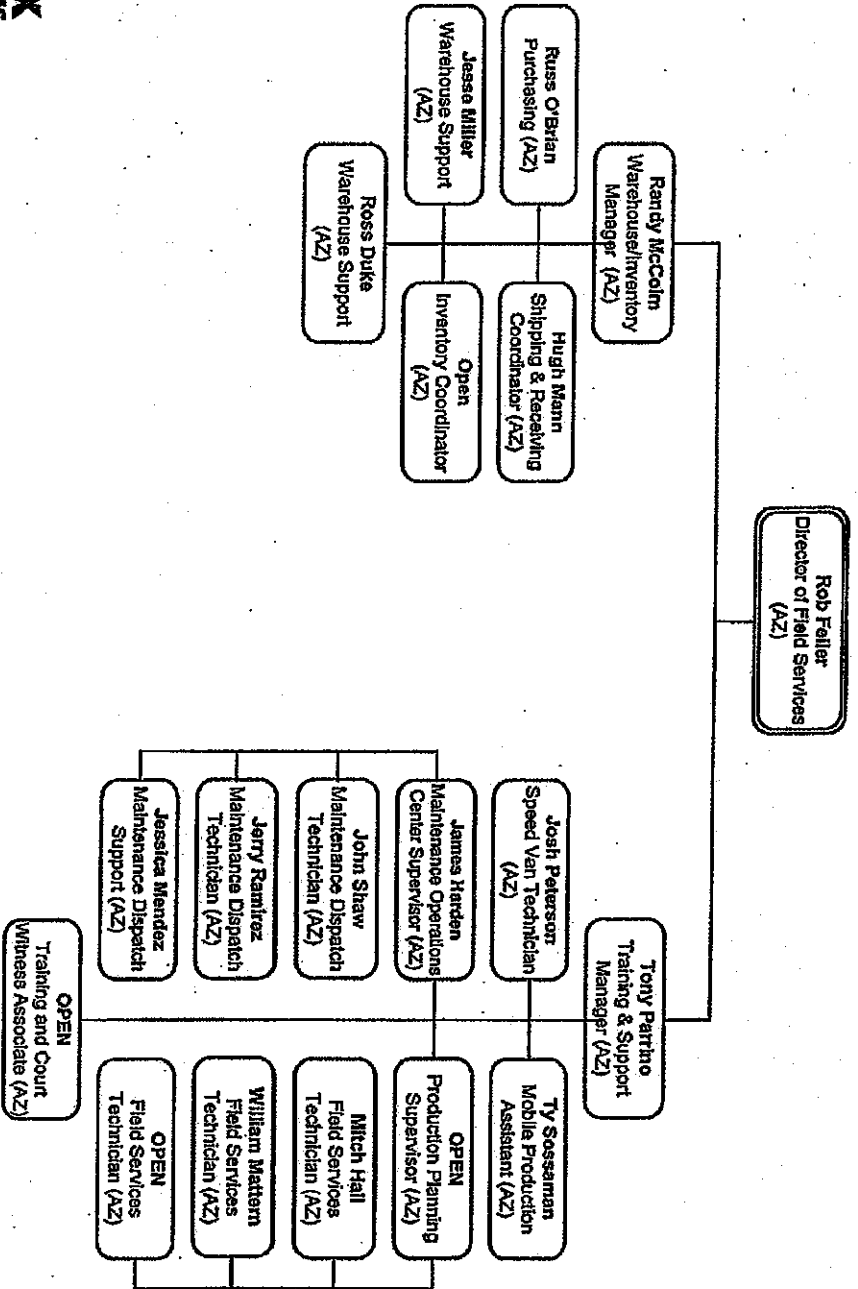
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MARKETING & GOVERNMENT AFFAIRS



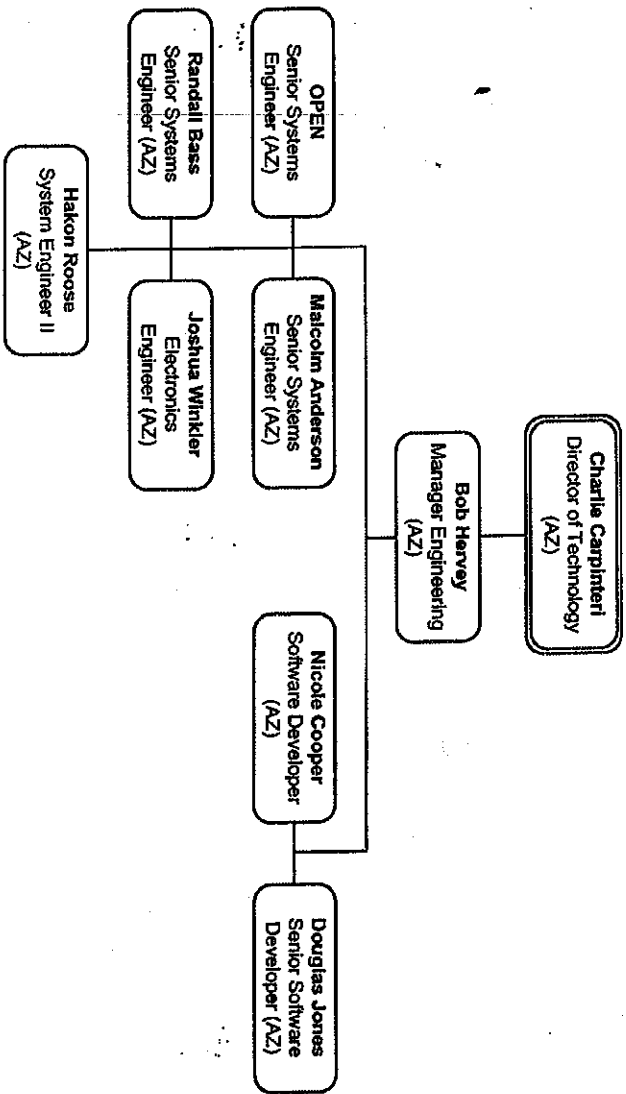
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SYSTEMS SUPPORT & WAREHOUSE



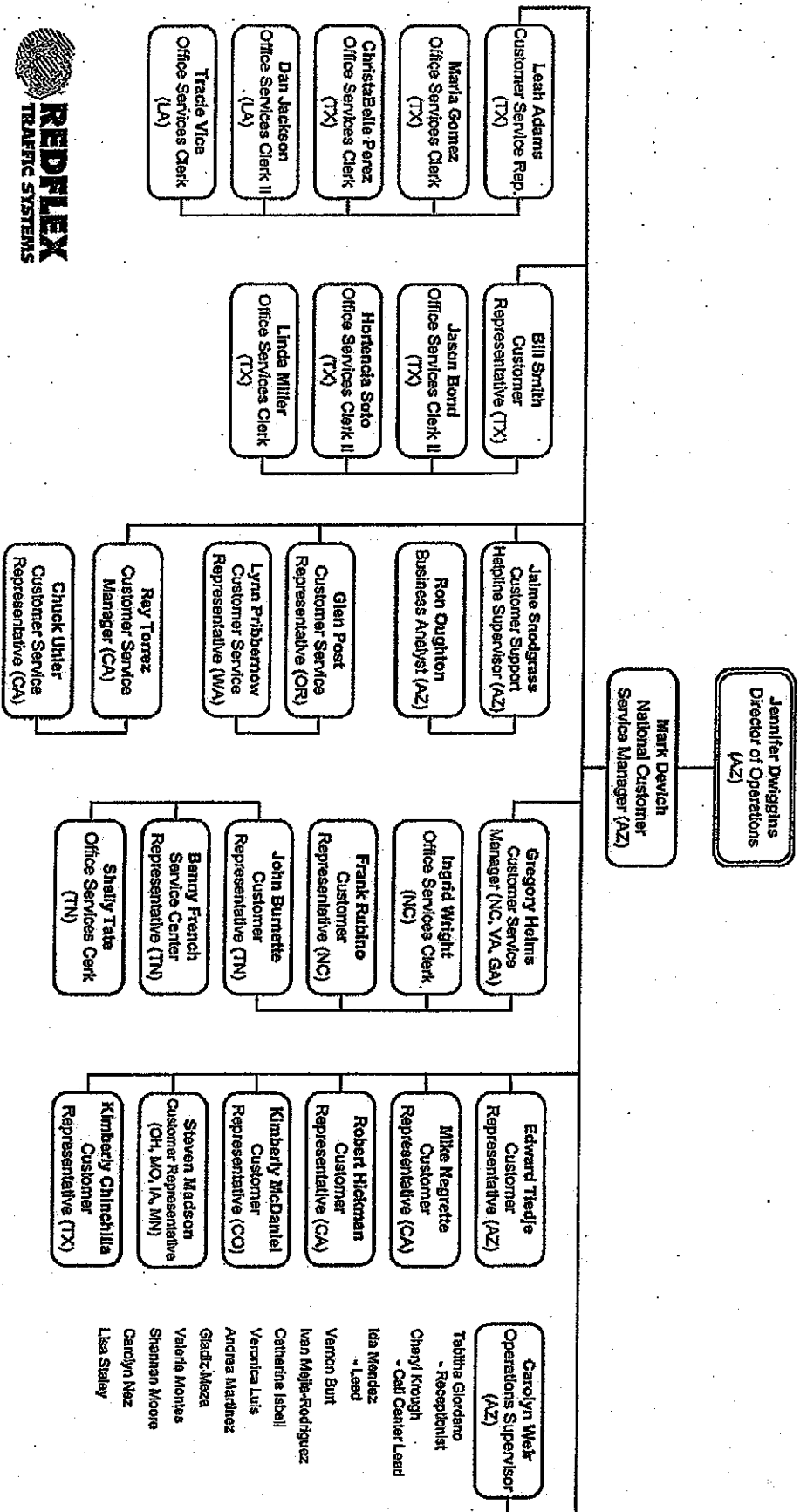
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ENGINEERING



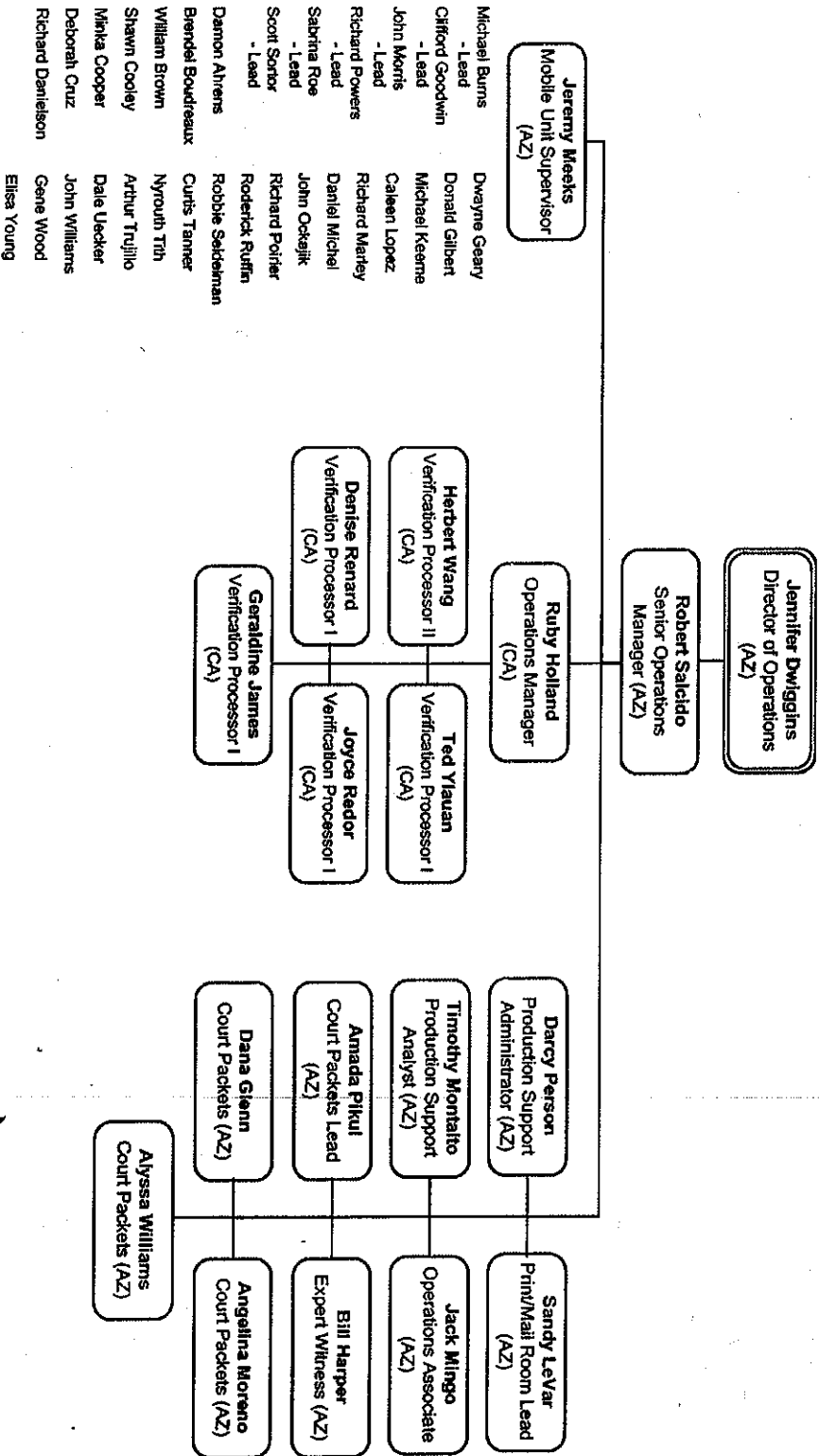
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CUSTOMER SERVICE



MAKING A SAFER WORLD

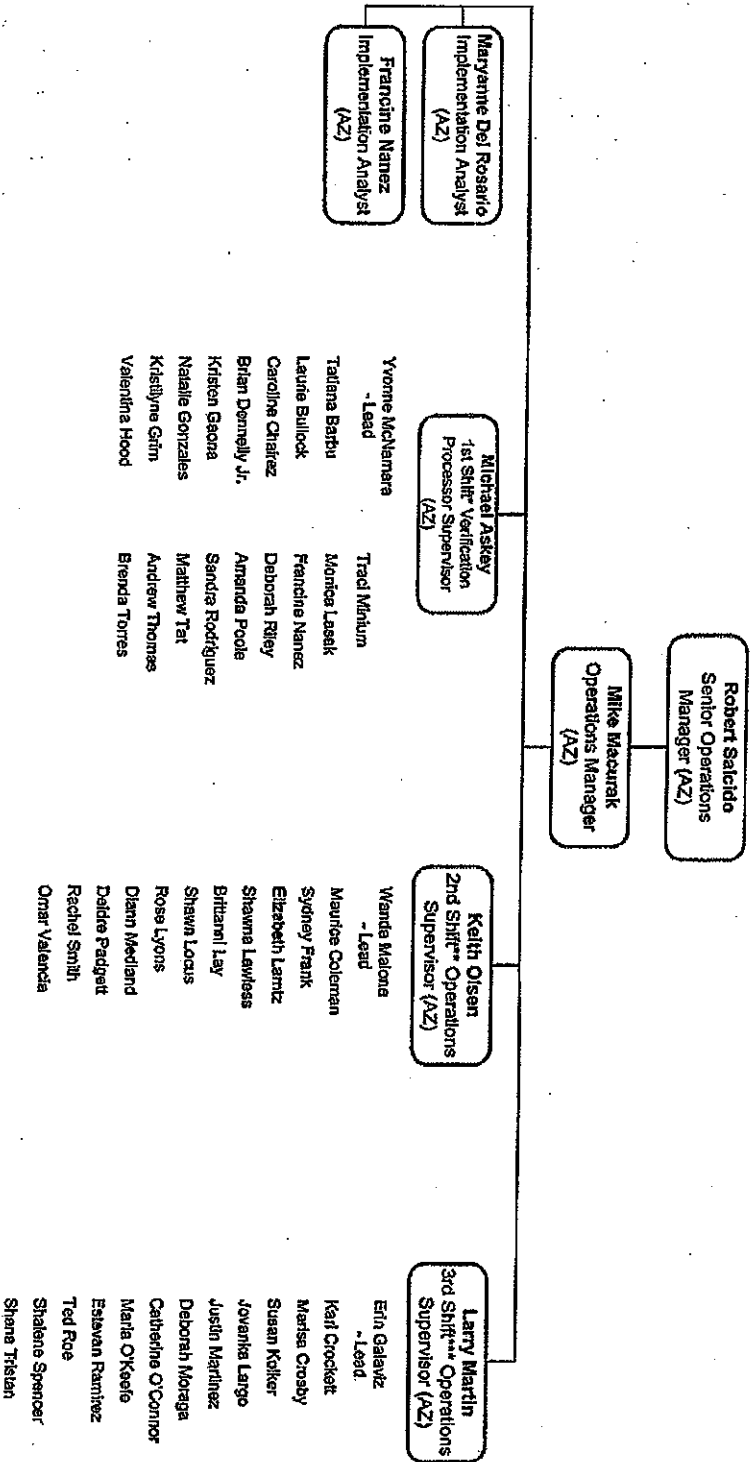
OPERATIONS



**1st Shift Times: 7:00 AM – 3:00 PM
 **2nd Shift Times: 3:00 PM – 11:00 PM
 **3rd Shift Times: 11:00 PM – 7:00 AM

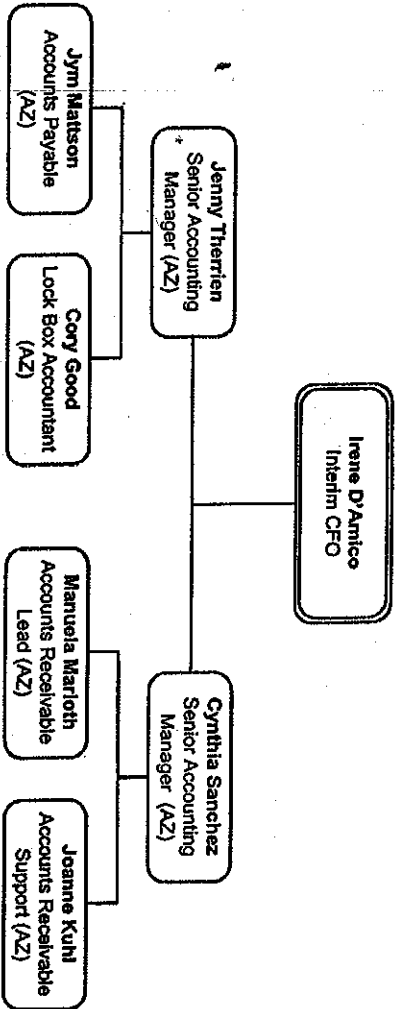
MAKING A SAFER WORLD

OPERATIONS CONTINUED



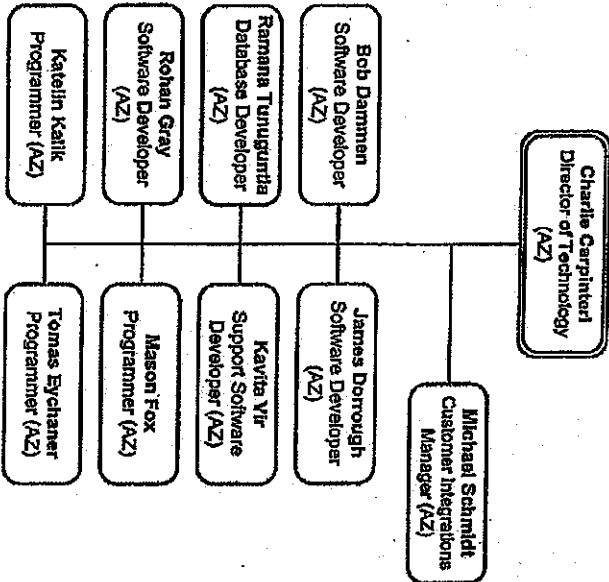
MAKING A SAFER WORLD

ACCOUNTING



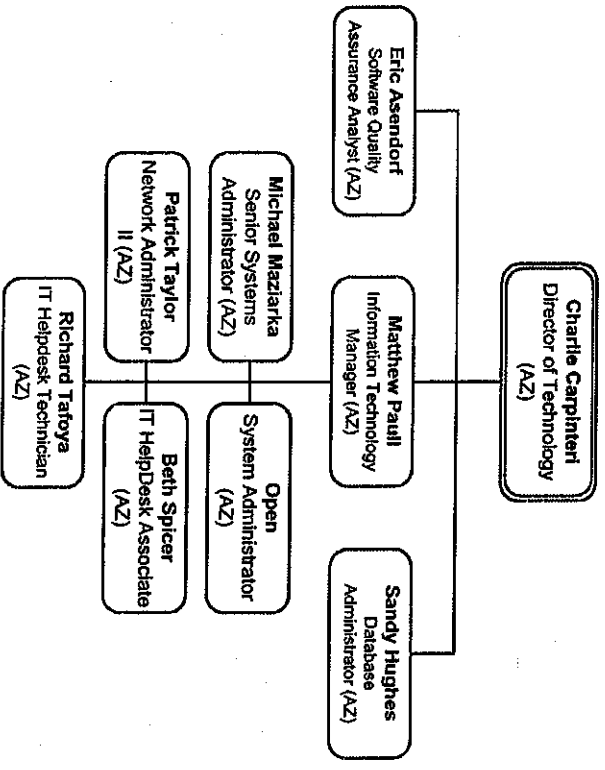
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SOFTWARE DEVELOPMENT



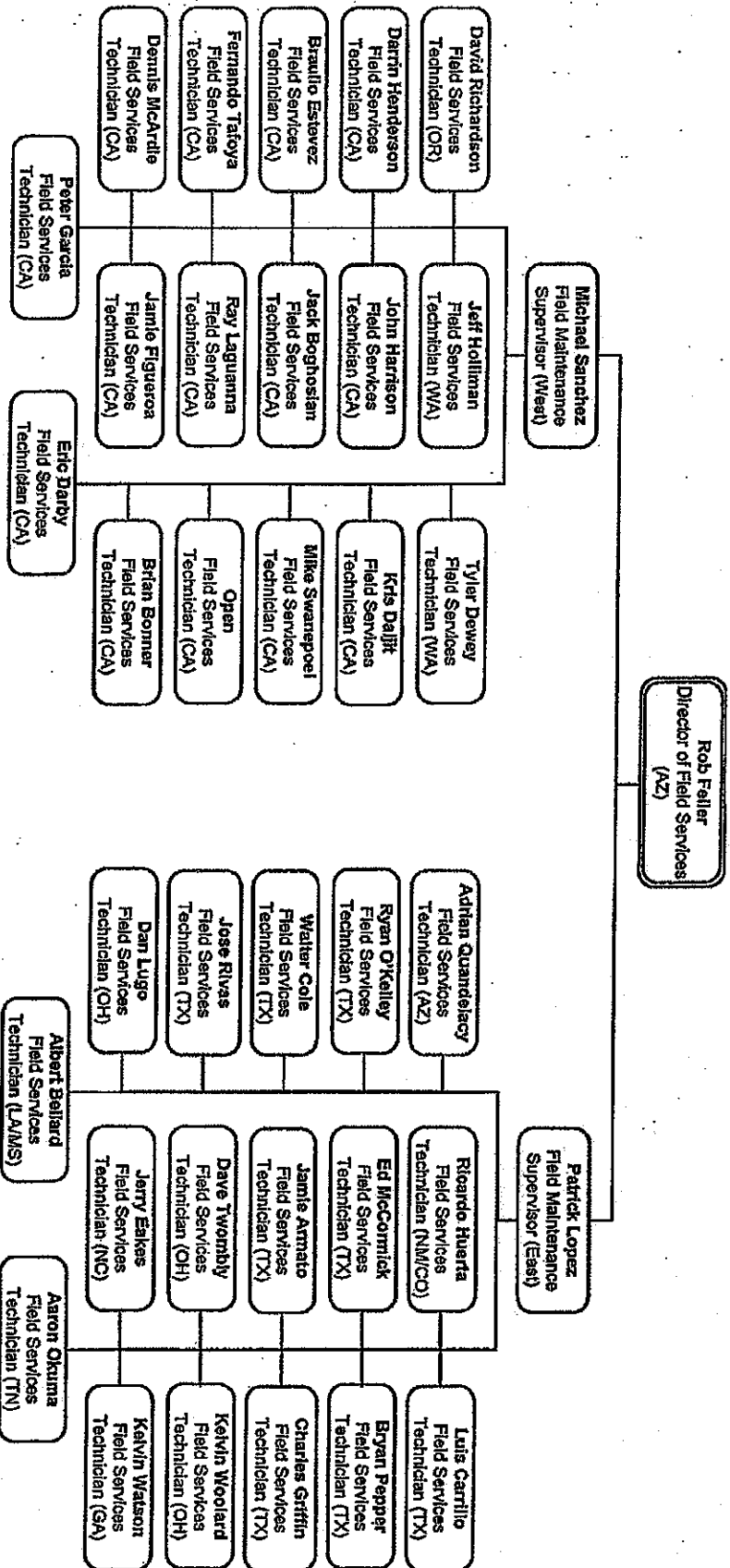
MAKING A SAFER WORLD

INFORMATION TECHNOLOGY



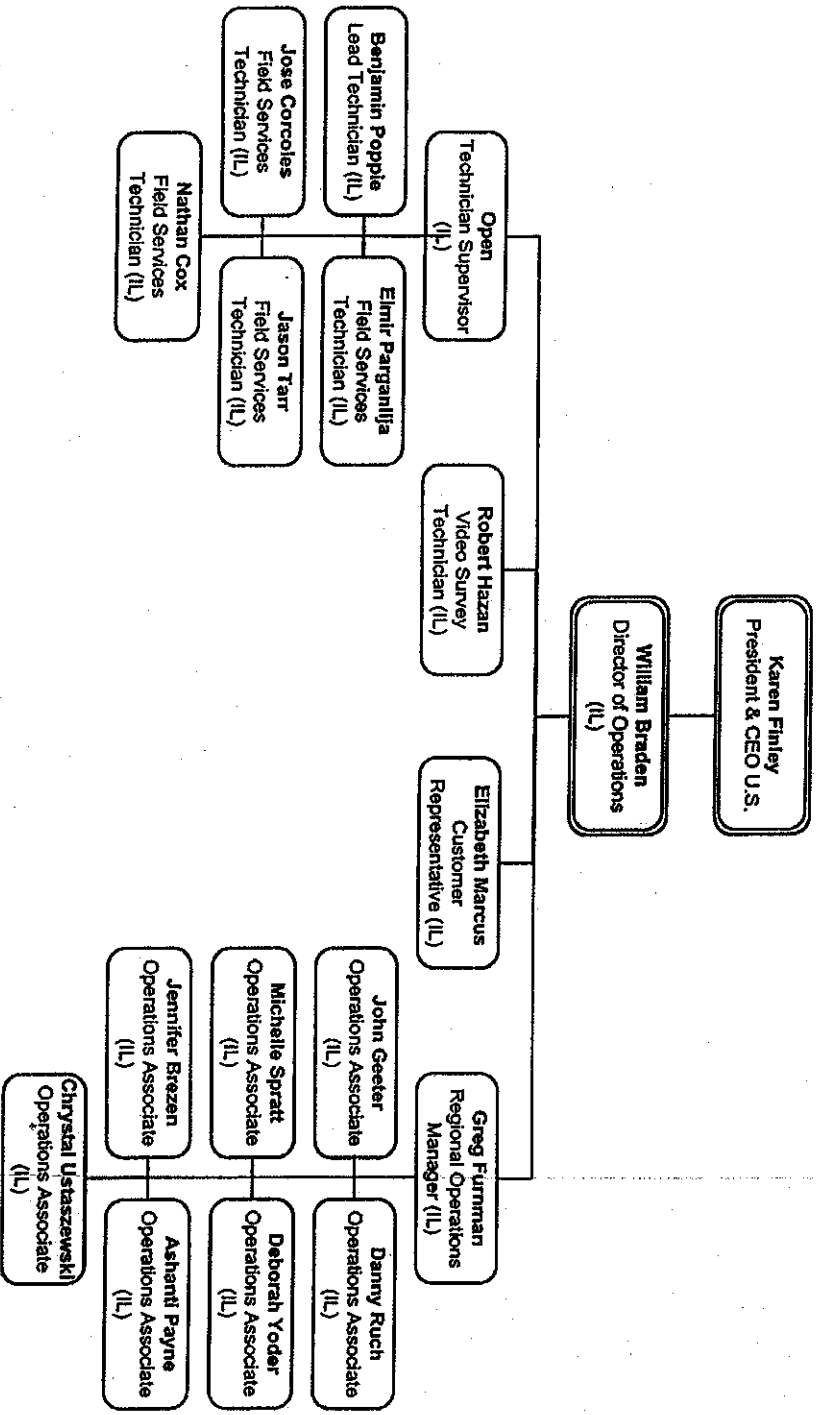
MAKING A SAFER WORLD

MAINTENANCE



MAKING A SAFER WORLD

CHICAGO CONSTRUCTION & MAINTENANCE



MAKING A SAFER WORLD

HUMAN RESOURCES

Sandra Stevens
Human Resource
Manager (AZ)

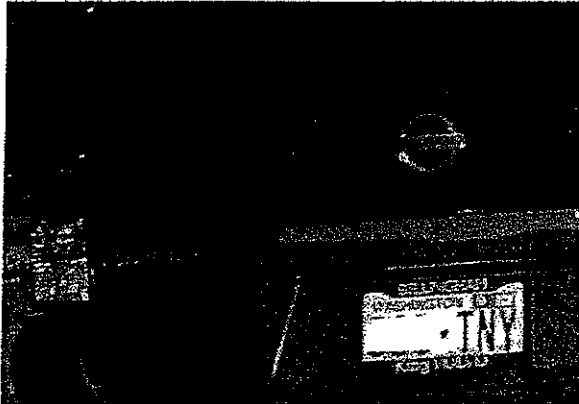
Open
Human Resource
Assistant II (AZ)



MAKING A SAFER WORLD

*Court Evidence Package
Red Light*

Focus on Safety



TOLL FREE INFORMATION LINE:

You may call the Focus on Safety Call Center 1-800-752-4874 - 9 AM to 4 PM, Monday - Friday, for information regarding this notice and photo speed camera enforcement.

LINÍA TELEFÓNICA DE INFORMACIÓN GRATUITA:

Para mas información sobre esta notificación y camaras de foto velocidad, llame al Centro de Enfoque en Seguridad, de Lunes a Viernes entre 9AM y 4PM, 1-800-752-4874.



TOWN OF PRESCOTT VALLEY
FOCUS ON SAFETY
 7501 E. Civic Circle
 Prescott Valley, AZ 86314

Prescott Valley Magistrate Court, Yavapai County
Arizona Traffic Ticket and Complaint



Complaint # 07013082		Case #	Military	<input type="checkbox"/> Accident <input type="checkbox"/> Fatality	<input type="checkbox"/> Serious Physical Injury	<input type="checkbox"/> Commercial <input type="checkbox"/> Haz Material	DR #	GRID #
Driver's License Number NONE		State UN	Class	Endorsements M H N P T X D			Agency Use	
DEFENDANT		First	Middle	Last				
Residential Address/Mailing			City CUSTER	State WA	Zip 98240	Telephone		
Sex	Weight	Height	Eyes	Hair	Origin	Date of Birth	Restrictions	
Business Address			City CUSTER	State WA	Zip 98240	Telephone		
VEHICLE	Color	Year 2005	Make NISS	Model	Style	License Plate	State WA	Expiration
Registered Owner		Address WA 98240				Vehicle Identification Number		

ON	Month AUGUST	Day 10	Year 2007	Time 7:40 am	AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	SPEED	Approx. 37	Posted 25	R&P	Beat	Speed Measurement Device
AT	Location 7400 BLK. LONG LOOK										

A.	Section	ARS/CC ARS 28-701A	Violation Description SPEED GREATER THAN REASONABLE AND PRUDENT	Civil Traffic
	Docket Number	Disposition Codes	Date of Disposition	Sanction

I certify upon reasonable grounds, I believe the person named herein committed the act(s) described and I have caused this complaint to be issued on: **08/14/2007**


 WAYNE NELSON, Complainant ID No. 22

SUMMONS

You are hereby summoned and ordered to appear at the Prescott Valley Magistrate Court - 7501 E. Civic Circle, Room #122, Prescott Valley, Arizona at the date and times indicated: **10/17/2007 between 8:30 AM to 11:00AM and 1:00PM to 3:30 PM** on a complaint charging you with the offense of: **SPEED GREATER THAN REASONABLE AND PRUDENT** on 08/10/2007.

Prescott Valley Magistrate Court # 1347


 A. Felten, Clerk of the Court

If the sanction/fine and costs of \$ 182.00 are received by the Court prior to the above date, you do not need to appear in court.

WARNING TO DEFENDANT

If you waive service or you are served with the Summons and Complaint and you fail to appear as directed, a default judgment may be entered against you, a civil sanction imposed, and your driver's license suspended. Your driver's license or non-resident privileges may remain suspended until the sanction is paid in full and you satisfy Motor Vehicle Division requirements (A.R.S. 28-3308).

WAIVER NOTICE: Rules: 4.1 and 4.2, Arizona Rules of Civil Procedure, require defendants living within the United States to cooperate in saving unnecessary costs of service of summons. To avoid further action and a minimum \$26.00 cost if personal service is required, respond no later than 10/17/2007 by choosing one of the options on the Options Page (page 2). You must sign the reverse side of the coupon to avoid these costs. By law, you have been provided with a copy of the complaint and an enclosed envelope with which to comply.

- This is a copy of the complaint with the offense described on the enclosed complaint that has been filed in the Prescott Valley Magistrate Court.
- The offense for which you have been cited is a civil traffic violation.
- Notice is hereby given that if you fail to appear as directed in this complaint on a civil traffic violation, a default judgment may be entered against you, a civil sanction may be imposed, and your license may be suspended. Your driver's license or non-resident operating privileges may remain suspended until the civil sanction is paid and you satisfy Motor Vehicle Division requirements (A.R.S. 28-3308). Please be advised that persons carrying weapons of any kind will not be permitted in the court building

VIOLATOR/DEFENDANT COPY - Keep for your records



STATEMENT OF TECHNOLOGY: REDFLEXspeed FIXED SPEED CAMERA SYSTEM

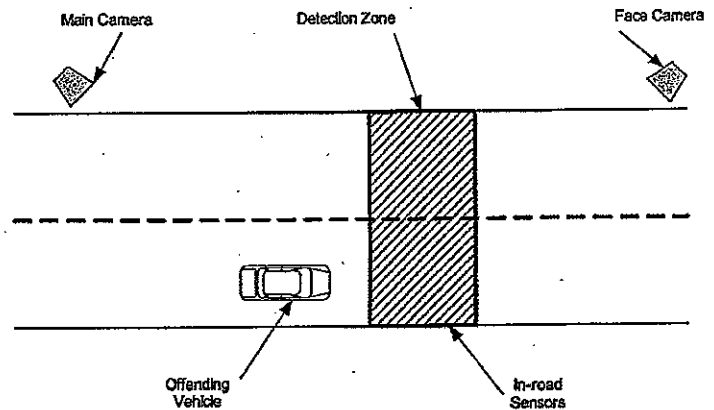
The REDFLEXspeed Camera System measures the speed of each vehicle that passes over the inroad sensors, and triggers a sequence of images, should the vehicle travel equal or greater than the threshold speed set in the system.

The camera system may record:

- 2 still images and 1 video sequence
- The databar may include location, description, date, time, frame, speed limit, lane, vehicle speed, and elapsed time. The camera system imprints this data at the top of all full-size still images.

Each REDFLEXspeed system consists of a Main Camera, which provides the rear license plate image and a video sequence of the offending vehicle, and a Face Camera, which provides an image of the driver in the offending vehicle.

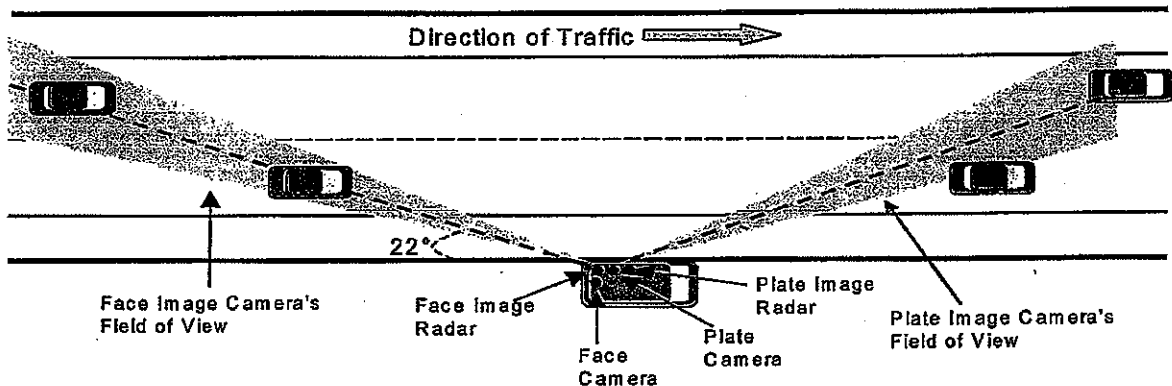
The Main Camera is connected to the inroad sensors, which are constantly active. The speed is determined by performing a time-distance calculation. When the Main Camera detects a speed violation in the inroad sensor detection zone, the Face Camera captures an image of the driver in the offending vehicle.



As the vehicle proceeds over and leaves the inroad detection zone, the Main Camera captures an image of the license plate of the offending vehicle. A video sequence is captured from the Main Camera at a predetermined amount of time before and after the violation.

The system uses encryption and a proprietary format to safeguard the image evidence against alteration. The system gives each still image and its data a unique signature to confirm its authenticity. Public key cryptography and additional encryption processes secure the transmission process.

STATEMENT OF TECHNOLOGY: REDFLEX SMARTCAM MOBILE SPEED VAN SYSTEM



The SMARTCAM Speed Photo Radar System measures the speed of motor vehicles. The "face" image radar determines the vehicle's speed and its presence. The "plate" image radar detects vehicle presence only. As a vehicle passes through the face image radar's beam, it determines if the vehicle is traveling at a speed greater than or equal to the enforced speed limit. If so, the photo radar system automatically triggers the cameras and flashes to capture images of the vehicle.

The SMARTCAM Speed Photo Radar System operates with two or more integrated, digital SMARTCAM cameras. The front-image camera faces out of the vehicle's rear window to capture the face and (if present) license plate. The rear-image camera is positioned to face out of the rear-side window to capture images of the departing vehicle's license plate.

The camera system records two separate images for each speeding violation. The violation date, time, location, detected vehicle speed and posted speed limit are imprinted onto the data bar, which is displayed at the top of the images.

The System uses encryption to safeguard the image evidence against alteration. At the scene, the System gives each image and its data a unique signature to confirm its authentic status. Public key cryptography and additional encryption processes secure the transmission process.

PRV-L002 7400 BIK Long LookWEST ID:BL01
Speed Limit:25 MPH Vehicle Speed:37 MPH
REDFLEX Friday 10 August 2007 07:40:47 F:2 DIR - F PRV-SPVN-02

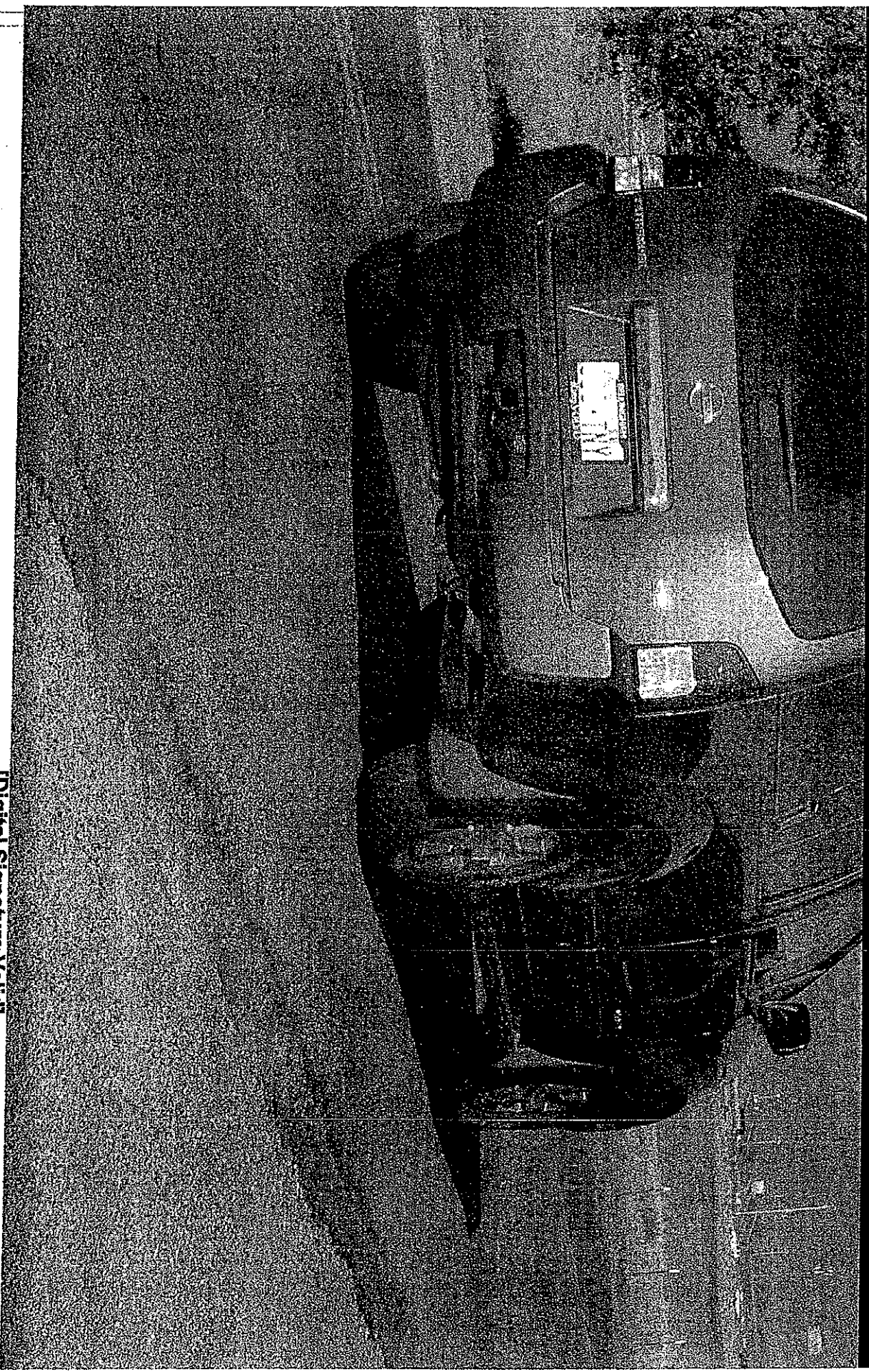
2BB25E2F019BEEB020439F8566879049



[Digital Signature Valid]

PRV-L002_7400 BIK. Long LookWEST ID:BL01
Speed Limit:25 MPH Vehicle Speed:37 MPH
REDFLEX Friday 10 August 2007 07:40:47 F:2 DIR - F PRV-SPVN-02

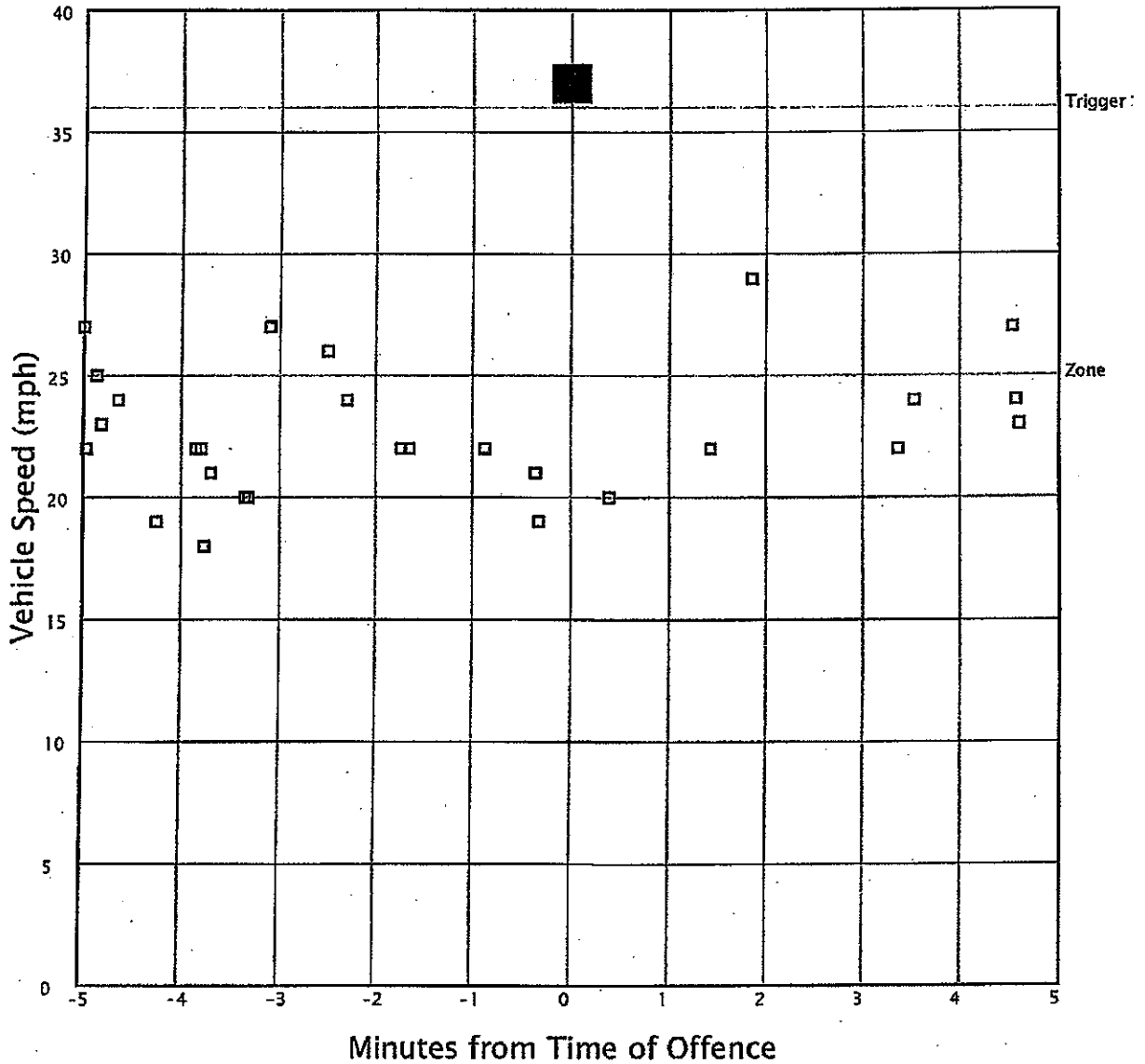
4783927B/40F595IED46DBA7C07CSA38



Court Scattergram



Prescott Valley



CITATION No.: 07013082
DETECTION DATE/TIME: 10-AUG-2007 07:40:47
OPERATOR: William Brown
LOCATION: 7400 Blk. Long Look
VIOLATION SPEED (mph): 37
SPEED LIMIT (mph): 25
TRIGGER SPEED (mph): 36



**REDFLEX
TRAFFIC SYSTEMS**

**DEPLOYMENT FORM
SMARTCAM SPEED ENFORCEMENT VEHICLE**

DATE: 8/10/2007 VEHICLE: PRV-SPVN-02

OPERATOR NAME: BILL BROWN OPERATOR CODE: 61201
 AUTHORITY NAME (POLICE): PVPD LOCATION CODE: PRV-2002
 LOCATION DESCRIPTION: 7400 BLK LONG LOOK W NUMBER OF LANES ENFORCED: 1
 SPEED LIMIT: 25 TRIGGER SPEED: 36

CHECKLIST (CHECK IN SEQUENCE)

SURVEYING THE SITE

- Confirm location of the van and offense is within the corporate limits
- Verify that no large metallic objects are in the radar's field of view
- Speed Sign - Distance 1 BLK
- Functioning sign visibly displayed

POSITIONING THE VEHICLE

- Measure to ensure vehicle is parallel with the road

RADAR ALIGNMENT

- Verify that the radar is aimed correctly
- Verify that the radar is locked into place

SPEED LIMIT OVER 40 MPH

Signs Deployed Yes No

STARTING THE DEPLOYMENTS

- Follow screen prompts
- Enter lane details (Maintenance Tab)
- Take a Test Shot to test the cameras. Take next vehicle shots to test image alignment

ENDING THE DEPLOYMENT

- Press the Stop Button to end a deployment
- Record deployment data

TRANSMITTING OF DEPLOYMENT INFORMATION

- Upload data

DEPLOYMENT AREA

- Residential Commercial
- Other _____

DEPLOYMENT TIMES: (FROM OPERATING SCREEN)

Deployment Start Time: 6:25 (Hour: Min.)
 Deployment End Time: 10:30 (Hour: Min.)

TUNING FORK TESTS

Beginning of Deployment Pass Fail
 End of Deployment Pass Fail

Tuning Fork Serial #: 6053-107 Radar Serial#: 11-05-0130

TRAFFIC: LIGHT _____ MODERATE HEAVY _____

WEATHER: CLEAR COMMENTS: _____

STATISTICAL INFORMATION

Total Vehicles: 622
 Total Offenses Captured: 6
 Vehicles Over: 6

SCHOOL ZONE DEPLOYMENTS

Signs Deployed: Yes No

I, BEING FIRST DULY SWORN, DEPOSE & SAY: I HAVE BEEN PROPERLY TRAINED & QUALIFIED TO OPERATE THE RTS SPEED CAMERA SYSTEM. ON THE DATE & TIME RECORDED ABOVE I PARKED THE SPEED CAMERA SYSTEM AT THE ABOVE LOCATION & USING THE CORRECT PROCEDURE, OPERATED THE TRAFFIC CAMERA TO MONITOR TRAFFIC. I CERTIFY THAT UPON REASONABLE GROUNDS I BELIEVE THAT EACH OF THE DEFENDANTS COMPLAINED AGAINST ON THIS DATE UPON THE BASIS OF THE TRAFFIC CAMERA COMMITTED THE ACT DESCRIBED CONTRARY TO LAW & I HAVE CAUSED A NOTICE WITH A COPY OF THE COMPLAINT TO BE MAILED TO EACH DEFENDANT.

Bill Brown 8/10/2007
 OPERATOR NAME DATE

NOTARIZATION NOT NECESSARY IF OPERATOR APPEARS IN COURT
 SUBSCRIBED & SWORN TO BEFORE ME:

Cheryl A. Krough 8-10-07
 NOTARY SIGNATURE DATE

*Court Evidence Package
Fixed Speed*



Arizona Traffic Ticket and Complaint

Chandler Police Department/Desert Breeze Precinct
Photo Enforcement Office
Mail Stop 303W, P.O. Box 4008
Chandler, AZ 85244-4008

Complaint #B-074420
Previous Complaint #071968
Military
Accident/Fatality
Serious Physical Injury
Commercial/Hz Material
DR #
GRID #
Driver's License Number
State AZ
Class
Endorsements M D H N P T X
Agency Use
Name FIRST MIDDLE LAST
Residential Address/Mailing
City CHANDLER
State AZ
Zip 85248
Telephone
Sex F
Weight
Height
Eyes
Hair
Origin
Date of Birth
Restrictions
Business Address
City CHANDLER
State AZ
Zip 85248
Telephone
Color
Year 2004
Make VOLK
Model BEETL
Style CV
License Plate
State AZ
Expiration 10/15/2007
Registered Owner
Address
Vehicle Identification Number

Month SEPTEMBER
Day 15
Year 2007
Time 8:14
AM PM
SPEED 46
Posted 35
R&P
Be at
Speed Measurement Device
Location ARIZONA AVE AND RAY RD SB

Section
ARS/CC 28-701A
Violation Description SPEED GREATER THAN REASONABLE AND PRUDENT
Civil Traffic
Docket Number
Disposition Code
Date of Disposition
Sanction

I certify upon reasonable grounds, I believe the person named herein committed the act(s) described and have caused this complaint to be issued on: 10/09/2007

Seth Tyler (signature)

SETH TYLER
Police Officer

486
Badge No.

SUMMONS

You are hereby summoned and ordered to appear at the Chandler Municipal Court - 200 East Chicago Street, Chandler, Arizona on 11/08/2007 between 8:00 AM and 4:00PM on a complaint charging you with the offense of:

ARS 28-701A SPEED GREATER THAN REASONABLE AND PRUDENT ON 9/15/2007

10/10/2007

Date Summons Mailed

R. Michael Traynor, Judge

If the sanction/fine and costs of \$190.00 is received by the court prior to 11/08/2007 you do not need to appear in court.

NOTICE TO DEFENDANT
Rules 4.1 and 4.2, Arizona Rules of Civil Procedure, require defendants to cooperate in saving unnecessary costs of service of summons and complaint. Rule 4.1(c) provides that if you fail to sign and return the Waiver of Summons and Complaint within thirty days of the date mailed, you may be served personally by a process server at your own expense. You will be charged for the cost of the service regardless of the outcome of the complaint.

WARNING TO DEFENDANT
If you waive service or you are served with the Summons and Complaint and you fail to appear as directed, a default judgement may be entered against you, a civil sanction imposed, and your driver license suspended. Your driver license or non-resident privileges may remain suspended until the sanction is paid in full and you satisfy Motor Vehicle Division requirements (A.R.S. 28-1557B2).

B-074420

VIOLATOR/DEFENDANT COPY - Keep for your records

INSTRUCTIONS: JUVENILES MUST APPEAR IN COURT WITH A PARENT/LEGAL GUARDIAN ON OR BEFORE THE COURT DATE. IF THE CITATION WAS SERVED BY A PROCESS SERVER, THE SERVICE FEE WILL BE ASSESSED TO YOU. IF YOU PLEAD OR ARE FOUND RESPONSIBLE OF A RED LIGHT VIOLATION, ARIZONA MOTOR VEHICLE DIVISION WILL REQUIRE YOU TO PAY FOR AND ATTEND TRAFFIC SURVIVAL SCHOOL.

OUR OPTIONS ARE TO APPEAR IN CHANDLER MUNICIPAL COURT ON OR BEFORE YOUR COURT DATE OR TO CHOOSE ONE OF THE FOLLOWING:

OPTION "A" PAY THE FINE

To pay the fine by mail, complete section A on page 2 and return it with proper payment in the enclosed envelope on or before your court date. The entire amount due must be paid prior to the court date. Acceptable forms of payment by mail are: Money Orders, Personal Checks or Cashier's Checks. Cash, Visa/MasterCard, American Express is accepted when paying in person. Make checks payable to: CHANDLER MUNICIPAL COURT.

OPTION "B" IDENTIFY THE DRIVER

IF YOU WERE NOT THE DRIVER OF THIS VEHICLE at the time of the violation, complete section B on page 2 and return it in the enclosed envelope before your appearance date. **YOU MUST INCLUDE AN ENLARGED CLEAR COPY OF YOUR DRIVERS LICENSE TO REQUEST TO EXCLUDE YOURSELF AS THE DRIVER.** If you have not received a dismissal order prior to your court date, please contact Chandler Police Dept. at 480-782-4250.

OPTION "C" REQUEST A HEARING (Do not request a hearing if you were not the driver - see option B)

If you contest the ticket, complete section C on page 2 and return it in the enclosed envelope no later than five (5) working days before the assigned appearance date. You will be notified by mail of your hearing date. You only need to appear on the newly assigned hearing date. If you elect this option, you will no longer be eligible for Defensive Driving School.

OPTION "D" ATTEND DEFENSIVE DRIVING SCHOOL (If selecting this option, you do not pay the court fine, you only pay the fee to the school. Once you have scheduled a class, complete and return section D on page 2.) You must complete the class prior to your court date.

If you attend the class, points will not be assessed to your Motor Vehicle record. **TO SCHEDULE AND/OR VERIFY ELIGIBILITY** call one of the following providers:

ARIZONA TRAFFIC SCHOOLS OR AZ "CRASH COURSE" IN TRAFFIC SAFETY OR ARIZONA CHAPTER NATIONAL SAFETY COUNCIL
AT 480-857-4000 or 602-297-2200 AT 480-857-4740, 602-277-0102, OR 623-486-0037 AT 602-222-3360 or Toll Free 1-800-293-0112
www.aztrafficschools.com www.azccs.com www.ddcaz.org

If you wish to attend class in a state other than Arizona, you must first get permission from the Court. Please note, the Chandler Municipal Court DOES NOT accept on-line or Internet classes without a Court order. You are NOT eligible to attend Defensive Driving School if you have a commercial driver's license. Bring your driver's license or acceptable picture ID, a copy of your ticket and a \$130 money order with you on the date of the class. **CASH, CREDIT CARDS AND PERSONAL CHECKS ARE NOT ACCEPTED.** Juveniles will need the order from the judge granting them permission to attend school. If you have lost your citation, you must return to court and obtain a new copy before the day of your class. **IF YOU COMPLETE THE CLASS, YOU DO NOT HAVE TO APPEAR IN COURT.**

INSTRUCCIONES: LOS MENORES DE EDAD DEBEN COMPARECER ANTE EL TRIBUNAL ACOMPAÑADOS DE LOS PADRES/TUTORES ANTES O EN LA FECHA DE COMPARECENCIA. SI UN OFICIAL NOTIFICADOR ENTREGA EL CITATORIO, USTED DEBERÁ PAGAR EL HONORARIO POR LA ENTREGA DEL DOCUMENTO. SI SE DECLARA O LO ENCUENTRAN RESPONSABLE DE LA VIOLACIÓN DE LA LUZ ROJA, EL DEPARTAMENTO DE VEHÍCULOS VA REQUERIR QUE PAGUE Y ASISTA HA LA ESCUELA DE TRÁNSITO DEFENSIVO.

SUS OPCIONES SON DE COMPARECER ANTE EL TRIBUNAL MUNICIPAL DE CHANDLER ANTES DE O EN LA FECHA ASIGNADA, O DE SELECCIONAR UNA DE LAS SIGUIENTES OPCIONES:

OPCIÓN "A" PAGUE LA MULTA

Para pagar esta multa por correo, complete la sección A en la página 2 y regrésela con el pago adecuado en el sobre provisto a no más tardar de su fecha en corte. La multa total debe pagarse antes de la fecha en corte. Las maneras aceptables de pagar por correo son: Giros Postales, Cheques Personales o Cheques de Caja. Pagos en efectivo, con Tarjetas Visa/MasterCard y American Express son aceptables cuando se pagan en persona. Gire los cheques pagables a: CHANDLER MUNICIPAL COURT.

OPCIÓN "B" IDENTIFIQUE AL CONDUCTOR

SI USTED NO ERA EL CONDUCTOR DE ESTE VEHÍCULO al tiempo de la infracción, complete la sección B en la página 2 y regrésela en el sobre provisto antes de su comparecencia ante el tribunal. **DEBE INCLUIR UNA COPIA LEGIBLE AMPLIADA DE SU LICENCIA/PERMISO PARA PETICIONAR QUE USTED SEA EXCLUIDO COMO EL CONDUCTOR.** Si usted no ha recibido una orden de desistimiento antes de su fecha en corte, favor de comunicarse con el Chandler Police Dept. al 480-782-4250.

OPCIÓN "C" SOLICITAR UNA AUDIENCIA (No solicite una audiencia si usted no fue el conductor - vea la opción B)

Si usted está protestando la infracción, complete la sección C en la página 2 y regrésela en el sobre provisto a no más tardar de cinco (5) días hábiles antes de la fecha fijada para su comparecencia ante el tribunal. Usted recibirá notificación de su fecha de comparecencia por correo. Solamente necesita comparecer en la fecha nueva programada para usted. Si usted selecciona esta opción, ya no será elegible para el Curso de Conducción Defensiva..

OPCIÓN "D" ACUDIR AL CURSO DE CONDUCCIÓN DEFENSIVA

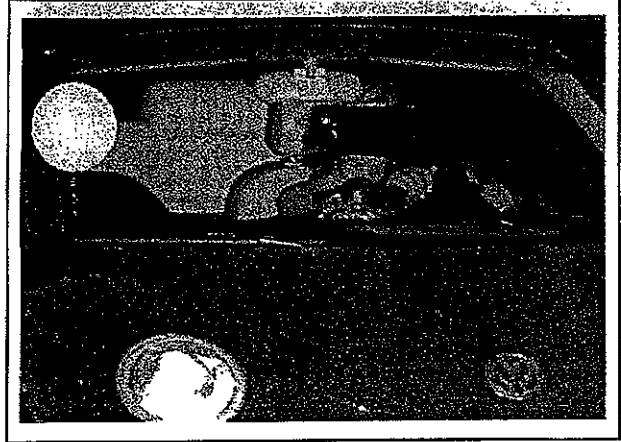
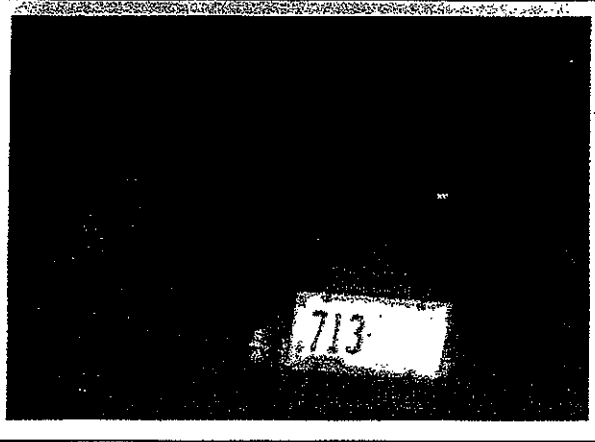
(Si selecciona esta opción, no tiene que pagar la multa al tribunal; únicamente pague el honorario por el costo del curso. Una vez que se haya matriculado para la clase, complete y regrese la sección D en la página 2.) Usted debe completar la clase antes de su fecha en corte. Si usted toma la clase, no se le imputará puntos en contra de su registro del Departamento de Vehículos Motorizados. **PARA PROGRAMAR Y/O VERIFICAR SU ELEGIBILIDAD llame a uno de los siguientes proveedores:**

ARIZONA TRAFFIC SCHOOLS OR AZ "CRASH COURSE" IN TRAFFIC SAFETY OR ARIZONA CHAPTER NATIONAL SAFETY COUNCIL
al 480-857-4000 or 602-297-2200 al 480-857-4740, 602-277-0102, OR 623-486-0037 al 602-222-3360 or Toll Free 1-800-293-0112
www.aztrafficschools.com www.azccs.com www.ddcaz.org

Si usted desea tomar la clase en algún estado fuera de Arizona, debe primeramente obtener permiso del Tribunal. Favor de anotar que el Tribunal Municipal de Chandler NO acepta clases por medio de línea electrónica o por el Internet sin orden previa del mismo. Usted NO es elegible para tomar el Curso de Conducción Defensiva si tiene una licencia comercial de conducción. Traiga su licencia para conducir o alguna identificación aceptable con foto, la copia de infracción y un giro postal de \$130 dólares consigo el día de su clase. **NO SE ACEPTAN PAGOS EN EFECTIVO, TARJETAS DE CREDITO O CHEQUES PERSONALES.** Los menores de edad necesitan una orden del juez concediéndoles permiso para tomar la clase. Si usted ha perdido su infracción, tiene que regresar al tribunal y obtener una copia nueva antes del día de su clase. **SI USTED COMPLETA LA CLASE, YA NO TIENE QUE COMPARECER ANTE EL TRIBUNAL.**



The City of Chandler Automated Traffic Enforcement



NOTE: The Violation has been captured on video and is available for 60 days from the date of violation. The video can be viewed on the Internet at: www.photonotice.com. Enter City Code: CHA

Nota: Se grabo por video la infracción y estará a su disposición por un periodo de 60 días a partir de la fecha cuando se cometió la infracción. Usted puede ver el video de la grabación por Internet en: www.photonotice.com. Necesitara poner el código de la ciudad: CHA

TOLL FREE INFORMATION LINE:

You may call the Focus on Safety Call Center 1-800-752-4874 - 9 AM to 4 PM, Monday - Friday, for information regarding this notice and

LINÍA TELEFÓNICA DE INFORMACIÓN GRATUITA:

Para mas informacion sobre esta notificación, llame al Centro de Enfoque en Seguridad, de Lunes a Viernes entre 9AM y 4PM, 480-998-8329 o 1-800-752-4874 si reside fuera del Condado de Maricopa



STATEMENT OF TECHNOLOGY SMARTCAM FIXED SPEED

The SMARTCAM Speed Camera System measures the speed of motor vehicles and triggers during the red or green light signal phase should a vehicle exceed a preset speed.

The Camera System records:

- Four separate images for each speeding violation
- The date, time, time into the red or green cycle, location code, detected vehicle speed and posted speed limit for each violation. The Camera System imprints this data onto the Databar which is displayed at the top of all four images.

Each Camera System consists of a Main Camera (to provide a rear-scene image of the vehicle and a zoomed image of its rear license plate) and a Face Camera (to capture the image of the driver's face).

The Main Camera is connected to the detection sensors, which are constantly active.

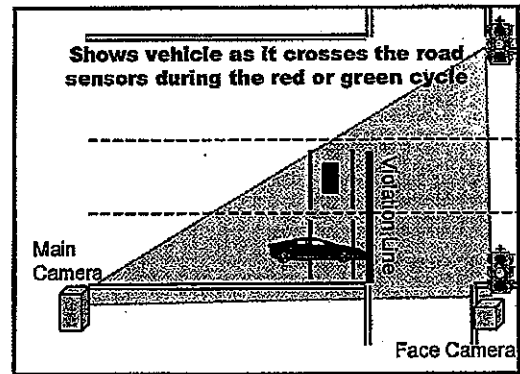
When the sensors detect a speed violation, the Main Camera triggers. The Scene A Image shows the initial position of the speeding vehicle. The Scene B Image shows the vehicle has proceeded through the intersection during the red or green phase.

The Plate Image shows a zoomed image taken from the main camera

The Face Camera located across the intersection is triggered by the Main Camera during each suspected violation.

The System uses encryption to safeguard the image evidence against alteration. At the scene, the System gives each image and its data a unique signature to confirm its authentic status. Public key cryptography and additional encryption processes secure the transmission process.

SCENE A IMAGE



FACE CAMERA

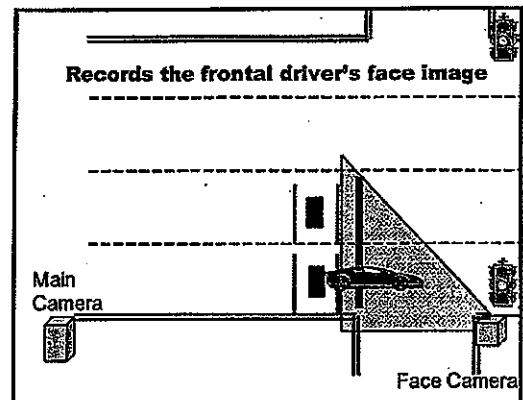
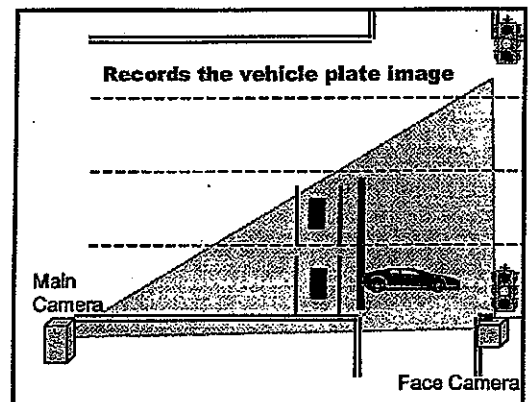
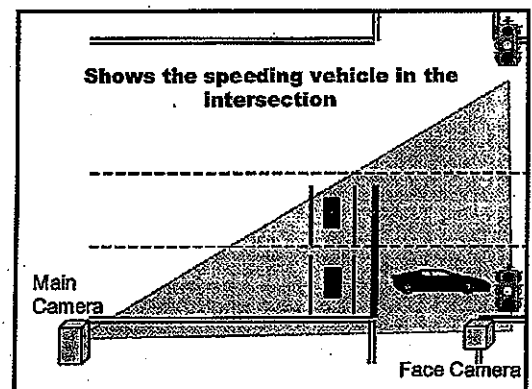


PLATE CAMERA



SCENE B IMAGE





REDFLEX
TRAFFIC SYSTEMS

Certification of Correct Functioning

Approach: CH-AZRA-03 City: Chandler

Citation: B074420 Date: 15 SEP. 2007

Incident: 148410

I certify that a review of the maintenance records conclude the fixed speed system located at S/B Arizona and Ray in Chandler, Arizona was operating normally.

James Harden

Date

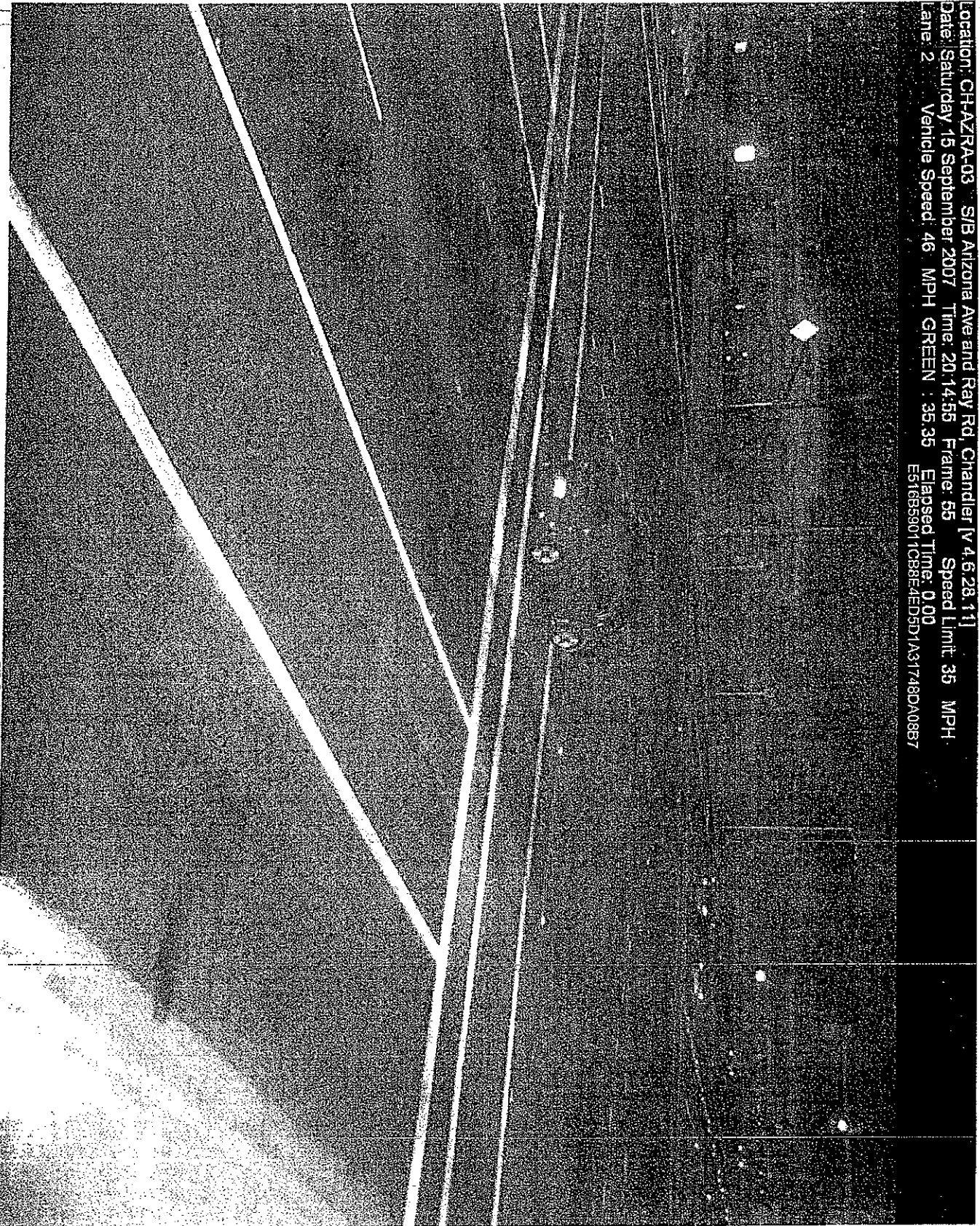
Technical Representative
Redflex Traffic Systems

Cheryl Krough

Date

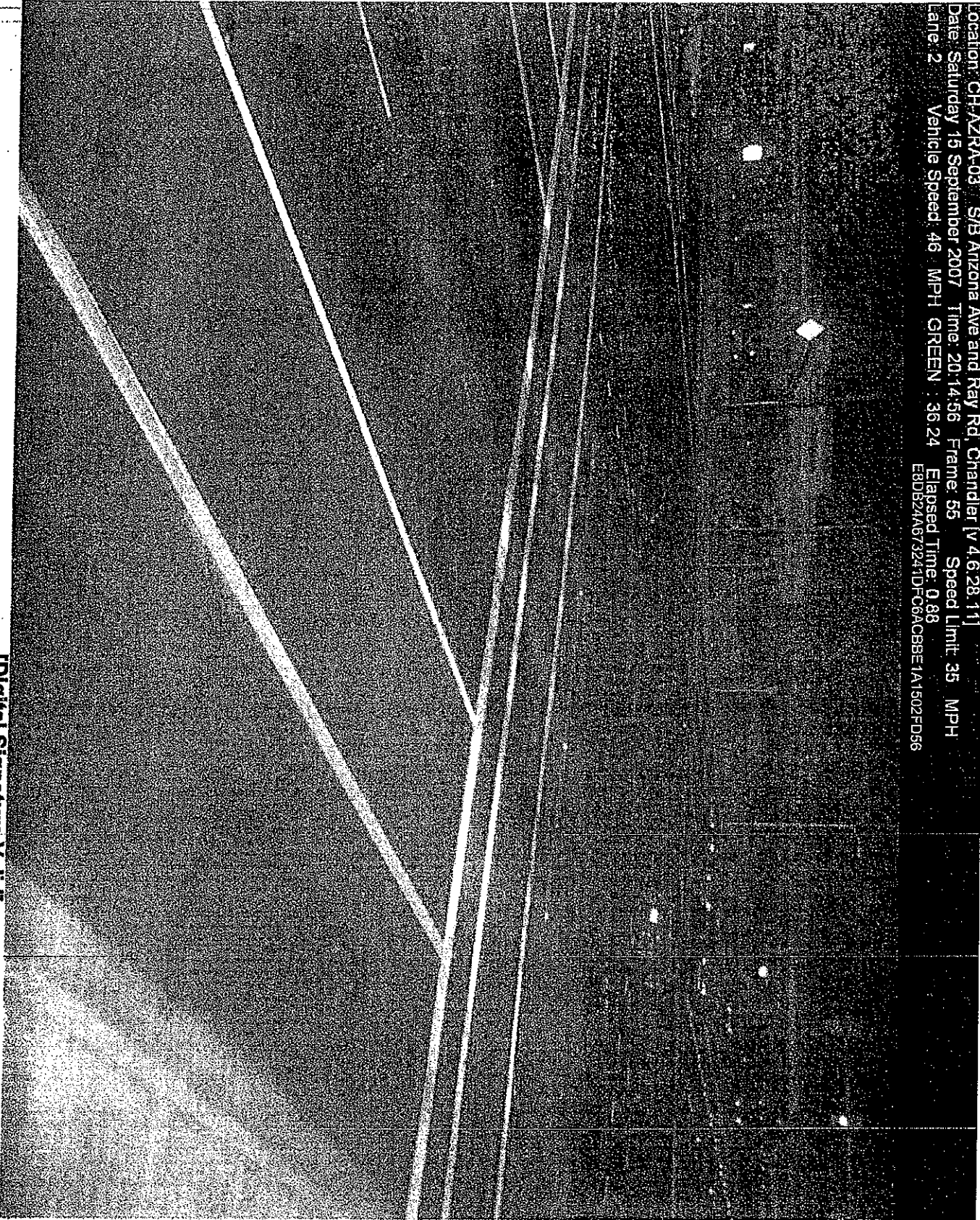
Notary Public

Location: CH-AZRA-03 S/B Arizona Ave and Ray Rd, Chandler [v 4.6.28.11]
Date: Saturday 15 September 2007 Time: 20:14:55 Frame: 65 Speed Limit: 35 MPH
Lane: 2 Vehicle Speed: 46 MPH GREEN : 35.35 Elapsed Time: 0.00
E51655901C88E4ED5D1A31748DA08B7



[Digital Signature Valid]

Location: CH-AZRA-03 S/B Arizona Ave and Ray Rd, Chandler [v 4.6.28.11]
Date: Saturday 15 September 2007 Time: 20:14:56 Frame: 55 Speed Limit: 35 MPH
Lane: 2 Vehicle Speed: 46 MPH GREEN : 36.24 Elapsed Time: 0.88
E8DB244673241DF06AC98E1A1502FD56



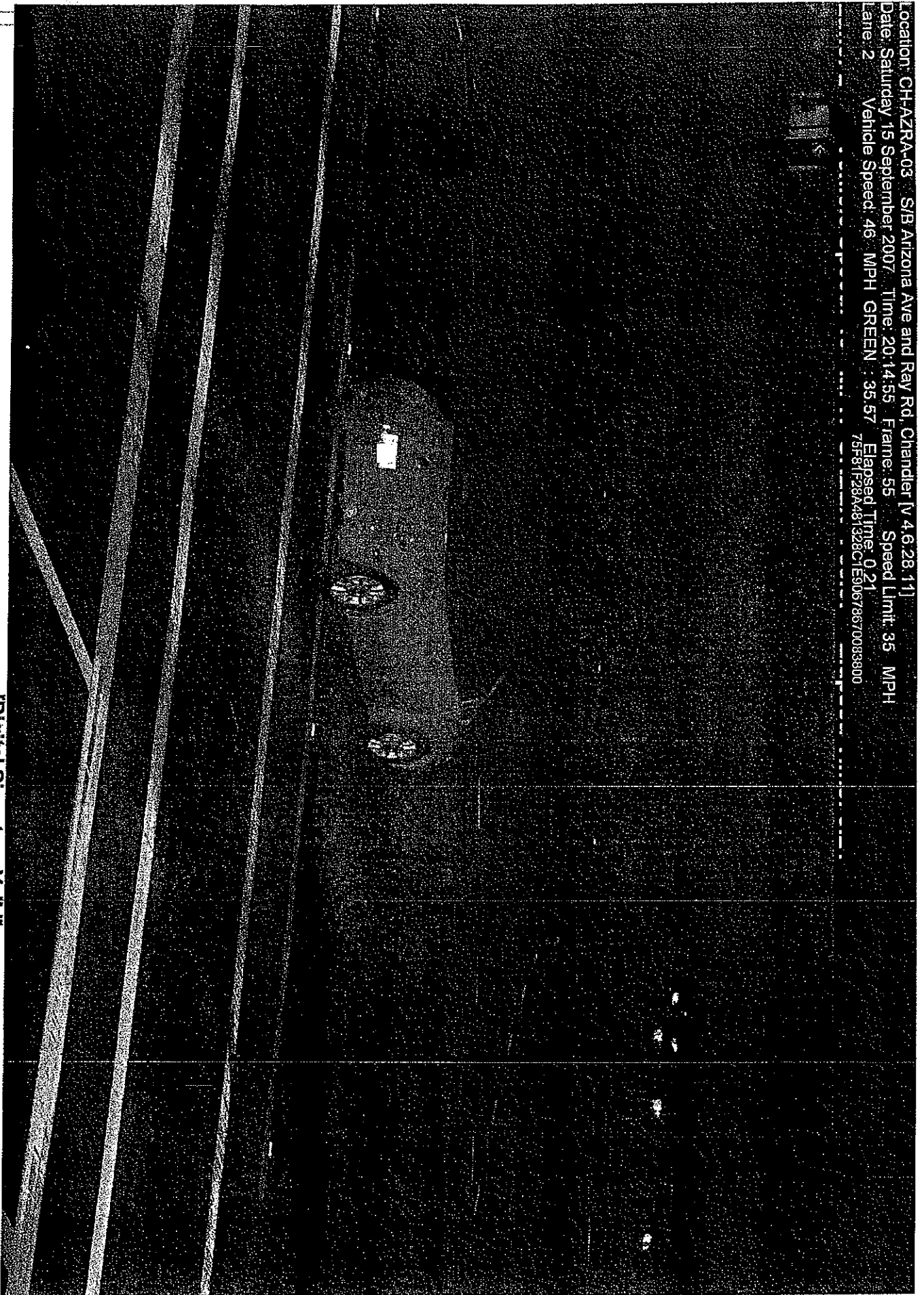
[Digital Signature Valid]

Location: CHAZRA-03 S/B Arizona Ave and Ray Rd, Chandler [v 4.6.28.11]
Date: Saturday 15 September 2007 Time: 20:14:56 Frame: 55 Speed Limit: 35 MPH
Lane: 2 Vehicle Speed: 46 MPH GREEN : 36.12 Elapsed Time: 0.76
558EVA89E3E3A67296DA8A8CDD08697DC



[Digital Signature Valid]

Location: CHAZRA-03 S/B Arizona Ave and Ray Rd, Chandler [v 4.6.28.11]
Date: Saturday 15 September 2007 Time: 20:14:55 Frame: 55 Speed Limit: 35 MPH
Lane 2 Vehicle Speed: 46 MPH GREEN : 35.57 Elapsed Time: 0.21
75F81F28A481328C1E90678670083800



[Digital Signature Valid]

Court Evidence Package
Mobile Speed



Arizona Traffic Ticket and Complaint

Chandler Police Department/Desert Breeze Precinct
Photo Enforcement Office
Mall Stop 303W, P.O. Box 4008
Chandler, AZ 85244-4008

Complaint #B-073344
Previous Complaint #
Military
Accident/Fatality
Serious Physical Injury
Commercial/Haz Material
DR#
GRID#
Driver's License Number
State AZ
Class
Endorsements H N P T X
Agency Use
DEFENDANT Name FIRST MIDDLE LAST
Residential Address/Mailing
City MESA
State AZ
Zip 85201
Telephone
Sex Weight Height Eyes Hair
Origin
Date of Birth
Restrictions
Business Address
City MESA
State AZ
Zip 85201
Telephone
VEHICLE Color Year 1992 Make HD Model STC Style MC License Plate State AZ Expiration 03/15/2008
Registered Owner Address
Vehicle Identification Number

ON Month SEPTEMBER Day 26 Year 2007 Time 12:24 AM PM
SPEED 28 Alleged 28 Posted 45 R&P Be at
Speed Measurement Device
Location INT. OF ARIZONA AVE & ELLIOT RD SB

Table with 4 columns: Section, ARS/CC (28-645A3A), Violation Description (DRIVER DISOBEY RED LIGHT), Civil Traffic. Includes Docket Number, Disposition Code, Date of Disposition, and Sanction.

I certify upon reasonable grounds, I believe the person named herein committed the act(s) described and have caused this complaint to be issued on: 10/04/2007

Handwritten signature of Seth Tyler

SETH TYLER
Police Officer

486
Badge No.

SUMMONS

You are hereby summoned and ordered to appear at the Chandler Municipal Court - 200 East Chicago Street, Chandler, Arizona on 11/05/2007 between 8:00 AM and 4:00PM on a complaint charging you with the offense of:

ARS 28-645A3A DRIVER DISOBEY RED LIGHT ON 9/26/2007

10/05/2007

Date Summons Mailed

R. Michael Travnor, Judge

If the sanction/fine and costs of \$200.00 is received by the court prior to 11/05/2007 you do not need to appear in court.

NOTICE TO DEFENDANT

Rules 4.1 and 4.2, Arizona Rules of Civil Procedure, require defendants to cooperate in saving unnecessary costs of service of summons and complaint. Rule 4.1(c) provides that if you fail to sign and return the Waiver of Summons and Complaint within thirty days of the date mailed, you may be served personally by a process server at your own expense. You will be charged for the cost of the service regardless of the outcome of the complaint.

WARNING TO DEFENDANT

If you waive service or you are served with the Summons and Complaint and you fail to appear as directed, a default judgement may be entered against you, a civil sanction imposed, and your driver license suspended. Your driver license or non-resident privileges may remain suspended until the sanction is paid in full and you satisfy Motor Vehicle Division requirements (A.R.S. 28-1557B2).

B-073344

VIOLATOR/DEFENDANT COPY - Keep for your records

INSTRUCTIONS: JUVENILES MUST APPEAR IN COURT WITH A PARENT/LEGAL GUARDIAN ON OR BEFORE THE COURT DATE. IF THE CITATION WAS SERVED BY A PROCESS SERVER, THE SERVICE FEE WILL BE ASSESSED TO YOU. IF YOU PLEAD OR ARE FOUND RESPONSIBLE OF A RED LIGHT VIOLATION, ARIZONA MOTOR VEHICLE DIVISION WILL REQUIRE YOU TO PAY FOR AND ATTEND TRAFFIC SURVIVAL SCHOOL.

YOUR OPTIONS ARE TO APPEAR IN CHANDLER MUNICIPAL COURT ON OR BEFORE YOUR COURT DATE OR TO CHOOSE ONE OF THE FOLLOWING:

OPTION "A" PAY THE FINE

To pay the fine by mail, complete section A on page 2 and return it with proper payment in the enclosed envelope on or before your court date. The entire amount due must be paid prior to the court date. Acceptable forms of payment by mail are: Money Orders, Personal Checks or Cashier's Checks. Cash, Visa/MasterCard, American Express is accepted when paying in person. Make checks payable to: CHANDLER MUNICIPAL COURT.

OPTION "B" IDENTIFY THE DRIVER

IF YOU WERE NOT THE DRIVER OF THIS VEHICLE at the time of the violation, complete section B on page 2 and return it in the enclosed envelope before your appearance date. **YOU MUST INCLUDE AN ENLARGED CLEAR COPY OF YOUR DRIVERS LICENSE TO REQUEST TO EXCLUDE YOURSELF AS THE DRIVER.** If you have not received a dismissal order prior to your court date, please contact Chandler Police Dept. at 480-782-4250.

OPTION "C" REQUEST A HEARING (Do not request a hearing if you were not the driver - see option B)

If you contest the ticket, complete section C on page 2 and return it in the enclosed envelope no later than five (5) working days before the assigned appearance date. You will be notified by mail of your hearing date. You only need to appear on the newly assigned hearing date. If you elect this option, you will no longer be eligible for Defensive Driving School.

OPTION "D" ATTEND DEFENSIVE DRIVING SCHOOL (If selecting this option, you do not pay the court fine, you only pay the fee to the school.

Once you have scheduled a class, complete and return section D on page 2.) You must complete the class prior to your court date.

If you attend the class, points will not be assessed to your Motor Vehicle record. **TO SCHEDULE AND/OR VERIFY ELIGIBILITY** call one of the following providers:

ARIZONA TRAFFIC SCHOOLS
AT 480-857-4000 or 602-297-2200
www.aztrafficschools.com

OR AZ "CRASH COURSE" IN TRAFFIC SAFETY
AT 480-857-4740, 602-277-0102, OR 623-486-0037
www.azccfs.com

OR ARIZONA CHAPTER NATIONAL SAFETY COUNCIL
AT 602-222-3360 or Toll Free 1-800-293-0112
www.ddcaz.org

If you wish to attend class in a state other than Arizona, you must first get permission from the Court. Please note, the Chandler Municipal Court DOES NOT accept on-line or Internet classes without a Court order. You are NOT eligible to attend Defensive Driving School if you have a commercial driver's license. Bring your driver's license or acceptable picture ID, a copy of your ticket and a \$130 money order with you on the date of the class. CASH, CREDIT CARDS AND PERSONAL CHECKS ARE NOT ACCEPTED. Juveniles will need the order from the judge granting them permission to attend school. If you have lost your citation, you must return to court and obtain a new copy before the day of your class. **IF YOU COMPLETE THE CLASS, YOU DONOT HAVE TO APPEAR IN COURT.**

INSTRUCCIONES: LOS MENORES DE EDAD DEBEN COMPARECER ANTE EL TRIBUNAL ACOMPAÑADOS DE LOS PADRES/TUTORES ANTES O EN LA FECHA DE COMPARECENCIA. SI UN OFICIAL NOTIFICADOR ENTREGA EL CITATORIO, USTED DEBERÁ PAGAR EL HONORARIO POR LA ENTREGA DEL DOCUMENTO. SI SE DECLARA O LO ENCUENTRAN RESPONSABLE DE UNA VIOLACIÓN DE LA LUZ ROJA, EL DEPARTAMENTO DE VEHÍCULOS VA REQUERIR QUE PAGUE Y ASISTA HA LA ESCUELA DE TRÁNSITO DEFENSIVO.

SUS OPCIONES SON DE COMPARECER ANTE EL TRIBUNAL MUNICIPAL DE CHANDLER ANTES DE O EN LA FECHA ASIGNADA, O DE SELECCIONAR UNA DE LAS SIGUIENTES OPCIONES:

OPCIÓN "A" PAGUE LA MULTA

Para pagar esta multa por correo, complete la sección A en la página 2 y regrésela con el pago adecuado en el sobre provisto a no más tardar de su fecha en corte. La multa total debe pagarse antes de la fecha en corte. Las maneras aceptables de pagar por correo son: Giros Postales, Cheques Personales o Cheques de Caja. Pagos en efectivo, con Tarjetas Visa/MasterCard y American Express son aceptables cuando se pagan en persona. Gire los cheques pagables a: CHANDLER MUNICIPAL COURT.

OPCIÓN "B" IDENTIFIQUE AL CONDUCTOR

SI USTED NO ERA EL CONDUCTOR DE ESTE VEHÍCULO al tiempo de la infracción, complete la sección B en la página 2 y regrésela en el sobre provisto antes de su comparecencia ante el tribunal. **DEBE INCLUIR UNA COPIA LEGIBLE AMPLIADA DE SU LICENCIA/PERMISO PARA PETICIONAR QUE USTED SEA EXCLUIDO COMO EL CONDUCTOR.** Si usted no ha recibido una orden de desistimiento antes de su fecha en corte, favor de comunicarse con el Chandler Police Dept. al 480-782-4250.

OPCIÓN "C" SOLICITAR UNA AUDIENCIA (No solicite una audiencia si usted no fue el conductor - vea la opción B)

Si usted está protestando la infracción, complete la sección C en la página 2 y regrésela en el sobre provisto a no más tardar de cinco (5) días hábiles antes de la fecha fijada para su comparecencia ante el tribunal. Usted recibirá notificación de su fecha de comparecencia por correo. Solamente necesita comparecer en la fecha nueva programada para usted. Si usted selecciona esta opción, ya no será elegible para el Curso de Conducción Defensiva.

OPCIÓN "D" ACUDIR AL CURSO DE CONDUCCIÓN DEFENSIVA

(Si selecciona esta opción, no tiene que pagar la multa al tribunal; únicamente pague el honorario por el costo del curso. Una vez que se haya matriculado para la clase, complete y regrese la sección D en la página 2.) Usted debe completar la clase antes de su fecha en corte. Si usted toma la clase, no se le imputará puntos en contra de su registro del Departamento de Vehículos Motorizados. **PARA PROGRAMAR Y/O VERIFICAR SU ELEGIBILIDAD llame a uno de los siguientes proveedores:**

ARIZONA TRAFFIC SCHOOLS
al 480-857-4000 or 602-297-2200
www.aztrafficschools.com

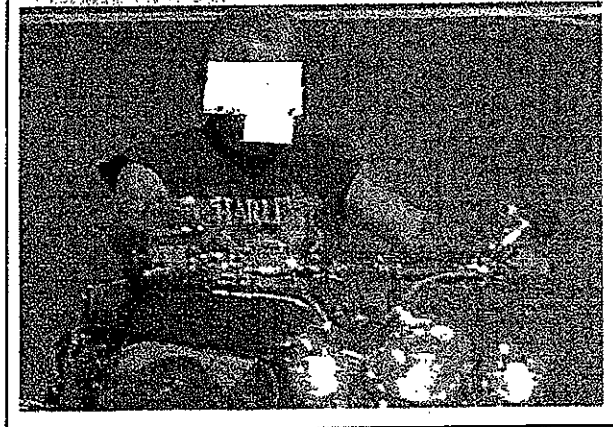
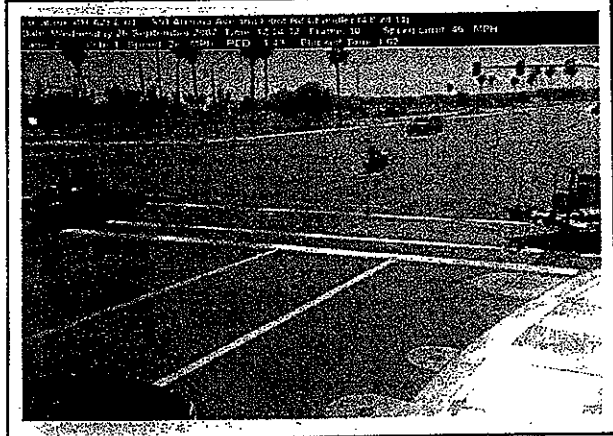
OR AZ "CRASH COURSE" IN TRAFFIC SAFETY
al 480-857-4740, 602-277-0102, OR 623-486-0037
www.azccfs.com

OR ARIZONA CHAPTER NATIONAL SAFETY COUNCIL
al 602-222-3360 or Toll Free 1-800-293-0112
www.ddcaz.org

Si usted desea tomar la clase en algún estado fuera de Arizona, debe primeramente obtener permiso del Tribunal. Favor de anotar que el Tribunal Municipal de Chandler NO acepta clases por medio de línea electrónica o por el Internet sin orden previa del mismo. Usted NO es elegible para tomar el Curso de Conducción Defensiva si tiene una licencia comercial de conducción. Traiga su licencia para conducir o alguna identificación aceptable con foto, la copia de su infracción y un giro postal de \$130 dólares consigo el día de su clase. **NO SE ACEPTAN PAGOS EN EFECTIVO, TARJETAS DE CREDITO O CHEQUES PERSONALES.** Los menores de edad necesitan una orden del juez concediéndoles permiso para tomar la clase. Si usted ha perdido su infracción, tiene que regresar al tribunal y obtener una copia nueva antes del día de su clase. **SI USTED COMPLETA LA CLASE, YA NO TIENE QUE COMPARECER ANTE EL TRIBUNAL.**



The City of Chandler Automated Traffic Enforcement



Traffic Survival School for Red Light Violators:

A plea of responsible, or a finding of responsibility at a hearing for a red light violation, requires completion of a traffic survival course. Violators will be notified directly by the Arizona Motor Vehicle Department.

TOLL FREE INFORMATION LINE:

You may call the Focus on Safety Call Center 1-800-752-4874 - 9 AM to 4 PM, Monday - Friday, for information regarding this notice and photo enforcement.

LINÍA TELEFÓNICA DE INFORMACIÓN GRATUITA:

Para mas informacion sobre esta notificacion, llame al Centro de Enfoque en Seguridad, de Lunes a Viernes entre 9AM y 4PM, 480-998-8329 o 1-800-752-4874 si reside fuera del Condado de Maricopa



STATEMENT OF TECHNOLOGY: SMARTCAMred with Video

Operation

Digital SMARTCAMred Camera Systems only trigger during the red light signal phase. All system thresholds are set based on contractual requirements of the city.

The Camera System records still images, video and data for each suspected violation.

- > Four separate still images for each red light violation are recorded.
- > The date, time, time into the red cycle, location, detected vehicle speed and posted speed limit for each violation are recorded on the data bar, which is displayed at the top of all four still images.

The Camera System

Each Camera System consists of two main components, the Main Camera and the Face Camera.

The Main Camera is comprised of three elements:

- > The main camera that captures Scene A and Scene B images of the vehicle.
- > The Plate Camera that provides a zoomed image of the vehicle's rear license plate
- > A video camera that provides video images of the scene.

The Face Camera captures the image of the driver's face.

The Camera System is connected to the traffic signal controller and detector sensors. During the green and amber phases, the camera is NOT active. It only becomes active after a delay period from the start of the red phase.

When the sensors detect a vehicle's speed above a pre-determined threshold, the Main Camera triggers. The Scene A Image shows the vehicle behind the stop bar with the traffic signal red phase visible. The Plate and Scene B Image are activated when the vehicle has proceeded through the detection zone. The Face Camera, placed across the intersection, is triggered by the Main Camera based on the vehicle's detected speed.

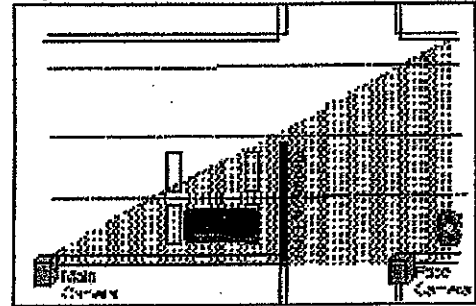
Continuous live video, not recorded, is captured by the Main Camera, and fed through a memory buffer. At completion of the still image capture sequence described above, the Main Camera records the information in the memory buffer, plus an additional period. This results in a 12 second recording.

Security

The Camera System has safeguards to protect the image evidence from alteration. At the scene, the Camera System gives each image and its data a unique signature to confirm its authentic status. Public key cryptography and additional encryption processes secure the transmission process.

Scene A

Shows the vehicle as it crosses the road sensors during the red phase.



Face Camera Image

Records the driver's image from the front of the vehicle.

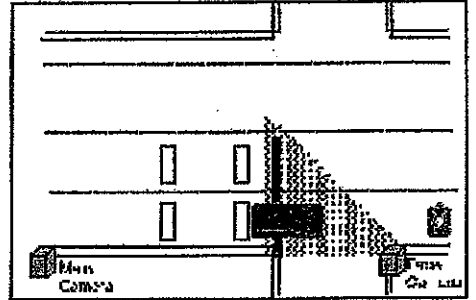
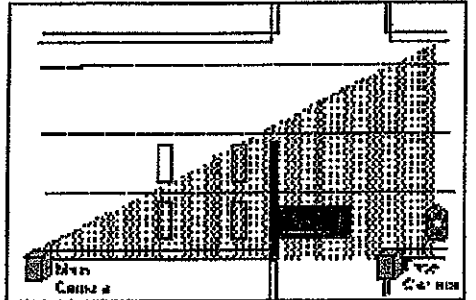


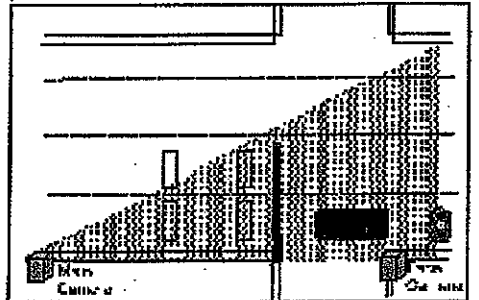
Plate Camera Image

Records the vehicle plate image.



Scene B

Shows the vehicle beyond the stop-bar during the red phase.





Certification of Correct Functioning

Approach: CH-AZEL-01 City: Chandler

Citation: B073344 Date: 26 SEP. 2007

Incident: 150114

I certify that a review of the maintenance records conclude the red light traffic system located at S/B Arizona and Elliott in Chandler, Arizona was operating normally.

James Harden

Date

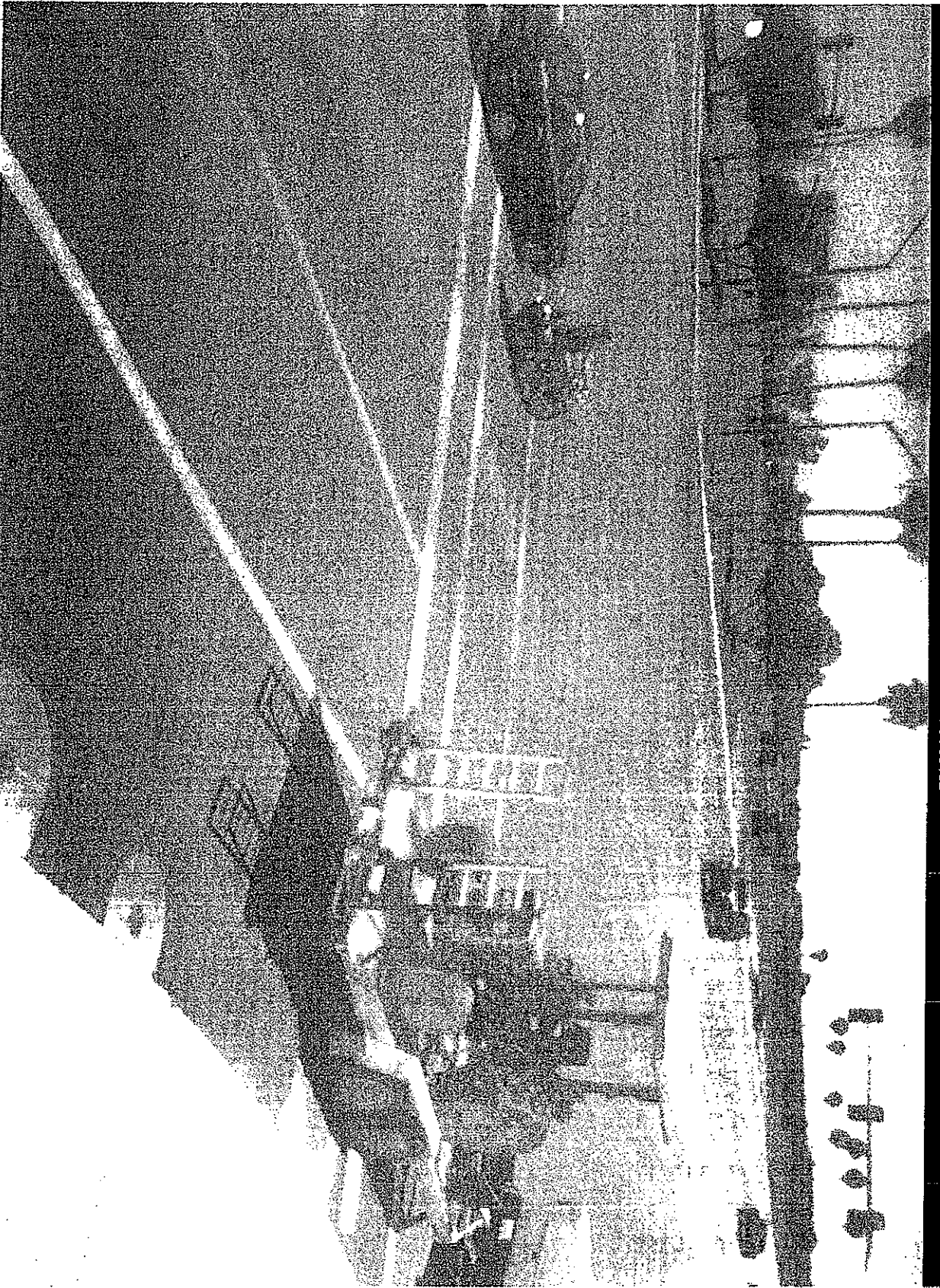
Cheryl Krough

Date

Technical Representative
Redflex Traffic Systems

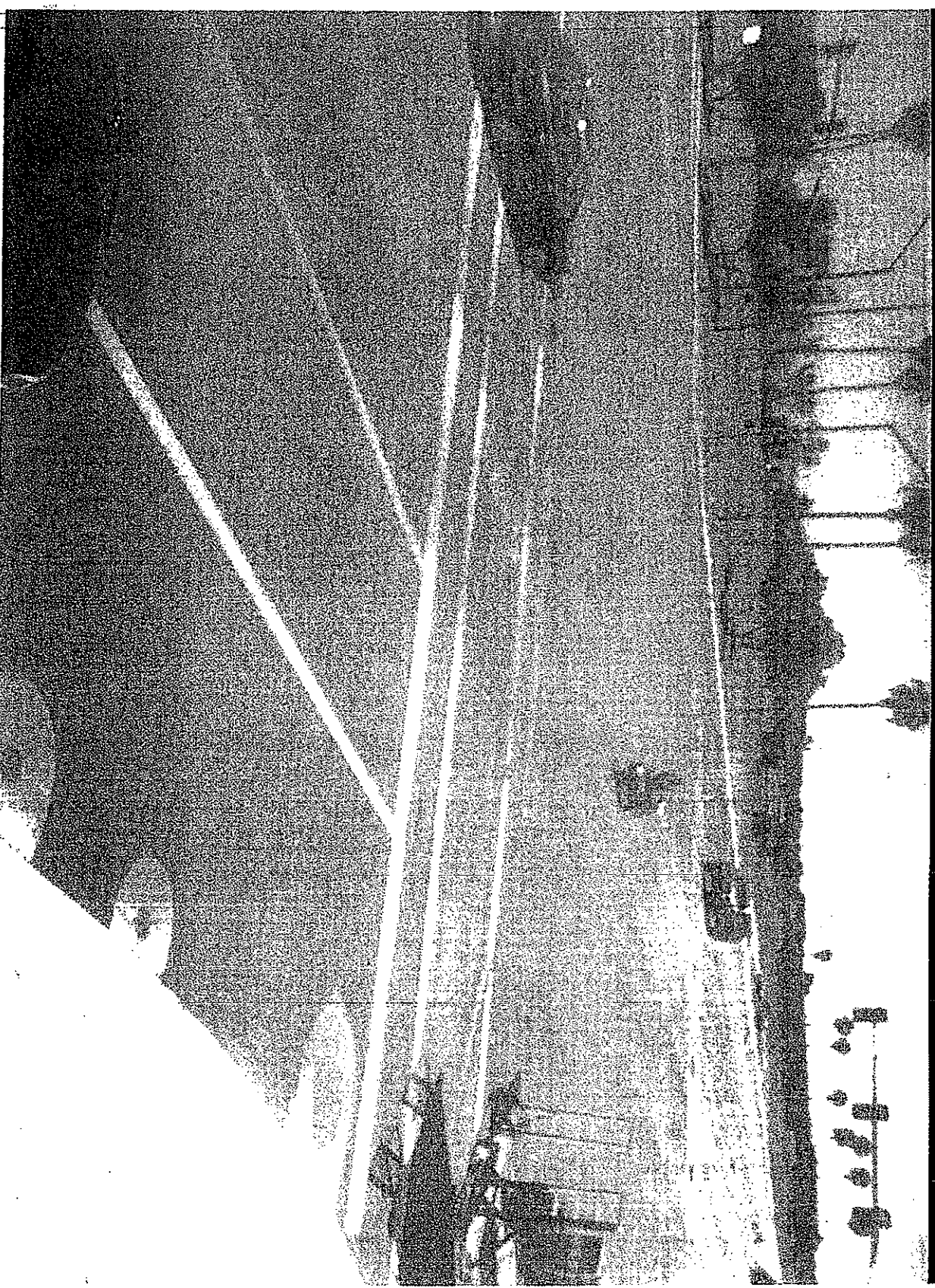
Notary Public

Location: CH-AZEL-01 S/B Arizona Ave and Elliot Rd Chandler (4.6:28.11)
Date: Wednesday 26 September 2007 Time: 12:24:31 Frame: 10 Speed Limit: 45 MPH
Lane: 2 Vehicle Speed: 28 MPH RED : 0.47 Elapsed Time: 0.00
F227DC77286CCAD564C9ABE87C893192



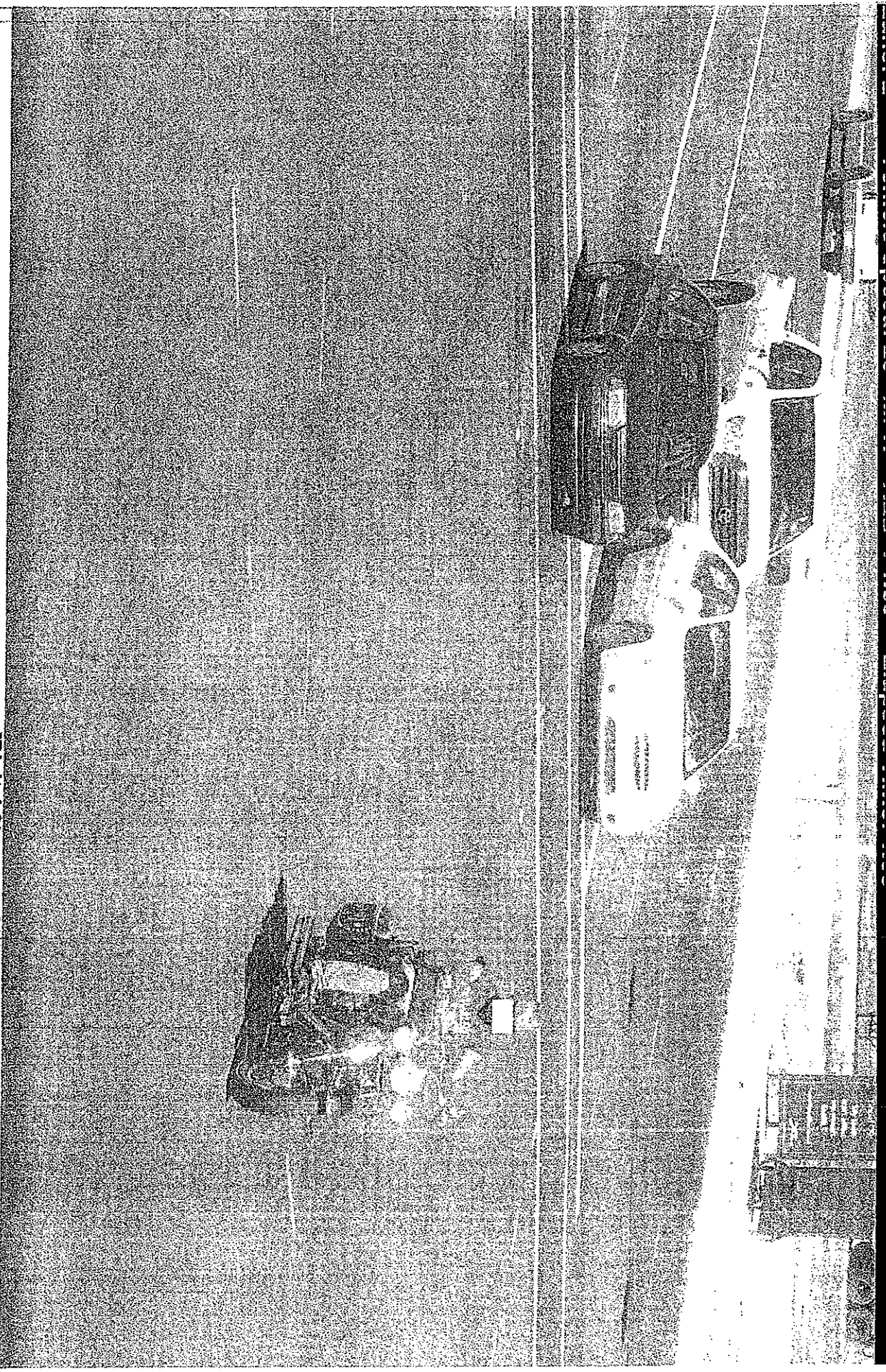
Digital Signature Valid!

Location: CH-AZEL-01 S/B Arizona Ave and Elliot Rd Chandler (4.6.28.11)
Date: Wednesday 26 September 2007 Time: 12:24:32 Frame: 10 Speed Limit: 45 MPH
Lane: 2 Vehicle Speed: 28 MPH RED : 1.49 Elapsed Time: 1.02
97A753D2FA1F63C0CCF12F5EA98AD760



[Digital Signature Valid]

Location: CH-AZEL-01 S/B Arizona Ave and Elliott Rd Chandler (4.6.28.11)
Date: Wednesday 26 September 2007 Time: 12:24:32 Frame: 10 Speed Limit: 45 MPH
Lane: 2 Vehicle Speed: 28 MPH RED : 1.85 Elapsed Time: 1.38
B62404B8476F44079368984F68565CC8



[Digital Signature Valid]

Location: CH-AZEL-01 S/B Arizona Ave and Elliott Rd Chandler (4.6,28.1)
Date: Wednesday 26 September 2007 Time: 12:24:31 Frame: 10 Speed Limit: 45 MPH
Lane: 2 Vehicle Speed: 28 MPH REID : 0.85 Elapsed Time: 0.38
28040C6F1481335DCAF2F412DB824620





Training/Education Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile & Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

5. Describe in detail your firm's method and approach to satisfying Scope of Work section 11; Training/Education Services : Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

Training/Education Services

Redflex will provide a basic training/education program for designated Department of Public Safety, Department of Transportation and court staff personnel. This training is intended to help the DPS develop and enhance their existing knowledge with the skills and competencies that are required to successfully deploy, maintain and operate an effective traffic photo/speed and intersection enforcement program.

As outlined in the DPS specification, these training sessions will be provided at a minimum of 1 to 3 sessions per year and facilitated through an on-site instructor with classes not to exceed 15 trainees.

Participants will be trained utilizing specific training modules, each that address specific components of the programs. In addition, each participant will gain valuable hands-on experience using Redflex hardware and software.



At the end of each training module, team members have more than their newfound knowledge and skills -- they have the desire to apply them. Training is tailored to meet the needs of the customer, and can be delivered in a variety of formats, including:

- ✓ Pre-designed courses
- ✓ On-site instructor-led training
- ✓ **Computer-based training**
- ✓ Self-directed training
- ✓ **One-on-one training**
- ✓ **In-field training**
- ✓ Train-the-trainer instruction



Training/Education Services

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile & Fixed**

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

As mentioned, Redflex provides specific training modules and instruction for parties that will be interfacing and impacted by the implementation of a Photo Enforcement Program. With over two decades of experience, Redflex recognizes the importance of providing focused training with respect to court proceedings.

Redflex institutes comprehensive training programs that are typically **2-days in duration**. The programs will be developed in consultation with DPS to ensure that your staff has the necessary program understanding and knowledge to deliver an effective program. Redflex Training Programs adopt **adult learning techniques** and are designed on a competency based learning framework to impart a clear understanding of the overall purpose and operation of the Redflex Photo Enforcement Program. Specific modules are developed to meet the unique requirements of the Courts, DPS and other relevant personnel. Specific training modules include information on:

- The use and operation of the TPSIE system;
- The use and operation of computer/software systems;
- Citation generation and processing procedures;
- Court testimony processes;
- Data collection and reporting methods. Court administration of the program, including introduction and familiarization; and
- Subpoena processing timelines for evidence development

More Information Re: Select Training Modules

Court Administration Module (CAM)

The CAM is designed to focus of all processes related to the Court. This includes reviewing detailed specifications regarding the technology used in the field. Additionally, our course reviews the historical legislative perspective and the legal framework for which our programs operate in the State of Arizona. As part of the instruction, the CAM presents and assesses common dispute and defense tactics and appropriate and sound counter-measures required for successful prosecution. The CAM training modules are tailored specifically for:

- DPS
- Clerks
- Attorneys
- Witnesses
- Judges



Training/Education Services

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile & Fixed

Specific topics can include:

- ✓ Court administration of the program, including introduction & familiarization
- ✓ **Subpoena processing** timelines for evidence development
- ✓ Development and **coordination of hearing schedules**
- ✓ **Evidence introduction** and familiarization
- ✓ Development and coordination for the Juvenile Court process

SmartOps Training Module (SOTM) – Back Office

The SOTM is designed to provide DPS personnel with training on the Redflex SmartOps System. Topics covered in the course include:

- Overview of the entire violation processing system, including:
 - Image extraction and decryption
 - Quality assurance
 - Police authorization
 - Printing and mailing
- Hands-on and classroom training on the SmartOps System – all functionality and features
- Hands-on and classroom training on reviewing, authorizing and processing citations. This training will be customized to include the exact business rules and screening guidelines developed in conjunction with the DPS
- Hands-on and classroom training on our complete reporting capabilities and functionality.

SmartCAM Training Module (SCTM)

The SCTM is designed to provide DPS personnel training on the basic operation and technical components of the camera system. This course is facilitated by trained camera system technicians and includes:

- Workbench site visits
 - Discussions outlining the system's lifecycle for both fixed systems and speed van units. Points covered include assembly/setup, testing, maintenance and continuous improvement
 - Discussion on R&D developments



Training/Education Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile & Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

- Field tests with speed units allowing field training and speed unit deployment.
 - Setup
 - Deployment

The Redflex training programs will be provided to the DPS throughout the lifetime of the contract. We recognize the importance of having educated and trained DPS staff members with respect to the operation of this program. Additionally, we recognize that **staff members often rotate through various functions and divisions.** We are pleased to offer additional training to all DPS staff as they become involved with the Redflex program, **at no additional cost to the DPS.**

Training of Redflex Personnel

All Redflex personnel receive training, including OSHA safety training, to ensure they are highly proficient at their job assignments. In addition, a mentoring technique is used to provide new employees with a dedicated resource to provide assistance after they move into the on-the-job portion of their training.

Operations Associate Training

All operations associates who process violations for the DPS will complete a multi-phase training program. Each new hire is given written training materials at the time of employment. A classroom overview is performed to explain the job function, to make clear the code of conduct for employees who will handle registered owner information, and to complete required security access forms for various MVD agencies. This classroom overview will cover the details of the operations associates' job function and allow them to practice their jobs in a training environment that simulates production processing. In addition, they are trained on the specific rules of processing for the DPS.

Once the Operations Associate completes the first phase of training, they are assigned to Verification Processing of violations, which includes three phases:

1.) Verification 1

- review all photographic evidence (2 scene images, 1 face image, 1 plate image and video) to confirm a prosecutable violation occurred that meets the criteria defined by the DPS
- zoom & crop images, lighten or darken the images
- mask the face of passengers



Training/Education Services

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile & Fixed

- enter the license plate of the violating vehicle

2.) Verification 2

- Repeat Verification 1 steps
- Check vehicle make/model information returned from the MVD
- Determine if the driver is "likely" the registered owner using the physical descriptive details provided from the MVD for the registered owner, marking the record to receive a "Notice of Traffic Violation" in the event of an age/gender or MVD vehicle description mismatch or a vehicle registered to a corporation is found

3.) Quality Assurance

- Review by a qualified Quality Assurance (QA) specialist
- Confirm the incident has been processed accurately before releasing the incident to Police Authorization.

Feedback loops are in place to ensure continuous training for all Redflex Operations Associates. All incidents rejected by Operations Associates during the three phases of processing are reviewed daily by a QA Analyst, in addition to the QA review phase on those incidents that passed the first two phases of processing. The QA Analyst is responsible for providing training feedback to Operators to improve the skills of our processors.

Installation and Maintenance Technician Training

Installation and Maintenance Technicians employed by Redflex obtain specialized on-the-job training to ensure they receive the required knowledge to be proficient in the performance of their duties.

After initial training the technicians attend an in-house training session in Scottsdale, AZ where they also receive specific equipment and software training. During this session they learn to setup, operate, and maintain various systems and system components necessary to perform their duties. There are a number of established training modules that must be completed satisfactorily to ensure standardized training is received. This training ensures proper understanding of standard procedures, required checklists and documentation. In addition, equipment configuration, repair and supply disciplines are learned in a controlled environment to ensure the highest level of comprehension.



Training/Education Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile & Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

The technician is then assigned to their respective duties and their training is monitored by their supervisor with the assistance of the Training Manager.

As new procedures and techniques are identified; "Maintenance Flashes" are issued leading the field technicians to newly establish training modules, documentation and/or other procedural changes. Links to these procedures and documentation are provided on an Intranet site available to the technicians through a secure network connection which can be obtained virtually anywhere the Internet is available.

The technicians are brought in to the Scottsdale office in regional groups on an annual basis to receive additional proficiency training. During these training sessions new procedures, documentation, equipment/software configurations as well as other ancillary training is performed. This proficiency training curriculum is established by lessons learned over the preceding months to ensure we fill any training gaps encountered.

Expert Witness Training

The individuals that will provide expert witness testimony in court, as needed to support the DPS in their efforts to prosecute contested citations, receive a much higher level of training to achieve their "expert" status. Each expert witness works in each department for a period of time to understand the job functions for all Redflex processes, particularly as they relate to the custodian of records testimony. In addition, they participate in ride-along with speed van operators to learn the set-up and operation procedures of the speed vans.



The Expert Witness receives radar certification training and will shadow maintenance technicians to learn the procedures involved with maintenance. They complete a much more technical review of the details of the equipment operation. Our Redflex Expert Witnesses are very well-rounded in all aspects of our business and will offer excellent support to the DPS to achieve the highest possible prosecution rates for the TPSIES. When a request is received from a customer (or a subpoena from a court) for an Expert Witness for a trial, that trial date is scheduled in the Redflex Court Testimony Calendar and an Expert Witness is assigned to the trial.



Customer and Support Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

6. Describe in detail your firm's method and approach to satisfying Scope of Work section 12; Customer Service and Support Services: Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

Customer Service and Support Services

The Redflex Corporate Headquarters is conveniently located in Scottsdale, Arizona. As the largest provider of photo enforcement services in the USA; we have established a robust presence and a demonstrated track record for delivering superior photo enforcement programs that exceed our customer's expectations. With the greatest continuous experience supporting programs across the State of Arizona and with recent contract awards like Peoria, Tempe, Pinal County, Chandler and the DPS Mobile Pilot Program; we have proven to provide unparalleled value and benefit to our partners.

In working with Redflex, the DPS will benefit from interfacing with our key operations staff (approx. 100) all of whom are Arizona residents, and work at our Scottsdale facility. In addition to our headquarters facility, Redflex is committed to working with DPS to provide an additional "walk-in" facility; should it be determined to be in the best interest of the program.

The proximity of our key support staff for this program to the DPS operations center provides the foundation for responsive and unequalled customer service. Our staff is fully accessible to the DPS and our doors are always open. This facility houses our extensive maintenance, customer service, citation processing services, IT, public outreach and our executive teams; all of which guarantee the highest levels of customer focus and service.

Redflex is committed to provide whatever resources are required to maintain a first-class customer service organization to support the DPS contract. This includes adding additional staff to guarantee that we continue to provide the highest level of support to the DPS as the program expands.

Sensitive Information

We are committed to providing a secure environment that appropriately addresses the identity protection concerns outlined by the DPS. Redflex will maintain all images in a confidential manner and ensure that they will not be used for any other purpose other than their intended use.

As added security, every employee is required to sign a non-disclosure agreement when they are hired and re-sign if the agreement is updated. Employees also submit to drug tests and seven year felony background checks. Background checks are required as a condition of employment and are



Customer and Support Services

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

updated on an annual basis. The DPS can be assured that any service that is described in the specification of the scope of work is done within the borders of the United States. From a technology standpoint, we have multiple security layers in place.

Redflex Policy on Employee Background Checks

Given the nature of our business supporting law enforcement agencies; Redflex requires background checks of our employees to maximize the quality of our workforce, the safety of the workplace, and the desire to engage in ethical and responsible practices. Redflex engages one or more organization(s) to conduct such background checks on our behalf, and it is Company policy that all such checks are conducted in compliance with the Fair Credit Reporting Act.

Redflex background checks include:

- reference checks from previous employers
- criminal conviction records
- educational records
- driving records
- credit records

In addition, for employees with access to certain law enforcement or other sensitive data and information, or as otherwise required or permitted by law, background checks will include fingerprinting and submission to state or national fingerprint databases.

Redflex first conducts background checks as a condition of employment. Thereafter, we update background information by running an *annual background check* on every employee, consistent with his/her position (in January of each year).

Refusing to participate in the Redflex background check program, or refusing to cooperate with the investigation of the return of adverse information from a background check, could result in disciplinary action, up to and including termination.



Customer and Support Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Customer Service Center

Redflex supports our Arizona clients with the industry's largest customer service center from both an infrastructure and staff resources perspective. Our Scottsdale office provides the infrastructure for processing millions of citations annually, as well as research & development, program management and all ancillary support services. In addition, to our all inclusive citation processing and operations capabilities, we provide a variety of customer service activities like training, system maintenance and program management. Our experienced staff enables us to guarantee the highest service levels possible. This will ensure that the DPS receives sterling customer service and support throughout the life of the contract.

Due to our rapid growth and the resulting staff requirements needed to support our government partners, Redflex has found it necessary to relocate to new offices. Our new facility will be located in Phoenix, is triple the size of our current offices and features the following amenities:

- 76,500 sq. ft. facility space planned to achieve maximum efficiency
- Training room that can accommodate up to 50
- 3,000 sq. ft. area for mobile speed assembly, equipment preparation, and storage
- 2,000 sq. ft. repair area
- 1,000 sq. ft. "state-of-the-art" data center



Redflex will soon relocate to this new state-of-the-art facility in Phoenix



Customer and Support Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Internet Site

In 2002, Redflex pioneered the concept of providing violation data, images and video on-line and available to defendants 24x7x365.

Since that time; we have upgraded the site to contain the highest quality images and easy accessibility of video; especially when compared to competitors sites that have just recently attempted to duplicate this concept.

The recipient of a citation will be directed to a secure URL (website) where they can:

- View high resolution video images
- Play full motion video of the incident
- Receive important program information (FAQs)
- Make payments via a secure payment portal
- Access customer service entry points
 - Email
 - 1-800 Hotline

The citation received by the violator provides detailed instructions on "how" to access this website.

Redflex made a substantial upfront investment working with "web security" experts to develop and implement a truly secure site; which prevents and strictly prohibit unauthorized access.

Additionally, the website will have:

- All content pre approved by a DPS designee before going public;
- Be administered by a designated site manager, responsible for effectively and continually working with a DPS designee to handle all related issues promptly and efficiently;
- Have content that caters to both English and Spanish readers; and
- Continue operation throughout the term of the contract and for 120 days thereafter. (All records relating to cases pending at the time the secure website is shut down shall be forwarded to DPS within mutually agreeable timeframes).

Each website can be branded for the DPS and linked from the DPS website or each specific Court website.



Customer and Support Services

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

The following sample screen illustrates the Redflex portal from one of our current clients:

ALBUQUERQUE
Official City Website

HOME LIVING VISITING BUSINESS A-Z

Albuquerque Police Home

Contact Police
Executive Staff
Area Commands
Reporting Crime/Complaints
Report Abandoned Vehicle
Phone Directory

Information
Victims Rights/Assistance
Traffic Citations
Alarm Systems Ordinance
Crime Prevention/Safety
Crime Statistics
Child Safety
Albuquerque Sex Offenders
Statewide Sex Offenders

Citizen Involvement
Introduction to CSI
Citizen Police Academy
Junior Police Academy
Reserve Officer Program
Women Against Crime

Related Links
Officer Recruiting
Hispanic American Police
Command Officers Association

Contact
Joanna Hammen,
Police Website Liaison
Phone: (505) 768-2200
Email: jhammen@cabq.gov
Law Enforcement Center,
400 Roma NW (5th floor)
Albuquerque, NM 87102

Working for you to keep our community safe

Instructions for Handling a Photo-Enforced Violation

When you receive a Automated Photo Enforcement notice of violation, there are several options for resolving the charge. They are as follows:

- ⇒ Pay by mail
- ⇒ Pay online
- ⇒ Request a hearing to contest a complaint
- ⇒ Identify the driver

Each notice of violation will have a due date, a hearing must be scheduled or payment received by that due date.

Viewing Photo-Enforcement Notices for Violation by Mail

Each Automated Photo Enforcement notice of violation has a fine amount that must be paid in full or a hearing request must be received on or before the due date. The notice of violation will state the amount of fine that is due. You can pay the amount due by following the instructions on the notice.

Along with your payment, you must return option C of the notice of violation. Also, please be sure to include your notice of violation number on your check or money order to ensure timely processing. Make checks or money orders payable to "Photo STOP." A \$100.00 administrative fee will be assessed for rejected or declined payments. Please Do Not Send Cash Through The Mail.

Viewing Photo-Enforcement Notices for Violation Online

You may pay your notice of violation on-line and also view a short video of the violation at www.photonotice.com City code is ABQ. A video is not available for any notice of violation beginning with the letters "AV." You may pay on-line

More Information
Main
FAQ
Get a Notice
Locations
Results
Media
Contact

As outlined, the DPS will have the choice of having a link on their respective website or just have the information printed on the notice of violation directing citizens to the secure portal and advising them to follow the simple instructions.



Customer and Support Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Once the link is accessed the citizen will be directed to the following screen:

Photonotice.com Site

Photonotice.com
Privacy Policy FAQ Customer Service

Welcome
Please log in

At Photonotice.com we need you to be logged in to view your record status.
This means you will need to log in.

Citation Number:

License Plate Number:

City:

Remember Me

At Photonotice.com

Confidential

The violator will be asked for the following information that can be found on the notice of violation:

- Citation Number
- License Plate Number
- City of Violation

Finally, they will have to complete an additional security measure, which requires the violator to enter a dynamic security code.

Photonotice.com
top site Privacy Policy FAQ Customer Service

Welcome
Please log in

Please enter the characters from the security code image displayed
below into the security code validation box provided. This
information is not case sensitive.

Security Code:

Security Code Validation:

Confidential



Customer and Support Services

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

The defendant can also access additional program information; as outlined by a "tabs" above, including:

- FAQ
- Customer Service

Once securely logged-in to the system, defendants will have the ability to watch their video, view still images, review violation data and dynamically control the video player.

photonotice.com

Log Out Home Pay Online Now Privacy Policy FAQ Customer Service

Citizen:
 License Plate:
 City Code:

Name:
 Date:
 City:
 State: CA
 Location: Magnolia Ave & Madison Ave

Adobe Flash Player is required to use this facility. Click the image below to download the latest version.

Note: Some computers/network streaming videos. These are government, libraries, schools, companies.

Due to formatting, this video is a representation of the evidence and is not intended to be a perfect reproduction.

Scene Image Reason Image Face Image Date Image

Play Refresh

Press play to view your video

Done www.photonotice.com The Dashboard

At the conclusion of this review, the defendant has the option to click on the toolbar to access the "Online Payment" option; which will link to another secure portal to complete the payment transaction.



Customer and Support Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Sample Payment Portal - City of Albuquerque, NM

Enter your citation number
 Enter your license plate number
 Find Record

ALBUQUERQUE, NM

Fine Amount:	\$100.00
Default Amount:	\$0.00
Amount Paid:	\$0.00
Total Amount Due:	\$100.00

Card Number:

Trade Secret

Local & Toll Free Number Help Desk

Redflex has a fully staffed Help Desk with highly qualified associates who are trained in all aspects of our business and in customer etiquette and satisfaction.

The public's questions or concerns related to the TPSIES program or individual citation complaints can be directed to our toll free telephone number (1-800-hotline) staffed during normal business hours from 7:00 A.M. – 5:00 P.M., Monday through Friday (excluding holidays) with English and Spanish speaking representatives. The telephone system is user friendly with touch tone prompting, including an opt-out feature for language selection.

Staffing levels are maintained to ensure that 95% of all calls are answered by a representative within 20 seconds and that no caller is ever kept on hold for more than 60 seconds. All calls are recorded for quality control purposes and retained for a minimum of 90 days and can be retrieved upon request within 48 hours.

Customer Service Representatives

Redflex recognizes that excellent customer service is critical to a successful program and each of our customer service representatives has completed rigorous training on a proven Customer Service Methodology, which ensures that all Customer Service Representatives adhere to strict standards that will exceed the DPS' expectations. Our goal is provide the DPS and the



Customer and Support Services

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

citizens of Arizona with a high level of comfort by delivering unparalleled customer service. This includes having trained bilingual staff available to respond to various customer inquiries.

Complaint Handling

All citizen complaints and inquiries are logged into the central complaint tracking system for handling by the appropriate staff member while other inquiries involving policy issues are referred to the DPS staff. If the issue is not addressed within 48 hours, the system automatically notifies the Project Manager. If this issue is not addressed within 72 hours corporate managers are notified.

The project manager and assistant manager review the inquiries weekly to ensure that the issues are resolved appropriately. Violators can also contact us via our 800 line dedicated to handle inquiries regarding their citation. Each citation has the 800 phone number printed and is easily accessible by violators. We are the first line of contact; violators are encouraged to contact Redflex not the DPS.

Our Technical Services Unit operates with an internal escalation procedure to ensure timely and accurate responses in accordance with Escalation Procedures as agreed to with the DPS. In addition to the above procedures and toll-free number, Redflex provides a complete list of back-up telephone numbers. These numbers will include the direct lines to:

1. The Redflex 24-hour live answer repair and service number
2. Redflex Corporate Offices
3. Technical Services Group
4. Redflex Customer Services Department (800 number)

Redflex is committed to maintaining a proactive relationship with the client for both pre-maintenance and emergency responses in order to maximize customer satisfaction.

E-mail Access Account/Services

Redflex will set-up (questions@azdpsphotoenforcement.com) on the behalf of the DPS which will serve as a bulk (centralized) electronic mailbox "e-mail" address that allows for public comment, questions and/or concerns related to the TPSIES program. The bulk (centralized) e-mail system will:

- Be staffed by qualified personnel to answer the public's questions or concerns related to the TPSIES program or individual citation complaints.
- Store all correspondence for a minimum of 90 days or as mutually agreed upon by the DPS and Redflex.



Customer and Support Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

- Able to resolve Public Inquiries and Complaints
- Designate employees and make every effort to work with the DPS in answering public inquiries or resolving complaints pursued in any of the above customer service formats.

As with all our customers, Redflex will assist the DPS in establishing a clear written protocol for handling public complaints and concerns. Through the violator help desk, a customer help desk, photonotice.com, violator email portal and a dedicated customer service representative, we are committed to easing the burden of administering the TPSIES program for the DPS.

Redflex understands that the DPS reserves the right to request the removal of an employee, or multiple employees, recordings or content as it relates to the TPSIES program. Currently, we have several contracts in place whereby customers reserve this right and Redflex has no issue with this level of oversight and control. We welcome feedback on program performance, including the performance of our employees.



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

7. Describe in detail your firms method and approach to satisfying Scope of Work section 13; Community Awareness Services: Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

Community Awareness Services

Redflex recognizes that a focused and comprehensive Community Awareness Campaign is extremely critical to the ultimate success of a Photo Enforcement Program. Redflex will work closely with the DPS prior to the program becoming operational, as well as on an ongoing basis to develop a comprehensive community education program. Based on our experience, an effective public information campaign that is truly targeted toward Arizona citizens is vital to the success of the program. To this end, Redflex will coordinate directly with DPS media relations and other offices on all media and community awareness initiatives.

Redflex Best Practices

Redflex is committed to ensuring that the DPS has a successful campaign that is developed in concert with the Redflex media relations and marketing team. This campaign should provide a "blitz" of public information prior to program "go-live," followed by continuing education activities throughout the life of the contract, ensuring the continued support of the community. The support of the public is critical to the success of the program.

Results from various independent public polling efforts have shown that a clear majority of citizens across the U.S. approve of the concept of photo enforcement. Public information serves as a means to continue and build upon the support already developed. One of the most critical messages that must be disseminated to the public is the tangible safety benefits to each member of the community.

Redflex communications specialists track and target trends in automated enforcement, such as accident-reduction statistics, highlighting nationwide program successes to share with clients to create public outreach momentum.

Radio Campaign

Redflex is proposing a public information campaign to the DPS that includes the production of **Public Service Announcement (PSA) spots for radio and copy for print publications.** We will work with the DPS to develop a program that will place photo enforcement in a favorable light.



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Philosophy

We believe that the public information campaign will be most effective if it consists of a multi-faceted Public Relations (PR) program which, in addition to radio and print public service announcements, includes:

- Direct mailings
- Informational handouts
- Press conferences
- Web site development
- Public opinion polling

We also understand the importance of involving the stakeholders, including the DPS' Public Information Officer (PIO) in the planning of the media campaign prior to finalizing the scope of the program. The radio and print media campaign should include a balanced mix of media messages in the appropriate timeline to ensure a successful PR effort.

Redflex will work in conjunction with the DPS to develop a robust campaign that will be based on research and public opinion polling to ensure tailored messaging for the community. Redflex will monitor the effectiveness of the Public Relations campaign to determine if the campaign is meeting the intended goal of reducing violations and accidents.

The Redflex Communications Team

Cristina Weekes, Vice President of Marketing has over 20 years experience in marketing strategy with Fortune 500 companies. During the past seven years, she was the Principal/Owner of Strategic Marketing Resources, Inc. Her client roster included bio-technology, VoIP, business to business services, and consumer packaged goods firms. Prior to starting her own business, she held the position of Vice President of a management group for Hick, Muse, Tate, and Furst venture capital firm out of Dallas, Texas.

In her role at Redflex, Ms. Weekes is responsible for marketing strategy, public relations, market-driven product development, and government relations.

Jay Heiler is the Director of Government Affairs at Redflex Traffic Systems. He is responsible for public policy development, communications and community outreach, and he works to make sure that the technical and operational excellence at Redflex are wedded to effective political and community support for the benefit of our government clients. Across a 25-year career in law, journalism, business and politics, he has become known as one of Arizona's leading voices on a wide range of public policy issues, prominently including law enforcement.

Mr. Heiler was formerly Assistant Attorney General of Arizona, Assistant Editor of the editorial pages of the *Richmond Times-Dispatch*, newspaper of



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

record in the state of Virginia, and Chief of Staff to the governor of Arizona. He is a veteran of numerous political campaigns, a regularly published commentator in the *Arizona Republic*, and formerly hosted the statewide public affairs television show "Straight Answers."

Mr. Heiler earned a bachelor's degree in journalism from Arizona State University, where he was editor-in-chief of the campus daily newspaper, *The State Press*. He later earned a law degree from Arizona State University. Mr. Heiler is licensed to practice law in both Arizona and Virginia.

Michael Ferraresi, Associate Marketing Manager, has over 5 years of experience in journalism and news media communications. Mr. Ferraresi spent 5 years with The Arizona Republic/azcentral.com covering community safety programs, including some of Arizona's early automated enforcement programs. He is well versed in the industry and the tools for effective public communications. He is a graduate of the Walter Cronkite School of Journalism and Mass Communication at Arizona State University.

Redflex' Agency of Record for advertising and public relations is Fogarty, Klein, Monroe (FKM) which, along with its subsidiary, Stevens FKM, is nationally renowned for outstanding advertising campaigns and public relations. The full service firm has the capability to provide press release consultation, media event guidance, Web site design, and public service announcement (PSA) development and trafficking. FKM's client roster includes: Waste Management, Dell Computers, among other leaders in their respective industries.



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

(The following is a sample PSA that can also be used as a radio spot)

REDFLEX
TRAFFIC SYSTEMS INC.

DATE: MAY 8, 2007 SPOT: REDFLEX 'EXCUSES' PSA LENGTH: 30

1 I had an ir protest

2 I had to

3 I had to

4 I had to

5 I had to

6 I had to

7 I had to

8 Face It. There's no good excuse for running a red light.

9 Every year, nearly a thousand people are killed in red-light related accidents in the U.S. alone.

10 But, now the city of Lafayette has a good way to make you safe.

11 Introducing cameras.

12 Proven to reduce accidents by 50%.

13 That's right. To reduce accidents by 50%.

Confidential

Sample PSA for the Lafayette, LA Program



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

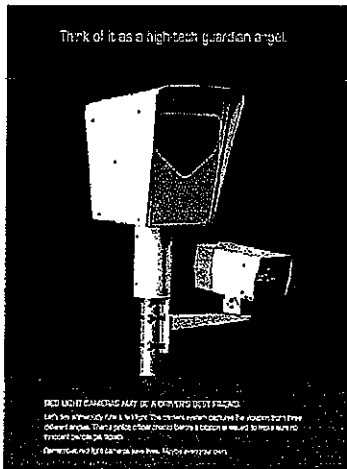
Press Kits

Redflex will support the DPS with a robust community education program based on research and public opinion polling to ensure tailored messaging to the community.

In addition to the Public Service Announcements, Redflex will work with the DPS in the coordination of a major Kick-Off event designed to educate the community regarding the objectives of the photo enforcement program and its effectiveness in improving traffic safety. Redflex will work with the DPS to organize the press conference at the project's commencement and recommend logistics as needed.

Redflex has the capabilities to prepare media packets that include:

- Press release
- Overview of the DPS's Mobile Photo Speed Enforcement System
- Project "Fact Sheet"
- Project question and answer sheet
- Photo enforcement "Facts vs. Myths" handout
- Map showing photo enforcement intersections and thoroughfares
- Background on similar successful projects elsewhere
- Explanation of photo enforcement technology
- Profile on Redflex (if desired by the DPS program manager)
- Biographical data on principal program administrators
- Explanation of how the program will be administered
- Spokesperson contact list
- Radio Public Service Announcement development and placement



Print Advertisement
City of Albuquerque, NM

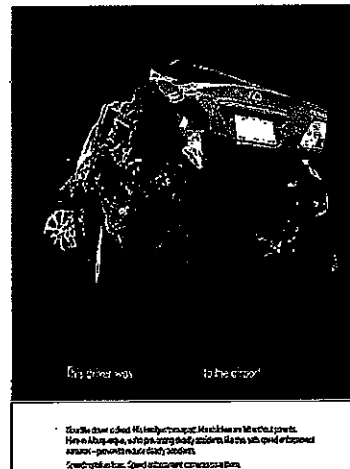
Red Light Running:

Q What is red light running?
A A violation occurs when a motorist enters an intersection after the signal light has turned red. Motorists stopped inadvertently in an intersection when the signal changes to red (e.g., waiting to turn left) are not red light runners.

Q Is red light running really a problem?
A Red light running is one of the major causes of crashes, deaths and injuries at signalized intersections. The National Highway Traffic Safety Administration estimates that 20 percent of drivers do not obey intersection signals. The NHTSA reports that crashes caused by red light running result in more than 800 fatalities and 165,000 injuries annually. The monetary impact is estimated to reach \$14 billion annually. Other motorists and pedestrians account for nearly half the deaths caused by red light running crashes.

Q What are red light cameras and how do they work?
A Red light cameras help communities enforce traffic laws by automatically photographing vehicles whose drivers run red lights. A red light camera system is connected to the traffic signal and to sensors that monitor traffic flow at the crosswalk or stop line. The system continuously monitors the traffic signal 24/7, and the

FAQ - Frequently Asked Questions
Redflex Marketing Communication



Print Advertisement
City of Albuquerque, NM



Community Awareness Services

SOLICITATION NO.: L8-022

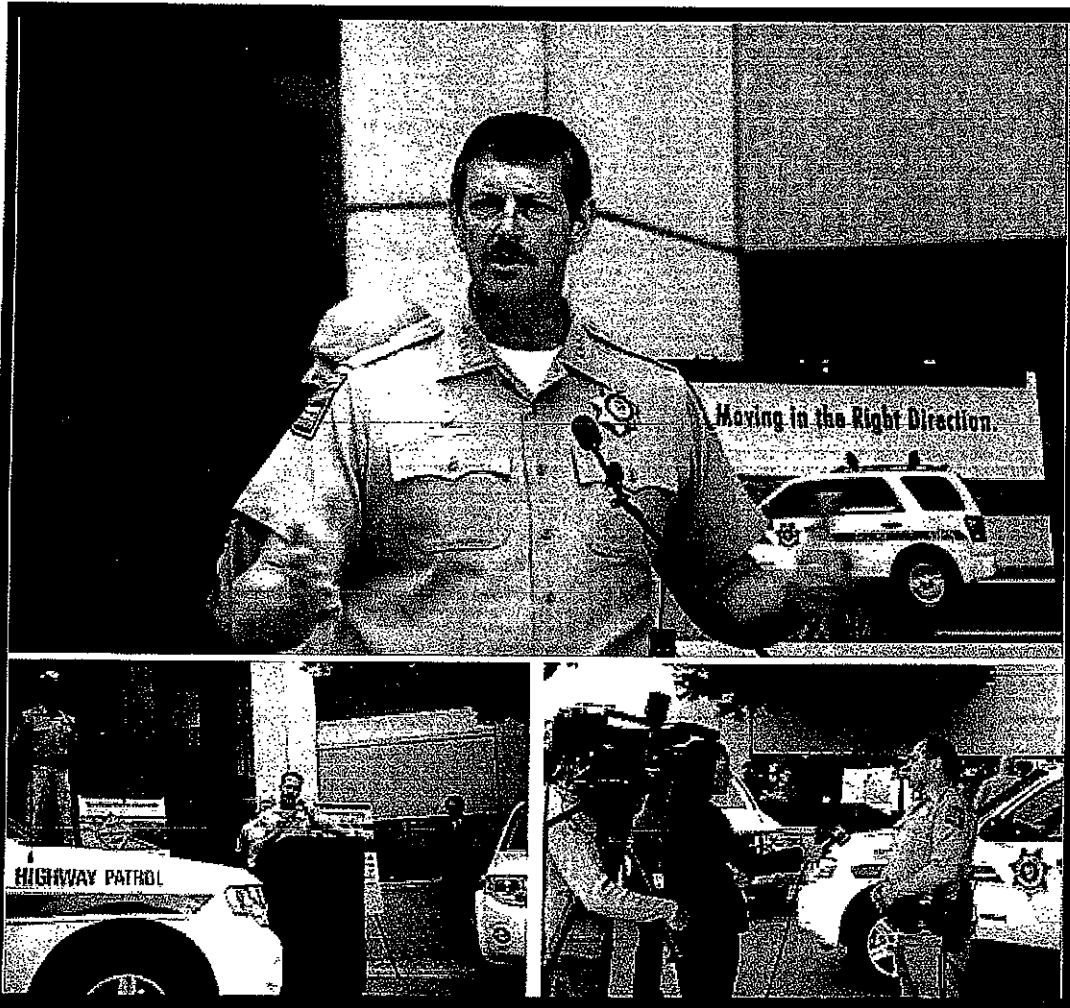
Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

The Kick-Off Press Conference

Redflex will work with the DPS to ensure that the program receives significant media attention and publicity providing tangible awareness surrounding the commencement of the program. The effectiveness of the photo enforcement technology can be demonstrated by having an elected official safely "speed" in "real-time" or to "mock" the running of a red light and to share the images with the press. As an example, Redflex can provide the DPS with violation images that can be immediately extracted from the system "live" during designated speed van deployments. We have found this strategy a powerful way to educate the press as to how the system operates.

Press Conference – DPS MPSES Speed Pilot Program



Courtesy of John James/the Arizona Department of Public Safety



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Web Site Development

It is important to utilize this increasingly popular medium for communicating with the public regarding the DPS' program. Redflex can provide the DPS with sample Web pages that can be utilized to convey information about the program. We will work with the DPS to provide copy which will highlight the program and address many frequently asked questions.

Sample Website - Town of Prescott Valley, AZ

Town of Prescott Valley, Arizona		Search Contacts Site Map Home
Home Community News & Events Services Government Development EconDev Town Jobs		
<ul style="list-style-type: none"> Water/Sewer Water Emergencies PV Water District PV Municipal Water Sewer Service Billing/Payments Conservation Streets Street Closures Annual Clean Up Day Right-of-Way Permits FAQ Maps/GIS Community Development Code Enforcement Identifying Violations Process Police Department Animal Control Field Services Support Services Patrol Districts Community Programs Crime Information Organizational Chart Photo Radar FAQ Town Clerk Business Licenses Public Records Event & Liquor Licenses Building Safety Town Attorney Magistrate Court Special Assessments Downtown Parking Online Services 	<p>Photo Enforcement Program Project Manager: Commander P.J. Janik Photo Enforcement Supervisor: Sergeant Wayne Nelson Non-Emergency 928-772-9267</p> <p>A photo enforcement van has been in operation and deployed on both arterial and neighborhood streets within Prescott Valley Town limits. The company operating the photo radar van, Redflex, has hired two full-time and two part-time mobile photo enforcement technicians.</p> <p>The photo enforcement van will not be deployed on Highway 89. For questions about the Photo Radar van please contact the Prescott Valley Police Department, 772-9261.</p> <p>Photo Radar Schedule</p> <p>These Schedules are subject to change. In addition, the Town has implemented both photo red light and photo speed technology at the intersections of Glassford Hill Road and Long Look as well as Glassford Hill Road and Spouse.</p> <hr/> <p>PHOTO RADAR FREQUENTLY ASKED QUESTIONS</p> <p>How and How often is a fixed speed detection system calibrated and checked for accuracy?</p> <p>Detection system accuracy is established at the time of installation by comparing the speed indicated by the system with a calibrated detection device. The system is configured to an accuracy of +/- 1 MPH of the calibrated detection device reading. The term "calibration" is often used inappropriately in this situation. There are no adjustments made once the initial setup is accomplished, and the only way to change the way the system detects vehicle speed is by changing one of the two constants involved (the distance between the two sensors, and/or the way time is measured by the computer).</p> <p>A variety of devices are used to verify accuracy and include but are not limited to:</p> <ul style="list-style-type: none"> • Vehicle speed test and verification • Radar detection systems • Certified speedometers 	



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Redflex proposes utilizing the Web to allow defendants to access and view the violation images and video and ultimately pay their fine.

We will also work with the DPS to develop a plan to utilize mainstream press to disseminate critical program information. As part of this plan, Redflex proposes the periodic publication and dissemination of photo enforcement topics in the news and in community newsletters. These story pitches will contain cumulative statistical data on the program, clear up any misnomers regarding photo enforcement, and explain how the technology works to save lives.

Some possible activities may include:

- Public Service Announcements (PSAs)
- Direct Mailings & Informational Postcards
- Informational notices including flyers, billboards, bumper stickers, and community newsletters
- Providing street signs in addition to the intersection specific signs
- Developing copy for guest columns in local newspapers
- Coordinating with local newspapers for endorsements on editorial boards
- Coordinating with local columnists in order to brief them on the project and solicit their interest and support
- Identifying and contacting key electronic (radio and television) media public affairs and news programs to encourage coverage
- Developing copy for distribution to the media; disseminate papers that address pertinent public policy issues raised by photo enforcement, as well as answer specific anticipated criticisms of photo enforcement
- Organizing supplemental news conferences to announce significant project milestones that will regularly identify and position positive messages regarding the photo enforcement program to electronic and print media that support the program's public safety goals
- Public Opinion Surveys to assess the resident's support of the program
 - Minimum of three discreet surveys
 - Utilize random sampling techniques
 - Sample sizes of a minimum of 400 citizens



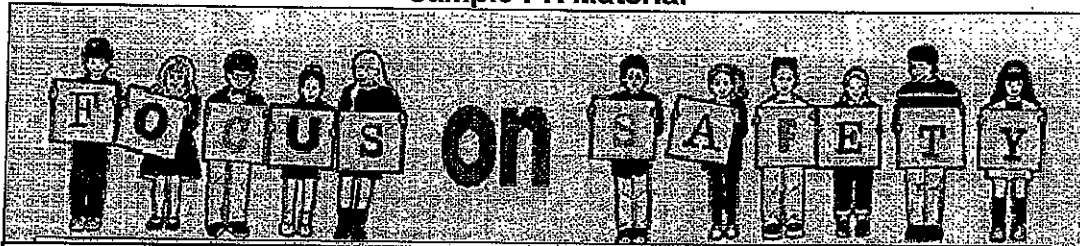
Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Sample PR Material



Making the Streets Safer with Technology

Sample Website – Paradise Valley, AZ



Paradise Valley Police Dept.

Photo Enforcement Program

Paradise Valley was the first police department in the nation to institute a traffic safety program using speed measuring devices coupled with still photography and computers to enforce speed laws. In operation, a civilian technician, utilizing a semi-marked police vehicle, deploys a radar device diagonally across the roadway. A vehicle entering the radar beam in excess of a preset speed which is entered into the computer is photographed from the front and rear. Through reading the license plate numbers on the digital images from each deployment, the registered owner of the vehicle is located through the state's Department of Transportation, and a summons is mailed to the owner. If the driver of the vehicle at the time of the violation is not the registered owner the citation is dismissed and the driver is requested to identify the actual driver. If the driver cannot be identified the case is ended. Since the program was instituted in 1987, traffic collisions have been reduced about 45%.

The Paradise Valley Police Department also has a photo enforcement system for red light violators. This system has sensors embedded in the roadway which are connected through a computer to the intersection traffic signals. When the red light phase is active, the sensors detect vehicles which enter the intersection while the light is red. Photographs are again taken and the registered owner is cited. During red, amber and green cycles, the same sensors measure the speed of vehicles entering the intersection, and citations for excessive speed are also issued. As with the photo radar vehicle, only the actual driver of the vehicle is required to face the charge in court.

Photo Viewing at Paradise Valley Police Dept.

Photo viewing day is Wednesday only, 8:00 a.m. to 12:00 noon and 1:00 p.m. to 4:30 p.m. at

Paradise Valley Police Dept.
8433 E. Lincoln Dr.
Paradise Valley, AZ
85253

Located on the S/E corner of Lincoln Dr. & Invergordon Rd.

- Police Chief's Page
- Police Services
- Divisions, Bureaus & More
- Other Topics of Interest
- Police Alarm Monitoring
- Photo Enforcement
- Employment Opportunities
- Fire Department
- How to Reach Us
- Town Hall Website
- Site Map
- Home Page

Paradise Valley Police Dept.
6433 E. Lincoln Dr.
Paradise Valley, AZ 85253

Phone: 480-948-7418
Fax: 480-998-0877

[back](#) | [print](#) | [search](#) | [map](#) | [small text](#) | [large text](#)



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Sample Website: Albuquerque, NM

ALBUQUERQUE
Official City Website

HOME LIVING VISITING BUSINESS A-Z SUSTAINABILITY

Albuquerque Police Home
[Contact Police](#)
[Executive Staff](#)
[Area Commands](#)
[Reporting Crime/Complaints](#)
[Report Abandoned Vehicle](#)
[Phone Directory](#)

Information
[Victims Rights/Assistance](#)
[Traffic Citations](#)
[Alarm Systems Ordinance](#)
[Crime Prevention/Safety](#)
[Crime Statistics](#)
[Child Safety](#)
[Albuquerque Sex Offenders](#)
[Statewide Sex Offenders](#)

Citizen Involvement
[Introduction to CSI](#)
[Citizen Police Academy](#)
[Junior Police Academy](#)
[Reserve Officer Program](#)
[Women Against Crime](#)

Related Links
[Officer Recruitings](#)
[Hispanic American Police Command](#)
[Officers Association](#)

Working for you to keep our community safe

Instructions for Handling a Photo-Enforced Violation

When you receive a Automated Photo Enforcement notice of violation, there are several options for resolving the charge. They are as follows:

- ⇒ Pay by mail
- ⇒ Pay online
- ⇒ Request a hearing to contest a complaint
- ⇒ Identify the driver

Each notice of violation will have a due date, a hearing must be scheduled or payment received by that due date.

Paying Photo-Enforcement Notices for Violation by Mail

Each Automated Photo Enforcement notice of violation has a fine amount that must be paid in full or a hearing request must be received on or before the due date. The notice of violation will state the amount of fine that is due. You can pay the amount due by following the instructions on the notice.

Along with your payment, you must return option C of the notice of violation. Also, please be sure to include your notice of violation number on your check.

More Information

- [Main](#)
- [FAQ](#)
- [Got a Notice?](#)
- [Locations](#)
- [Results](#)
- [Media](#)
- [Contact](#)

Program Branding

SLOW DOWN ALBUQUERQUE

LIVES MAY DEPEND ON IT.

www.cabq.gov

ALBUQUERQUE POLICE

ALBUQUERQUE POLICE

March 1, 1899



Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Sample Public Polling Survey

City of Albany Red Light Photo Enforcement Workgroup



In 2003 there were an estimated 259 vehicle accidents at red light intersections in Albany, equating to an estimated \$2,590,000 for bodily injury and \$647,500 for property damage. On October 25, 2004, the Albany City Council approved a workgroup to assess the prospect of Red Light Photo Enforcement. The workgroup is currently looking into red light photo enforcement options to increase the safety of the community with no additional financial burden. The purpose of this survey is to assist the workgroup in assessing the need and public support for a Red Light Photo Enforcement program. *Thank you for your assistance.*

Please check all of your responses.

1. Do you think there is a safety risk as a result of people running red lights?

High Risk Medium Risk Low Risk No Risk

2. How would you describe the problem of red light running in Albany?

Great Problem Medium Problems Low Problem No Problem

3. How do you think the City of Albany will benefit from a Red Light Photo Enforcement program?

Great Benefit Medium Benefit Low Benefit No Benefit

4. How would you describe your support of a Red Light Photo Enforcement program in Albany?

Strongly Favor Slightly Favor Slightly Oppose Strongly Oppose

5. Please provide any comments or suggestions which might assist the workgroup with its assessment. (Attach additional sheets if necessary)

Survey Instructions

You have four options in filling out this survey. You can fill out this form and return it:

- with your utility billing statement
- to City Hall (333 Broadalbin St SW)
- to the Albany Police Department (1117 Jackson St SE)

Or you can fill this survey online at:
• www.cityofalbanynet.net/redlight

ITEM #6 OF SURVEY CONTINUES ON OPPOSITE SIDE ►



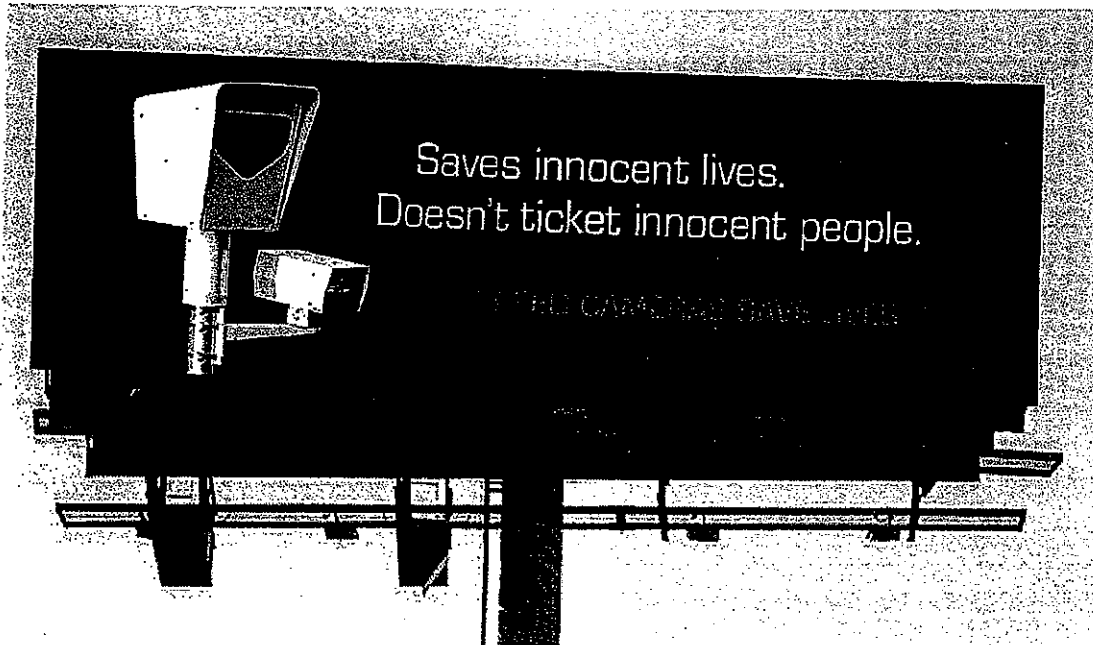
Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

BILLBOARD ADVERTISEMENT – City of Albuquerque, New Mexico
(Proposed)



BILLBOARD ADVERTISEMENT – City of Albuquerque, New Mexico
(Proposed)





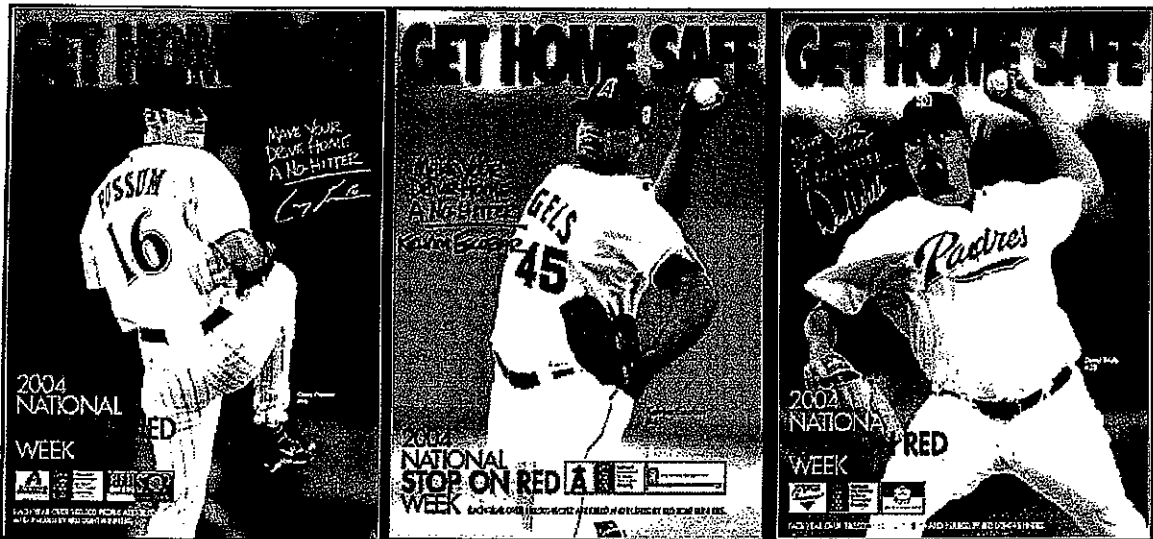
Community Awareness Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Redflex actively sits on the Board and supports advocacy groups, including the festivities of the National Stop on Red Week and the Arizona Governor's Office of Highway Safety (GOHS).



GOHS – Photo Radar Statistics

Governor's Office of Highway Safety

Don Tu

You Are Here: Home > quick links > traffic safety > photo radar

GOHS Programs

- [About GOHS](#)
- [Calendar of Events](#)
- [Latino Outreach Programs](#)
- [Press Information](#)
- [Grant Opportunities](#)
- [DRE Program](#)
- [Red Radar](#)
- [Training](#)
- [Contact](#)

Regular Enforcement vs. Photo Radar vs. Red Light Cameras

Traffic Officer Enforcement

- Personal Contact
- Warrants
- Stolen Vehicles
- DUI
- Revenue

Start of Photo Radar:

Paradise Valley, Arizona - 1988

Arizona's Cities Experience:

Scottsdale
Mesa
Tempe
Chandler
Phoenix

Scottsdale

Photo Radar began issuing tickets in January, 1997. Collisions at locations with speed cameras went down 20% from 1995 to 1997.

Mesa Fatal Accidents

Legend:
 Red Light Violations
 Intersection related
 Fatal Accidents
 Fatalities

Red Light Violations

Mesa Police Department showed a 15% decrease in total collisions from 1995 to 1999 (before cameras were installed). This study tracked six of the original intersections, which were equipped with the photo red light cameras. There has also been a 22% decrease in collisions caused by red light runners at the same locations from 1999 to 2000, despite the increase in traffic volume and increased population from 341,536 in 1995 to 402,623 in 1999.

2003 Statistics
Arizona Red Light Crash Statistics

- [Impaired Driving](#)
- [Seat Belt & Children](#)
- [Speed and Traffic Safety](#)
- [Motorcycle Safety](#)
- [Traffic Safety Messages](#)
- [Legislative Summary](#)
- [Teens & Young Adults](#)
- [Bike & Pedestrian](#)
- [News & Media](#)



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Experience/Capabilities

(As per Special Instructions to Offeror's Section)

1. Provide Annual reports or equivalent financial data covering the past 3 year period. This information may be submitted as an attachment.

The TPSIES program is the first statewide photo speed and intersection initiative of its kind in the USA. Considering the magnitude of this program in terms of the number of systems implemented, the complexity of the highway/freeway installations and the fact that the technology partner will be required to install the equipment at its own cost; it is important for prospective vendors to provide verification to the DPS that they have both the financial wherewithal to implement the program, and the ability to sustain themselves fiscally over the life of the contract.

Unfortunately, as the DPS may know, the photo enforcement industry has experienced a **high degree of vendors going bankrupt, insolvent and into receivership**. In recent times, no less than two vendors have gone bankrupt. Each of these vendors supported municipal agencies that believed the **web of stories spun by vendors about being private and very well funded**; which ultimately resulted in horror stories, bankruptcy, legal issues as well as embarrassment to the contracting governmental agency.

As evidenced by our strong financials and existing credit facility, Redflex has the ability to fund and sustain this multi-million dollar project over a five year time horizon and beyond. Validation of this capability can be found below. ☛

Financial Strength

Redflex has a long history of audited profitability and year-over-year growth. **With over \$70,000,000 in revenue, \$25,000,000 in earnings (i.e. profits) in 2006** and a \$26,000,000 funding facility through the Harris Bank; Redflex is in the **strongest audited financial position of all vendors** whose primary line of business is photo enforcement. Our financial position ensures the necessary stability required to support the DPS for many years to come.

Please refer to the audited financial statements that have been included under separate cover for Year Ended 2004, 2005 and 2006. Our financials have been audited by the accounting firm of Ernst & Young. Through their analysis, Ernst and Young have determined that the preparation of the Redflex financials meet generally accepted accounting principals, "giving a true and fair view of the financial position of Redflex..."



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Credit Facility

Redflex has had a long-term relationship with our lender BMO Capital/Harris Trust and Savings Bank (BMO). This business relationship has been made possible by our strong historical financial performance and the fact that we have managed our growth in a manner that is sustainable and fiscally sound. To this point, Redflex has a long history of compliance with financial covenants and other provisions that are part of our credit facility agreement with BMO. Throughout the years, the credit facility limits have been increased to keep pace with our growth trajectory.

Banking References

Our primary contact at BMO Capital/Harris Trust and Savings Bank (BMO) is Danjuma Gibson. His contact information is as follows:

Mr. Danjuma Gibson
Vice President
BMO Capital Markets
Corporate & Investment Bank
111 West Monroe St., 10th Floor West
Chicago, IL 60603
(W) 312-461-7100 | (M) 312-961-1191

In addition to our banking relationship with BMO, Redflex has had a local banking relationship with Wells Fargo Bank for the past six years. This relationship involves depository accounts, as well as a broad array of treasury management and investment services. Wells Fargo has provided a letter (see following page) that outlines the services that they provide and details their high level of satisfaction with Redflex as a client. Our primary contact at Wells Fargo Bank is Brenda K. Robinson, Vice President and Senior Relationship Manager. Her contact information is as follows:

Brenda K. Robinson, VP & Sr. Relationship Manager
Wells Fargo AZ Main RCBO 3839
100 W. Washington St. - MAC S4101-251
Phoenix, AZ 85003
Phone: 602-378-2308
Fax: 602-378-4409
Email: Brenda.K.Robinson@wellsfargo.com



Commercial Banking
MAC S4101-251
100 W. Washington St., 25th Fl.
Phoenix, AZ 85003
800 649-3817

February 26, 2008

Arizona Department of Public Safety
2102 W. Encanto Blvd. – Suite 340
Phoenix, AZ 85005

Re: Letter of Reference – Redflex Traffic Systems, Inc.

Dear Evaluation Committee Members:

Redflex Traffic Systems, Inc. is a customer of Wells Fargo Bank, with the relationship currently managed in our Regional Commercial Banking Group in Phoenix, AZ. We provide depository accounts for the company whose average balances are maintained in the low six-figure range. We also provide the company a broad array of treasury management and investment services. All dealings have been handled completely satisfactorily during our six-year relationship.

Please let me know if I can provide additional information in support of our valued customer. You can reach me at 602/378-2308.

Respectfully,

A handwritten signature in cursive script that reads "Brenda K. Robinson".

Brenda K. Robinson
Vice President and
Senior Relationship Manager



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

2. Provide the number and names of key personnel, subcontractors or consultants to be used to perform the requirements contained in the Request for Proposal (RFP) along with an organizational chart clearly delineating staffing and lines of authority. Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

Redflex has the capacity to process ten million or more citations annually. In numerous jurisdictions, Redflex processes in excess of 400,000 photo enforcement citations on an annual basis. In 2006, Redflex processed 190,883 notices for the City of Scottsdale. Our programs are truly full service and turnkey.

With our advanced and proven technologies, Redflex has been privileged to partner with some of the greatest communities in the United States, including the cities of Paradise Valley, Chandler, Prescott Valley, Chicago, and Albuquerque. We are particularly proud to announce that in the last six months we have executed 48 new contracts. Each of these cities completed a diligent RFP and evaluation process and, as a result of these efforts, Redflex was selected as the best partner for each.

Our technologies provide the most tried, tested, and proven configurations in the industry. Highlights include:

- More than 190 municipal programs across 20 states (and expanding each month)
- Some 1,100 systems fully operational
- Climate-tested in extreme conditions
- Remote access
- 24x7x365 "live" video with recording and replay options
- The proven ability to implement a full-service program in 30 days from the program kick-off

The Redflex local processing facility in Scottsdale operates 24 hours a day, 7 days a week, providing access to Redflex personnel at all times. We are closed only to observe Thanksgiving Day and Christmas Day. Local maintenance technicians are available to provide support during standard business hours and are available on-call for emergency support if a problem occurs outside normal business hours.



Experience/Capabilities

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

In addition, a fully staffed "customer help desk" is available to assist with any day-to-day operational questions or issues. This help desk is staffed with highly trained and experienced business analysts who are familiar with all facets of the Arizona programs, including the court interface and the procedures and rules of process service.

Redflex is committed to providing the DPS with the most experienced project team in the industry. The professionals with direct responsibility for each department are highly skilled professionals able to carry out the program being proposed herein. Please refer to Exhibit A for detailed organizational chart that clearly illustrate staffing and lines of authority.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Project Team

The team consists of most tenured individuals with the greatest depth of photo enforcement experience in the USA. In addition, most of our staff is based in Arizona. The key personnel include the following individuals:

- Joe Bernard, Project Manager
- Joe Tromba, Director of Construction
- Layne Slapper, Program Director
- Edward Tiedje, Customer Service Representative

Project Manager (Based in Arizona)



Joe Bernard, Project Manager has been with Redflex for more than 10 years and has extensive experience in project management, operations, and city personnel training. Bernard has aided in the successful implementation of programs in more than 100 cities nationwide. He directs and coordinates all activities related to technology implementation, including project plan development, timelines and goal specification, staffing and scheduling, contingency plan development, and resource allocation. Bernard holds a Bachelor of Arts degree and is currently pursuing a master's degree in project management.

Redflex Photo Enforcement Profile:

- Helped implement over 100 municipal photo enforcement programs
- Supervised operations for a staff of more than 20 Redflex employees
- Acted as project manager for cities across 17 states

Director of Construction (Based in Arizona)



Joseph Tromba, Director of Construction is responsible for field engineering and construction. He brings 15 years of experience to Redflex in engineering and construction. Prior to joining Redflex in April 2003, he held positions at Verizon Communications and Cox Communications and was owner of C&C Communications, an engineering and construction firm. At Verizon, Tromba was a long-range planning manager responsible for 52 wire centers. At Cox Communications, he was responsible for engineering and construction of new build



Experience/Capabilities

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

and rebuild. At C&C Communications he did design work and construction work for utility companies in three states.

Tromba holds a bachelor's degree in electrical engineering, an MBA, and a post-graduate certificate in international banking and finance.

Redflex Photo Enforcement Profile:

- Constructed more than 110 approaches over the last year
- Worked with dozens of state and city agencies on design and approval
- Provided direct oversight of the Loop 101 construction project, which was completed in record time in order to meet time constraints

Subcontractor Management Plan: Mr. Tromba will be responsible for overseeing the subcontractors that we utilize on the TPSIES project. Due to scope and geographic challenges that this project presents, Redflex has begun discussing this opportunity with a select group of qualified contractors, two of which have done work on the Loop 101, Prescott Valley, Chandler and Tempe contracts. In implementing the TPSIES program, Redflex will only partner with ADOT approved contractors that are licensed in the State of Arizona. Refer to section 1, page 94 for profiles of our subcontractors.

Program Director (Based in Arizona)



Layne Slapper will be the Project Manager for DPS. Slapper works out of our Scottsdale office. He is a retired Police Lieutenant from the Glendale, Arizona, Police Department and has more than 24 years of experience in law enforcement and over three years of experience as a Program Director for Redflex Traffic Systems.

Slapper holds a bachelor's degree from Grand Canyon University and a master's degree from the University of Phoenix. During his 24 years with the Glendale Police Department, he served in various assignments, including investigations, narcotics, accreditation, patrol, and traffic. He was promoted to Sergeant in 1991 and Lieutenant in 1995.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Slapper joined the Redflex family in September 2004 as a Program Director responsible for customer management in over 30 cities spanning Texas, New Mexico, Colorado, Missouri, and Arizona.

Customer Services Representative (Based in Arizona)



Edward ("T.J.") Tiedje comes to Redflex from Illinois, where he served as a police officer with the Highwood Police Department and as a deputy sheriff with the McHenry County Sheriff's Department. In addition to his assignments in patrol, Mr. Tiedje also served as a defensive tactics instructor and conducted women's safety classes in the community.

Mr. Tiedje joined Redflex as an expert witness in support of the Loop 101 demonstration project for the City of Scottsdale. He has served as the primary contact for the DPS on the MPSES mobile speed enforcement pilot project.

His duties will include:

- Functioning as a coordinator between our staff and the DPS staff
- Working with the DPS Project Manager to plan all Project activities and tasks
- Meeting on-site with the DPS Project Manager as frequently as deemed necessary, at no additional cost to the DPS, to report on the status of the program and resolve outstanding issues
- Acting as our point of contact for all matters relating to the Program
- Facilitating meetings between the DPS and Redflex, when scheduled or requested
- Ensuring that the DPS Project Manager or designee receive necessary information through regular and called meetings, written documentation, and formal and informal communications
- Promptly responding when contacted by the DPS Project Manager



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Project Support

The following individuals will play key roles in support of the Project Team on the TPSIES contract:

Customer Software Integration Specialist (Based in Arizona)



Michael Schmidt has been with Redflex for over five years. He has worked closely with various Cities' in Arizona to provide the IT Court Interface. Mr. Schmidt has 25 years of experience in IT and data processing, with an emphasis on project management and customer integration.

Technical Training Manager (Based in Arizona)



Tony Parrino is recognized as an Expert Witness in photo enforcement system installation, operation and maintenance in the states of Arizona, California, Colorado, Ohio and South Dakota. During his five years with Redflex, Mr. Parrino served as an installation and maintenance technician and supervisor before assuming his current position as Technical Training Manager. His experience with Redflex includes managing the Chicago pilot program and Scottsdale Loop 101 demonstration project.

Prior to joining Redflex, Mr. Parrino served in the United States Air Force (USAF), where he had 20 years of training and experience in the field of communications and the maintenance of electronics systems. Mr. Parrino holds an associate's degree in electronic systems technology from the Community College of the Air Force; a bachelor's degree in industrial technology from Southern Illinois University; and a master's degree in post-secondary education from the University of Nevada, Las Vegas.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Construction and Maintenance Oversight (Based in Arizona)

Project Executive/ Vice President of Field Technical Operations



Rob Feiler serves as Vice President of all technical field operations. His team manufactures, warehouses, engineers, constructs, and maintains some 1,100 systems in more than 190 cities across the United States.

In his first role with the company, Mr. Feiler developed, organized, and led the national maintenance department. Since that time he has assumed responsibility for all field engineering and construction efforts nationwide, as well as for the main manufacturing/ warehousing facility in Scottsdale, Arizona.

His operations team is headquartered in Scottsdale, Arizona, where the main manufacturing, warehouse, and network operations center is located. Mr. Feiler maintains regional offices in Culver City, California; Chicago, Illinois; and Dallas, Texas.

Prior to joining Redflex, Mr. Feiler held progressively expansive leadership roles at Verizon in New York and New Jersey. In his last assignment as the Director of Network Operations, he was responsible for Northern New Jersey, 750 employees, and a \$50 million operating budget. Prior to that, he had assignments in engineering, planning, construction, operations, and customer service.

Mr. Feiler holds a master's degree in business administration from Adelphi University and a bachelor's degree in electrical engineering from City College of New York.



Experience/Capabilities

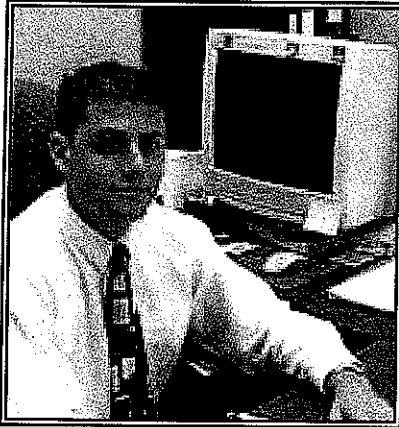
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Technology Oversight & Research and Development (Based in Arizona)

Director of Technology



Based out of our Scottsdale offices, **Charlie Carpinteri**, Director of Technology, is responsible Redflex Engineering, Software Development and Information Technology for the North American operations.

Mr. Carpinteri holds a Bachelor degree in Electronic and Electrical Engineering from Swinburne Institute of Technology in Australia, and has pursued other courses specifically in the software development fields. He was originally based at the Redflex Australian office, and has been with Redflex for more than 8 years.

Over the years he has worked on the company's first digital camera and digital mobile speed enforcement vehicle, as well as other high profile projects in Australia and the US, including the first freeway based automated speed enforcement system established in the US.

Mr. Carpinteri's Photo Enforcement Profile:

- Industry's first integrated Digital Camera
- Industry's first Digital Mobile Speed Enforcement system in USA (NASCOF)
- Live Streaming Video Interface
- Toll camera system on Sydney Harbor Bridge
- First US Freeway Fixed Speed Camera System



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Operations Team (Based in Arizona)



Jennifer Dwiggins, Vice President of Operations will oversee all activities relating to the production and processing of violation transactions and will act as the liaison between violation processing, image transfer and the field technicians. Her specific responsibilities include the monitoring of the production process for adherence to quality standards and compliance, the ongoing planning and monitoring of production schedules and workflow demands and the establishment of processes that ensure compliance with customer specifications.

Ms. Dwiggins has been with the Redflex Traffic Processing Center since 2003, and has been involved in the National Focus on Safety project and over a dozen programs nationwide. Prior to joining Redflex, she held leadership roles at Verizon Information Technologies (formerly GTE) and CES (formerly Wellmark, Inc.).

Ms. Dwiggins holds a Bachelor's degree from Georgia State University in Computer Information Systems.

As we have demonstrated, each Redflex Project Team member is an experienced professional, who has successfully implemented and maintained Red Light Enforcement programs and has been rigorously trained on Redflex's proven methodology and implementation tools that provide rapid, reliable results. The Redflex Program Implementation Methodology allows for systematic and integrated implementation processes. On the basis of our deep implementation experience, Redflex proposes achieving Full Program operation within the DPS specified timelines.

Please refer to the project organizational chart in Tab 8, page 19. We have also included as Exhibit A – a company wide organizational chart that fully illustrates our operation.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

National Customer Service Manager (Based in Arizona)



Mark Devich is the National Customer Service Manager and brings 12 years of Client Services and Project Management experience to Redflex.

Prior to joining Redflex, Mr. Devich previously worked as an Account Director for Incentive Logic, where he strategically developed client relations and proactive business solutions for high-profile accounts totaling over \$4 million per year.

Prior to joining Redflex, Mr. Devich worked at OCMET, Inc. in the position of General Manager, where he developed and led a team of individuals nationwide, overseeing production and completion of projects totaling over \$5 million per year.

Before joining OCMET, Inc., Mr. Devich worked with VITAC Corporation as a Production Supervisor, where he served as the day-to-day business contact for national accounts spanning the fields of government, health care, education and broadcast television.

Senior Operations Manager (Based in Arizona)



Robert Salcido is the Senior Operations Manager that is responsible for Operations and transaction processing. He is responsible for the Violation Processing Departments in Scottsdale and Culver City, the print and distribution department in Scottsdale, production control and the expert witness functions. Mr. Salcido is our "Custodian of Records" and will also be responsible for the fulfillment of all discovery requests in the form of informal requests from customers and for legal Subpoenas, and requests for the coordination of Expert Witness representation in court.

Mr. Salcido has a great deal of experience in high volume transaction processing that includes environments where deadlines and production service level commitments are critical.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Operations Manager (Based in Arizona)



Mike Macurak is the Operations Manager who will oversee the operations for the DPS. He is currently responsible for allocating work assignments to each shift of Verification Processors to ensure all incidents are processed within the timeframe defined to meet all customer service level commitments. He oversees the quality assurance functions to evaluate process changes that will continually improve quality.

Prior to his employment with Redflex, Mr. Macurak served in a number of supervisory positions in the printing industry. He holds a Bachelor of Science degree from Ohio State University.

Operations Supervisor (Based in Arizona)



Carolyn Weir came to Redflex as an Operations Supervisor responsible for the Violator Call Center, Nomination Data Entry Team, and the Court Package Fulfillment Team. She was instrumental in staffing and training all new hires to support the 101 Demonstration Project for all operations functions.

Ms. Weir holds a bachelor's degree from Kean College in New Jersey, and had 20 years of experience with the Summit Medical Group. In her position as Communications Manager at Summit, she managed a call center for 115 doctors

Help Desk Supervisor (Based in Arizona)



Jaime Snodgrass came to Redflex as an Operations Associate and was quickly promoted to Operations Lead. In May of 2004, he was selected to develop the Customer Help Desk for the company. He now leads a staff of four full-time employees who provide 95 hours per week coverage for our customers. Mr. Snodgrass was responsible for implementing the Redflex internal tracking system used by Redflex staff to report and track all issues, enhancements and work orders to completion.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Expert Witnesses (Based in Arizona)



Bill Harper was hired as an Operations Supervisor and in June of 2002 transitioned to the position of Expert Witness to support the City of Scottsdale and the Town of Paradise Valley. Prior to his employment with Redflex, Mr. Harper served in a variety of capacities at Northern Arizona State University, including two years as a sworn certified police officer. He has also served as a police aide for the State of Arizona Capitol Police Department. Harper is a United States Navy veteran with a variety of college course credits. He is also bilingual, fluent in English and Spanish.

Database Administration (DBA) & LAN Specialist (Based in Arizona)

This individual assists in the installation, configuration, troubleshooting of LANs, networks, hardware, software, as well as the monitoring and maintenance of the network stability and administration. The DBA dedicated to the DPS will be Sandra Hughes. Ms. Hughes has over 30 years of experience in all phases of software production and support with 10 years of experience in database programming and support. Ms. Hughes currently manages and maintains the current 9i production database which supports over 100 client cities in a demanding 24x7 environment, as well as development of staging environments.

Once the Program has been installed and tested, Redflex will provide a dedicated DPS based Operations and Support team to ensure optimum performance.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Production Support Administrator (Based in Arizona)



Darcy Person monitors all production batch file transfers to ensure successful transmission of data to and from the city court system, and to and from various MVD agencies to retrieve MVD registration data. In addition, she performs ad-hoc query functions to support both internal and external Redflex customers. Ms. Person has an extensive background in SQL (structured query language) and provides rapid turnaround to information requests for customers all over the country. For example, she was involved in providing all 101 Demonstration Program statistics to the City of Scottsdale and to the 101 technical evaluation team, including Dr. Simon

Washington of Arizona State University, to enable a thorough evaluation of the effectiveness of the Freeway Enforcement Program.

Prior to her Redflex career, Ms. Person worked for the United States Geological Survey as a computer specialist. She holds a Bachelor of Arts degree from Santa Clara University and has completed graduate coursework at the College of William and Mary.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Executive Level Support

Redflex makes our resources available to our business partners, and the DPS will not only have direct access to our Program Executive, Program Manager and Director, Construction Manager, Customer Service Representative, Help Desk, Operations Manager, and Technicians, but you will find that the DPS will have access all the way through our Executive Management Levels, including our President & CEO Karen Finley.

In addition to the members of our executive team that have already been introduced through their biography in this proposal, the background on the key Redflex team and their area of expertise can be found below:

Industry Pioneer (Based in Arizona)



Karen Finley is President and CEO of Redflex Traffic Systems, Inc. She started as the Director of Operations at Redflex in 1998, when the company had three U.S. contracts and only 30 employees. She has successfully ushered the business through an enormous expansion, in which it has grown to over 300 employees, with revenues increasing over 15-fold. She was promoted to President/CEO in the spring of 2006 and continues to lead the company through its fast-paced growth.

Before joining Redflex, Ms. Finley spent 20 years in the insurance industry. During her last six years in that industry, she worked for the Scottsdale Insurance Company in varying roles. Her last position with the company was as Director of Corporate Services, for which she oversaw 200 employees. While employed at the Scottsdale Insurance Company, Ms. Finley earned a bachelor's degree in business management from the University of Phoenix in 1998. She also completed a program at the Center for Creative Leadership in San Diego, California, and is currently pursuing a master's degree in finance at the University of Phoenix.



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Subject Matter Expert



Aaron Rosenberg, Ph.D., Vice President has responsibility for North and South American business development for Redflex, the largest provider of photo enforcement programs in the United States. He is also widely recognized as an expert in the photo enforcement industry and is actively sought after for public speaking engagements by industry groups, consortia, and legislative hearings.

Prior to joining Redflex, Rosenberg held leadership roles at VerticalNet, Netgateway, Price Waterhouse, Coopers & Lybrand, and PriceWaterhouseCoopers Global Consulting Practices.

As a senior executive at Netgateway and VerticalNet, Rosenberg was pivotal in the successful execution of each company's respective initial public offering (IPO). During his tenure in management consulting, he gained extensive management, business development and sales experience while working with Global 2000 corporations. Rosenberg holds a bachelor's degree from the University of California; two master's degrees; and a doctorate in industrial sciences from Pepperdine and CSPP, respectively.

Dr. Rosenberg's Photo Enforcement Profile:

- Originated over eighty municipal photo enforcement programs
- Testified in five state legislative hearings to enact photo enforcement legislation



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Communications Resource (Based in Arizona)



Cristina Weekes, Vice President of Marketing has over 20 years experience in marketing strategy with Fortune 500 companies. In her most recent seven years of experience prior to joining Redflex, Ms. Weekes was the Principal/Owner of Strategic Marketing Resources, Inc. Her client roster included bio-technology, VoIP, business to business services, and consumer packaged goods firms. Prior to starting her own business, she held the position of Vice President of a management group for Hick, Muse, Tate, and Furst venture capital firm out of Dallas, Texas.

In her role at Redflex, Ms. Weekes is responsible for marketing strategy, community outreach/public relations, market-driven product development, and government relations.

Public Policy Development Expert (Based in Arizona)



Jay Heiler is the Director of Government Affairs at Redflex Traffic Systems. He is responsible for public policy development, communications and community outreach, and he works to make sure that the technical and operational excellence at Redflex are wedded to effective political and community support for the benefit of municipal clients. Across a 25-year career in law, journalism, business and politics, he has become known as one of Arizona's leading voices on a wide range of public policy issues, prominently including law enforcement.

Mr. Heiler was formerly Assistant Attorney General of Arizona, Assistant Editor of the editorial pages of the *Richmond Times-Dispatch*, newspaper of record in the state of Virginia, and Chief of Staff to the governor of Arizona. He is a veteran of numerous political campaigns, a regularly published commentator in the *Arizona Republic*, and formerly hosted the statewide public affairs television show "Straight Answers."

Mr. Heiler earned a bachelor's degree in journalism from Arizona State University, where he was editor-in-chief of the campus daily newspaper, *The State Press*. He later earned a law degree from Arizona State University. He is licensed to practice law in both Arizona and Virginia.



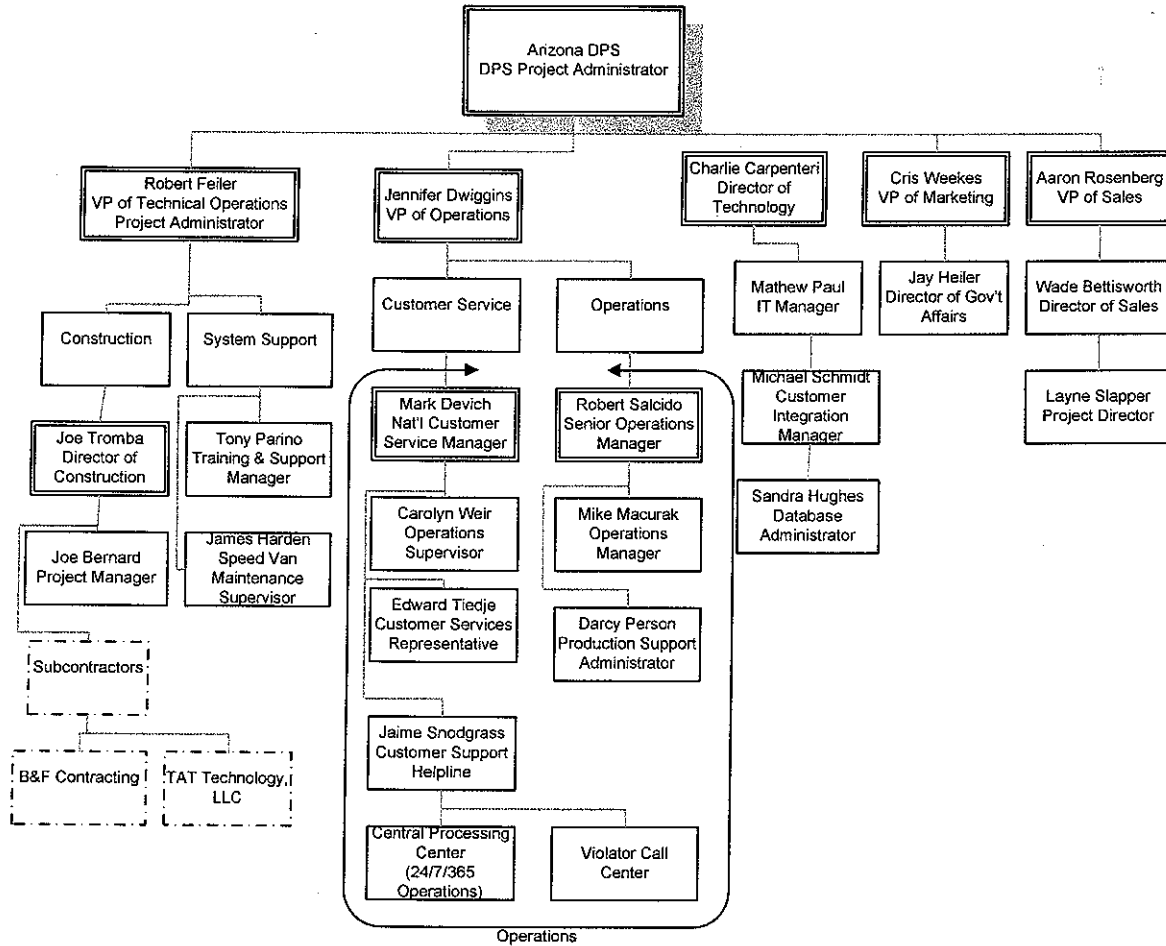
Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Redflex DPS Project Organization Chart





Experience/Capabilities


SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

- Provide a minimum of 3 verifiable professional client references that are able to comment of their experience with working with your firm and key personnel. These references should have a past or current business relationship with your firm that is similar in size and scope to those contained in this Request for Proposal (RFP). Offeror's list should contain the references business name, address, contact name, facsimile, telephone numbers and e-mail addresses.

The following are 4 verifiable professional client references that are able to comment of their experience with working with Redflex and our key personnel.

Agency	 City of Albuquerque, New Mexico
Primary Contact	Albuquerque Police Department Captain Ron Hetes Phone: (505) 250 – 8730 400 Roma Ave NW Albuquerque NM 87102 rhetes@abq.gov
# of System Currently Operational	3 Mobile Speed Vans, 2 Fixed Red Light Systems & 38 Fixed Combination Speed and Red Light Camera Systems
Brief Description	Redflex operates the program at 40 approaches, 38 of which are dual red light and speed on green. The City operates three speed vans throughout the city, including school zones. Today it is one of many highly successful programs Redflex operates. Through the extensive product and service offerings of Redflex and our commitment to the City, Albuquerque has successfully expanded this once-small pilot program to its current level.




Experience/Capabilities

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Agency	 <p>Town of Paradise Valley, Arizona</p>
Primary Contact	<p>Paradise Valley Police Department Sergeant Jim Kiekintveld Phone: (480)348-3515 Fax: (480) 998-0877 6433 East Lincoln Drive Paradise Valley, AZ 85253-4399 jkiekintveld@ci.paradise-valley.az.us</p>
# of System Currently Operational	<p>2 Mobile Speed Vans and Five Combination Red Light and Fixed Speed systems</p>
Brief Description	<p>Paradise Valley is our oldest account and THE oldest photo enforcement program in the United States. Paradise Valley currently has two speed vans that Redflex operates along with 5 Combination Approaches (Red Light and Speed). Paradise Valley led the way for other departments in Arizona and the nation to accept Photo Enforcement.</p>

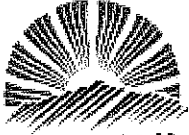


Experience/Capabilities

SOLICITATION NO.: L8-022

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Agency	 Town of Prescott Valley, Arizona PRESCOTT VALLEY
Primary Contact	Town of Prescott Valley Police Department Commander P.J. Janik Phone: (928) 772-9261 Fax: (928) 772-2700 7601 E Civic Circle Prescott Valley, AZ 86314 pjjanik@pvaz.net
# of System Currently Operational	2 Mobile Speed Vans and Four Combination Fixed Speed and Red Light Systems
Brief Description	Town of Prescott Valley has 2 Mobile Speed Vans which they use throughout the Town with significant success as well as four combination fixed Red Light and Speed Systems.




Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Agency	 City of Grand Prairie, TX
Primary Contact	Grand Prairie Police Department Eric Hansen Phone: (972) 237-8906 801 Conover Dr. Grand Prairie, TX 75051 ehansen@gptx.org
# of System Currently Operational	8 Red Light including One Mobile Red Light System and 5 Railroad Systems
Brief Description	Grand Prairie has 5 Railroad Systems which they use throughout the City with significant success as well as 8 Red Light Systems (including a Mobile Red Light System).




Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Agency	 <p>City of Scottsdale, Arizona</p>
Primary Contact	<p>City of Scottsdale Lt. Frank O'Halloran Phone: (480) 695-3757 7522 E 1st Street Scottsdale, AZ 85257 Email: fohalloran@ScottsdaleAZ.gov</p>
# of System Operational During Contract Term	<p>5 Mobile Speed Vans (operated by Redflex staff), 16 red light camera systems/speed on green, mid-block speed system, 101 Freeway Loop project.</p>
Brief Description	<p>For 5 years, Redflex supported the City of Scottsdale photo enforcement program. The initial program was fully turn-key with Redflex implementing each system, operating the speed vans and viewing, approving and issuing citations on behalf of the client. We also supported the City in the implementation of the Loop 101 Demonstration Project, completing the project on time while meeting a very aggressive six week construction schedule. The public safety benefits of this program have been well documented, including a nearly 10 MPH reduction in average speeds and an estimated savings to society of \$10 million through reductions in property damage, medical expenses and insurance costs.</p>



Experience/Capabilities

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

4. Number of clients and geographic locations currently served:

The following illustrated the number of clients and geographic locations currently served:

Geographical Regions	# of Clients
Pacific West/Mountain Region	91
Midwest Region	44
South Region	50
East Region	6



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Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

DPS Specific – Violation Inbox

Our Experience with Statewide Program Processing

Our experience in the MPSES Pilot Speed Enforcement Pilot will benefit the TPSIES Program. The enhancements that we have developed for the DPS include creating interfaces for Violation Authorization which allows our client to segregate the violation incidents by court. This interface will be extremely important on the TPSIES Program due to the requirement to file the Notice of Violation in a court in which the violation took place. This will allow the DPS to have officers approve violations for the specific county court where they operate. Please see the following Violation Authorization screen shots:

REDFLEX

Confidential

Welcome to Violation Authorization
Incidents in all jurisdictions awaiting authorization are displayed in the list (Default)

Questions? Contact the helpdesk at 800-568-8405 or helpdesk@redflex.com

Incident ID	Date	Time	Location
V 21541	1/10/2008	2:38:02 PM	IDrecy01
V 21542	1/10/2008	2:38:06 PM	IDrecy01
V 21543	1/10/2008	2:47:36 PM	IDrecy01
V 21544	1/10/2008	2:51:51 PM	IDrecy01
V 21546	1/10/2008	2:52:39 PM	IDrecy01
V 21547	1/10/2008	2:57:43 PM	IDrecy01
V 21548	1/10/2008	3:00:40 PM	IDrecy01
V 21549	1/10/2008	3:05:05 PM	IDrecy01
V 21550	1/10/2008	3:06:49 PM	IDrecy01
V 21552	1/10/2008	3:13:46 PM	IDrecy01

Refresh: List
Search
Work In Progress

Initially incidents from all jurisdictions awaiting authorization are displayed on the list (default)

When a user is "logged-in" to the Violation Authorization application, an "inbox" will appear. This inbox is sorted by "date" and includes all of the violations that have been cleared through (1) Quality Assurance (QA); (2) that have matching and accurate MVD and driver's license detail and (3) that have met the specific



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

"screening guidelines" and business rules developed specifically for the user that is logged into the system.

All violations in the "inbox" are available for review and final authorization.

"Clicking" on one of the violations in the "inbox" will pull-up all the violation images and specific violation details for easy and prompt review.

REDFLEX

New court jurisdiction
(Only available in AZDPS)

Welcome to Violation Authorization

Questions? Contact the helpdesk at 300-568-8405 or helpdesk@redflex.com

Court Jurisdiction
1107 - Apache Junction Justice Court
All Court Jurisdictions
0705 - Estrella Mtn Justice Court
0704 - San Marcos Justice Court
0705 - East Mesa Justice Court
0706 - Drexel Draw Justice Court
0710 - Lake Pleasant Justice Court
0723 - Kyrene Justice Court
0724 - North Valley Justice Court
1102 - Casa Grande Justice Court
1107 - Apache Junction Justice Court

Refresh List
Search
Work in Progress

The DPS operator has the ability to use a drop down screen to select a specific court jurisdiction



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

REDFLEX

Welcome to Violation Authorization
Only the incidents in the 0724 jurisdiction are displayed in the list

Questions? Contact the helpdesk at 800-568-3... helpdesk@redflex.com

Confidential

Court Jurisdiction: 0724 - North Valley Justice Court

Incident List:

V 21541	1/10/2008	2:36:02 PM	IDecy01
V 21542	1/10/2008	2:39:06 PM	IDecy01
V 21543	1/10/2008	2:47:36 PM	IDecy01
V 21544	1/10/2008	2:51:51 PM	IDecy01
V 21546	1/10/2008	2:52:39 PM	IDecy01
V 21547	1/10/2008	2:57:43 PM	IDecy01
V 21548	1/10/2008	3:00:40 PM	IDecy01
V 21549	1/10/2008	3:05:05 PM	IDecy01
V 21550	1/10/2008	3:06:49 PM	IDecy01
V 21552	1/10/2008	3:13:46 PM	IDecy01

Refresh List
Search
Work In Progress

By selecting a specific court, the DPS operator is able to view all violations from a specific county court or other specified jurisdiction

SMARTops Online
VIOLATION AUTHORIZATION

REDFLEX TRAFFIC SYSTEMS

Search Options

Enter a first name, last name or first/last combination

First Name: _____ Last Name: _____

Enter a single INCIDENT number (ex: 12345)

Incident Number: _____

Enter a single CITATION number (ex: 12345)

Citation Number: _____

Enter a license plate number

License Plate Number: _____

Enter a street address

Street Address: _____

Select a court jurisdiction

Court Jurisdiction: 1102 - Arizona Junction Justice Court

Close Search

The DPS operator also has the ability to use a "search" function to view violations from a specific court or other specified jurisdiction



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

Violation Review – Summary Screen Data Fields

SMARTops Online
VIOLATION AUTHORIZATION

Incident No
Individual

Incident Details

Date:
Type:
SA Trm In Red:
SB Trm In Red:
Location:
Speed Zone:
Veh Speed:

Vehicle Details

Veh License:
Veh Year:
Veh Make:
Veh Model:
Veh Body:
Comm Veh:

Driver Details

Name:
Address:
Hair Color:
Eye Color:
Height:
Weight:
DOB:
DE Num:
Comm Lic:

Face

Plate

Confidential

Review Images
View Video

Once the law enforcement professional “clicks” on the specific violation in the inbox, the law enforcement professional will access a fast loading, informative and intuitive violation review screen. This screen includes the following violation details:

- All the violation details, including:
 - Time
 - Date
 - Location
 - Posted Speed
 - Violation Speed



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

- Vehicle details, including
 - License plate
 - Model
 - Year
 - Make
- Driver details, including all drivers license information, including:
 - Name
 - Address
 - Height
 - Weight
 - Eye color
 - Hair color
 - DL #
 - Date of Birth

Images & Video

Incident Details - Web Page Dialog

SMARTops Online
VIOLATION AUTHORIZATION

REDFLEX TRAFFIC SYSTEMS

Incident No	Face	Plate
Individual Incident Details		
Date: Type: SA Trm In Rod: SB Trm In Rod: Last Date: Speed Zone: Veh Speed:		
Vehicle Details		
Veh License: Veh Year: Veh Make: Veh Model: Veh Body: Comm Veh:		
Driver Details		
Name: Address: Hair Color: Eye Color: Height: Weight: DOB: DL Num: Comm Lic:		

Confidential

Review Images
View Video



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

The summary screen will also provide fast loading "thumbnails for the both the "raw" images and "zoomed" images of the driver and the vehicle license plate.

As a result of providing the industry's highest resolution cameras and most effective lens and filter settings; the "raw" images provide easy visibility of both the driver and the vehicle license plate. Redflex also provides "zoomed" images for additional clarity.

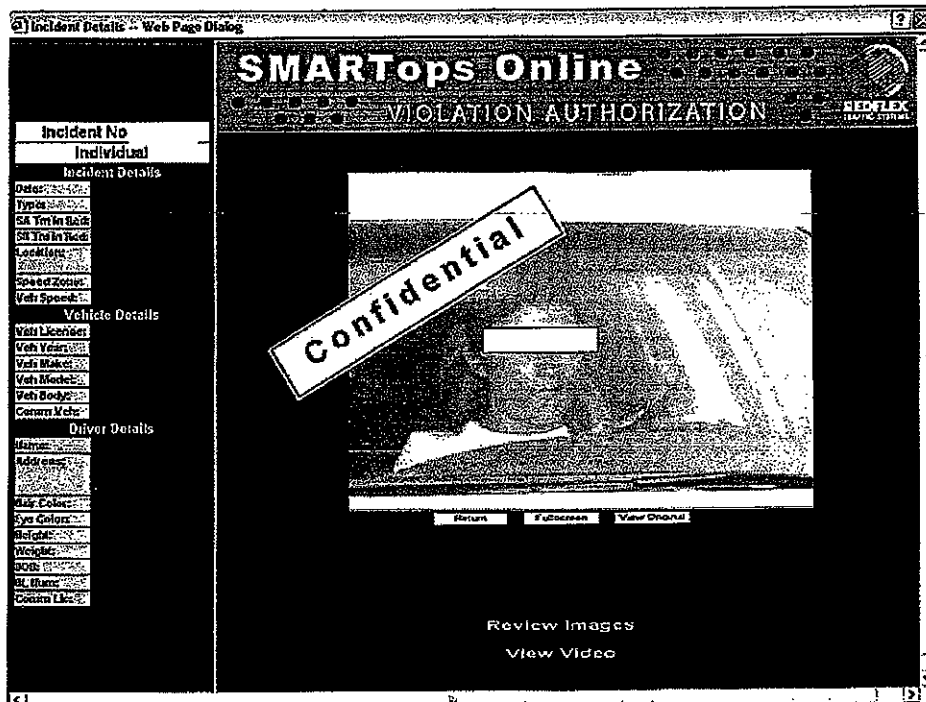
Finally, only Redflex has the capabilities to provide full motion frontal (tracking) video at the "click" of a button. This is a unique feature of the Redflex program and will provide the DPS with the most comprehensive and conclusive violation set in the history of photo enforcement.

Violation Review – Face Close-Up Screen

If the law enforcement professional would like to observe additional detail about the violation, both the frontal image and the rear image can be viewed in "Full Screen" mode; just by "clicking" on the thumbnail provided on the Violation Summary screen

Raw images and zoomed images are both provided in "full screen" mode.

(Sample "Enlarged" Frontal Image)





Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

Violation Review – Plate Close-Up Screen

Incident Details -- Web Page Dialog

Incident No:
Individual
Incident Details

Date: []
Type: []
SA. Tol. In Rech: []
SB. Tol. In Rech: []
Location: []
Speed Zone: []
Veh Speed: []

Vehicle Details

Veh License: []
Veh Year: []
Veh Make: []
Veh Model: []
Veh Body: []
Comm Veh: []

Driver Details

Name: []
Address: []
Hair Color: []
Eye Color: []
Height: []
Weight: []
DOB: []
DL Issue: []
Comm Lic: []

SMARTops Online

VIOLATION AUTHORIZATION

Return Fullscreen View Original

Review Images
View Video

(Sample "Enlarged" Rear Image)



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

Sample "Raw Plate Image"



Sample Databar from Image Above

Posted Speed

Location & Direction

Vehicle Speed

PRV-R020 3500 - 3500 Blk. Robert Rd./NORTH ID:ROEC1
Speed Limit:25 MPH Vehicle Speed:36 MPH
REDFLEX Sunday 01 July 2007 15:14:41 F:8 DIR - F PRV-SPVN-C2

Date & Time



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Violation Approval Screen

In about 10-20 seconds, the law enforcement professional can review all the incident images, video and data and make an informed assessment to determine if a "violation notice" should be authorized, printed and mailed by Redflex.

This is accomplished with the simple click of the "green" button which allows the law enforcement professional to "Accept" the violation.

Once the green button is clicked, the system will require one additional click of the failsafe screen. As outlined in the screen below, the Redflex programs will ask the authorization party if they are sure they want to accept. This extra step was implemented in our applications as a means to eliminate errors.

Incident No:
Individual
Incident Details

Date:
Type:
SA Tm In Red:
SB Tm In Red:
Location:
Speed Zone:
Veh Speed:

Vehicle Details

Veh License:
Veh Year:
Veh Make:
Veh Model:
Veh Body:
Comm Veh:

Driver Details

Name:
Address:
Hair Color:
Eye Color:
Height:
Weight:
DOB:
DL Num:
Comm Lic:

SMARTops Online
VIOLATION AUTHORIZATION
REDFLEX TRAFFIC SYSTEMS

Are You Sure That You Want to Accept?
Click Here To Confirm.

Confidential



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

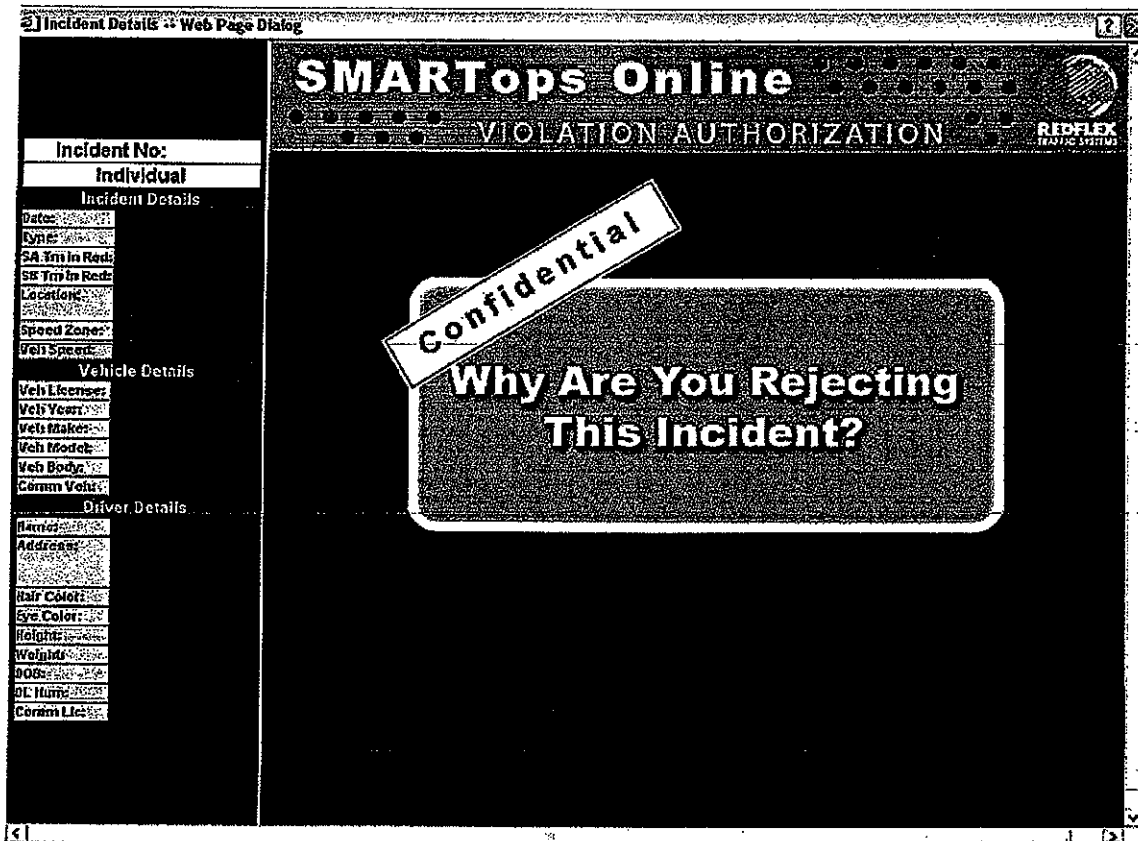
Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Violation Rejection Screen

If the law enforcement professional wants to "Reject" the violation, they only have to click the "red" button. Clicking the red button indicates that the incident is "not prosecutable" and a citation will not be generated.

Clicking the red/reject button the system will require one additional click; which is a failsafe screen. As outlined in the screen below, the Redflex programs will ask the authorization party "why are you rejecting this incident." This extra step was implemented in our applications as a means to eliminate operator errors.

This question also allows Redflex to track, trend and remedy any possible issues with the program. This includes training needs and maintenance needs.



Once DPS authorizes a violation, the WebOps system automatically queues the information and violation images for citation notice generation and printing. Each citation notice will include a digital signature from the DPS personnel that



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

reviewed and approved the incident; which is also physically printed on each citation.

Optional Service

As addressed in Amendment No. 1, Redflex agrees to provide the necessary resources, as requested, to review pre-processed violations and authorize civil violations using our web-based Violation Authorization System. We will use the issuance criteria defined by the Arizona Department of Public Safety to determine whether a violation should be issued or rejected to ensure that the DPS will have high quality evidence packages available if needed to prosecute cases in court. The Redflex Violation Authorization system can easily differentiate those citations authorized by a Redflex employee versus those authorized by a DPS employee, allowing for ease of reporting to calculate the fixed price per paid citation for those authorized by Redflex. Only Redflex employees approved in writing by DPS will be authorized to perform this function on behalf of the DPS, and the authorizing employee's signature will be affixed to the Summons and Complaint when printed and mailed to the Violator.

Citation Formatting

Redflex will work directly with DPS and the Arizona Supreme Court to ensure we implement a compliant and approved summons format and layout. Supporting eight programs in the State of Arizona, five of which date back to 2000, we developed citation formats that have been approved by the AZ Supreme Court and are currently being utilized in our partner jurisdictions. Typical highlights of our summons format include:

- A unique complaint number series
- Affidavits and Nomination forms
- Adjudication instructions
- Bi-lingual formats
- Payment coupons and instructions
- URL (website address) for on-line violation viewing
- 1-800 Hotline
- Hearing and Defensive Driving Request coupons

Compliance with Arizona Rules of Criminal Procedure

Redflex will issue citations that conform to the Arizona Rules of Criminal Procedures, Rule 3 which requires that a copy of the complaint and a summons be mailed by registered mail, return receipt requested, to the person to be served, with a copy of the notice. The packet will include a return envelope, postage prepaid. Also included in the packet will be the following forms: 1)



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

Designated Court Waiver of Service Complaint and Summons; 2) Declaration of Admitted Driver, 3) Declaration of Non-Driver and Request for Dismissal and 4) Hearing Request.

Citation Numbering Sequencing

In accordance with the DPS, each Citation can have a unique citation numbering sequence to enable the Courts and the DPS to distinguish between photo enforcement citations and conventional citations. Redflex develops a unique numbering sequence that is applied to both original citations and citations that have been reissued to a nominated driver per the Affidavit of Non-liability process.

Instruction Sheet

In addition to providing an approved citation including an **Affidavit of Non-liability** (Nomination), Redflex will provide the DPS with an instruction sheet that will accompany each citation. This instruction sheet will include all pertinent information regarding Court procedures, payment processing, photo viewing scheduling, background information regarding the program and the technology and additional information as specified by the DPS.

Fleet & Rental Vehicles

The ability to nominate a driver provides an effective means for issuing citations to fleet and rental vehicles. Specifically, when a citation is mailed to the fleet owner, the vehicle can be traced to the driver who was assigned and renting the vehicle during the violation date/time. Once the fleet owner sends the affidavit of non-liability and nominates the actual driver, the first citation is dismissed and a new citation with the same sequencing with an additional character is promptly issued. Depending on the type of violation, the registered owner may ultimately be responsible for the violation fine if a nominated driver is not identified. Redflex works closely with rental car agencies and in many situations, rental agreements now outline that the renting party will be automatically charged should this type of infraction come to pass.

Issuance of Citation Notices

Redflex is fully staffed and prepared to format, organize, print and mail notices, including 2nd notices. Once a citation is issued, any authorized user can log directly into the Redflex Violation Authorization Website to request copies on demand of any printed hardcopy citation and print it directly to a local color printer. This file can be accessed seven (7) days a week.



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Redflex will bear all costs associated with this mailing and maintain funds with the US Postal service sufficient to cover the costs of postage paid envelopes returned to the court. In addition, complaints will be sent to the DPS within five (5) calendar days (10 calendar days for out of State) of the violation and approved by the DPS before the complaint is issued.

The summons will be approved by the Designated Court before the complaint is mailed. The complaint and summons will be filed electronically, and mailed within ten (10) calendar days (15 calendar days for out of State) of the violation. We recognize that all complaints will be civil traffic violations with court dates for initial appearances assigned on a date mutually agreed upon with the Designated Court.

Hearing & Scheduling

Redflex will maintain all the documentation and provide support staff to testify as to the accuracy, calibration, testing and maintenance of the system and the program operation. Expert witnesses will be provided at no additional cost to the DPS. Additionally, the SmartOps System can be configured to schedule appearances on specific days and times as outlined by the court. Redflex will obtain the holiday schedule from the Designated Court to ensure that the originally assigned arraignment court date listed on the summons and complaint does not fall on a holiday.

Redflex will file the original copies of the complaints with the Designated Court on the same day that the complaints are issued. Redflex will provide hard copies as well as an electronic transfer of data and/or complaint images to the Court. In the event citations are generated within a court jurisdiction that does not have computer connectivity with the contractor, the DPS approved citations shall be printed and delivered to the Designated Court within three calendar days of approval.

As outlined, Redflex is the **ONLY** vendor that has developed and tested the system interfaces with the AZ AOC's new system called "e-Citation." The e-Citation interface will readily be deployed to support the DPS contract; as we have extensive knowledge of AOC policies and procedures regarding the e-Citation system.



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

The Redflex System provides electronic file interfaces that enable electronic files to be downloaded to the court in an automated manner or with the utilization of a File Transfer Protocol (FTP) site. The FTP interface will include a seamless transfer of citation information, adjudication information and other relevant data.

Redflex will maintain a processing center during the life of the contract.

The citations will include all the following information:

1. Registered owner's name and address. The defendant's name on the citation will read first name, middle, last name, with no commas.
2. Defendants date of birth and drivers license number (if available)
3. Vehicle license plate information
4. Violation and description
5. Date, time and location of offense
6. Response date
7. The date of issuance on the citation is the date it was printed and mailed. This is different from the date of the violation. Both dates are included on the citation.

For samples of the citations issued and the type of information that is included on the citation, please see the Exhibit C. Please keep in mind that the information can be customized to specifically meet the requirements of the DPS.

Automated Method of Communicating Motion to Continue/Dismiss

As part of our contract on the MPSES Pilot Program, Redflex has created an interface to communicate to the DPS when there is a requirement to transmit motions to continue or dismiss. When certain events occur, our automated system triggers a transmission of records to the DPS so the proper motion can be filed with the appropriate court. Examples of motions include:



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed


- Nomination is entered and approved by the DPS officers in the Violation Authorization mode: The DPS is required to file a motion to dismiss the original notice with the court so the court can provide the disposition to the offender
- Nomination is entered and rejected by the DPS officers in Violation Authorization: The DPS is required to file a motion to continue for the original notice with the court so the court can provide disposition to the offender
- Offender mails in a Nomination that is declined: The DPS is required to file a motion to continue with the court so the court can provide disposition to the offender
- Notice is dismissed: The DPS is required to file a motion to dismiss with the court so the court can provide disposition to the offender
- Notice is sent and no forwarding address exists: The DPS is required to file a motion to dismiss with the court, so the court can provide disposition to the offender

Motion records include the following information:

- Court #
- Citation #
- Offender Name
- Offender Address
- The Type of Motion, Continue or Dismiss
- Motion Date
- Reason for Motion

Auto-Generated Emails

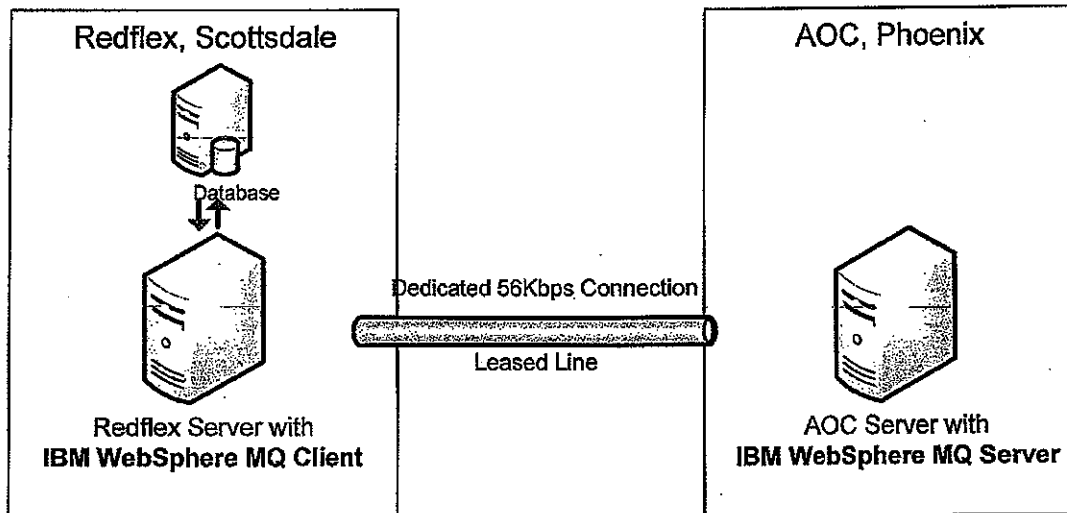
When Redflex is unable to acquire the correct mailing address for a citation, it is marked Hold Address Inquiry which triggers an email to the DPS. An email is automatically sent to the DPS daily (Monday-Friday) at 7:00 AM with any records that need updating. The DPS will then attempt to locate the correct mailing address and update the details in SMARTops Online so that the citation can be mailed out.

	<h1>Citation Generation and Processing Services</h1>	Arizona Department of Public Safety 2102 W. Encanto Blvd., Ste 340 Phoenix, Arizona 85009
	SOLICITATION NO.: L8-022	
Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed		

Court Interfaces

Redflex currently maintains a dedicated circuit between our Scottsdale data center and the Administrative Office of the Court in downtown Phoenix. This circuit is used to exchange data with the e-Citation system over the IBM WebSphere MQ message queuing system used by the court. Redflex currently sends data to the e-Citation system for three existing contracts and is well versed with the procedures and protocols in place for testing and bringing new courts online with the e-Citation system. Any court that requires hardcopies to be sent either in addition to or in place of the electronic exchange receive printed hardcopies of all citations mailed to violators.

Redflex maintains an image transfer application which has the ability to transfer still images in JPEG format. Additionally, this image transfer application is capable of supplying images of printed citations either in TIFF or PDF format as may be required by individual courts. The system can transfer images over the existing MQ system or a separate FTP or a secured FTP transfer can be created for transferring any required image files to the court.



System Diagram



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

AZ AOC – eCitation – Redflex is the 1st Working with three of our latest AZ-based contracts (Pinal County, Prescott Valley and Peoria); Redflex developed a direct interface with AOC; which is the first direct connection with the Arizona Office of the Courts. We currently interface with a number of courts on behalf of the DPS.

Since we made a substantial investment of time and money developing these interfaces, all additional interfaces to AOC for new contracts will be “cookie cutter” and simple to implement.

It is our understanding that violations that are captured for DPS will be handled by the Justice Court in the county where the violation occurred (the county where the mobile and/or fixed system was deployed). **We will configure multiple Court queues for each Justice Court in the state, with the zip code criteria for which deployment locations will be adjudicated by which Justice Court.**

In addition, the electronic file transfer process will use the same criteria to determine which electronic file to place the eCitation data into once the citation is printed and mailed to the Violator. Using the MQ specifications, eCitations are transmitted electronically once a day to the AOC as a batch file for each Justice Court.

Other vendors may claim to have “live” interfaces with the AOC, but these interfaces are NOT with the new AOC system; but rather interface with the old system and it will not be supported on a “go-forward” basis.

Redflex is currently the 1st and only vendor to have the interfaces with the eCitation.

The process for implementing a new interface with AOC –
HIGHLY CONFIDENTIAL (should not be disclosed as public information)

Before the AOC will even consider a project valid for their resources to be assigned to work on a “REMEDY TICKET” must be opened BY THE COURT THAT WILL ADJUDICATE THE CITATIONS requesting that a project to set the court up for “ecitations” be created. The court has access to do this on-line on their AOC web site, or they can call the AOC Help Desk at 602-452-3519. Without this ticket #, the project is not formally initiated. Once the Remedy Ticket is opened in their system, the team must prepare a Scope Document and a Project Plan and acquire AOC management approval before the project is “blessed” and any effort can begin.



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

This step will be added to our Project Schedule for every new Arizona customer.

Once it becomes an official project, AOC and Redflex must complete the following group of tasks.

- AOC must create the MQ Queues for the City (Test and Production)
- Testing must be conducted between Redflex and the AOC to test connectivity and the ability to transfer files
- The AOC Database Administrator is required to Create the Database Tables for the City for eCitations (Test and Production)
- Once AOC's end is setup, we will send citations in XML files (using the new AOC defined XML format) for 1-2 weeks in TEST mode.
- When testing is completed, the AOC completes a Change Request to cut the new version of code over to production. In addition, all AZTEC desktops at the Court must be updated with the new software. They only schedule this task on Friday nights or weekends. The Court users are required to leave their PCs on for the weekend to enable the upgrade to occur.

Once the court is cutover to the new version of AZTEC, electronic citation submittal is allowed. The Court will run a daily Batch job on the AZTEC system screen to "CREATE THE CASES", even though they will have been transmitted to the AOC by Redflex. (Note, Redflex can transmit files daily, seven days per week, but the cases won't be created in the state system until the court manually runs the batch job).

AOC WILL PROVIDE USER DOCUMENTATION TO THE COURT OUTLINING THE PROCEDURES FOR THE COURT'S DAILY PROCESS BEFORE THE CUTOVER TO PRODUCTION.

During the testing phase, the Court must identify to the AOC who should receive the emails following each batch process that creates the cases. This email will show all citations that were processed in the batch run, and whether any failed the up-front edits of the AOC system. Any citations that were not successfully processed can be corrected by the court user in the AZTEC system.



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Process Service

As outlined below, Redflex will also provide Process Service resources to increase voluntary compliance for all aged and unpaid violations.

Redflex offers Process Service for all unpaid citations using strategic partnerships with two contracted Arizona based Process Service agencies, AZ Photo Safety and Hawkins EZ Messenger. Sufficient resources exist through these two firms to more than meet the projected volumes anticipated for the DPS project. This includes Process Service of all delinquent citations for defendants within Arizona and defendants living anywhere within the United States. These two agencies have a vast network nationwide to ensure Process Service to meet the deadlines defined by Arizona state law.

In addition to the hard-copy citations provided to the Process Service agencies to be delivered to the Defendant, Redflex will also communicate with AZ Photo Safety and Hawkins EZ Messenger by sending electronic files with immediate notification when a defendant is eligible to be served. This electronic notification allows the agencies to schedule routes using an automated system to ensure all "Serves" in a geographic region are dispatched to the same Process Server creating efficiency and ensuring at least three attempts are performed before the deadline is reached. Both of our contracted agencies boast some of the highest successful service rates in the nation.

Profiles of AZ Photo Safety and Hawkins EZ Messenger can be found on the following pages.



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Subcontractor Biography



AAA Photo Safety, Inc.

History:

AAA Photo Safety, Inc was the first photo enforcement serving company in the State of Arizona. It was founded by retired law enforcement individuals who know the importance of professional services needed by cities. AAA was launched in response to the need to serve process associated with photo enforcement in the Town of Paradise Valley in 1997. In the last 10 years we have worked closely with: Scottsdale, Mesa, Tempe, Phoenix, Chandler, Pinal County, Prescott Valley, Avondale and Peoria. We are currently support Redflex Traffic Systems' serving requirements for the Department of Public Safety (DPS) mobile photo enforcement pilot. We have set up custom programs and reporting to match the requirements of each city entity. AAA is the premier photo enforcement company in the state of Arizona with over 50 process servers currently operating around the state. In addition to statewide serving, we utilize our extensive network of contacts in all 50 states to handle nationwide requests.

Experience and Training:

Training is the number one priority of AAA Photo Safety. Our training ensures that the Officers of the Court are well respected when at an individual's doors. Our servers are required to have 10 hours initial training before they are allowed to serve on their own. An additional 10 hours of industry specific continuing education is required each year. Our professional dress code requires each of our servers to wear an official company ID badge including name, photo, and company logo. Each employee undergoes an investigational background check performed by CrimShield each year in addition to the state check. Our employees are the most qualified and trained servers available to represent our company and our clients. AAA has established itself as the industry leader with its long term track record in an industry full of newcomers.

Technology:

AAA handles thousands of serves through our office each month. To maintain efficiency, our IT provider has created custom software programs to help organize and keep our clients up to date with the status of their serves. Our



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

programs are highly automated and connect seamlessly with Redflex databases. A cutting edge web-based program that will allow our servers across the country to input and have an affidavit in any court file within 24 hours of service is currently in development.


Performance:

AAA Photo Safety has played an integral part in developing photo safety into what it is today. Our success rates have allowed cities to collect more fines and make their programs profitable. Many cities have tripled their citations based on this success and we have been there to help facilitate this increase. We complete service on over 90% of all qualifying citations. For non-qualifying citations (those that do not have a current address, P.O. Box, business address, or incomplete addresses) every effort is made to locate these individuals through our staff of ten private investigators, allowing us to perform valid service. All of the services are performed free of charge as an added benefit to our clients.

Pricing:

AAA is the first company in Arizona to guarantee service. If we do not complete a service, our clients do not have to pay the bill. This has helped our clients avoid obtaining losses in the service of process. Our volume coupled with successful service allows us to offer the most discounted rates.

AAA Photo believes if our clients find success, we will find success. Let our experience, integrity, and value help you achieve your goals.

	<h2 style="text-align: center;">Citation Generation and Processing Services</h2>	Arizona Department of Public Safety 2102 W. Encanto Blvd., Ste 340 Phoenix, Arizona 85009
	<p style="text-align: center;">SOLICITATION NO.: L8-022</p>	
	<p style="text-align: center;">Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed</p>	

Subcontractor Biography

Hawkins and E-Z Messenger Legal Support Providers, LLC (HELP, LLC")

Hawkins and E-Z Messenger Legal-Support Providers, LLC ("HELP") provides legal-support services, including service of process, court filings and courier services. HELP is the largest provider of legal-support services in the State of Arizona, with approximately 200 Arizona employees serving the entire state from fully staffed offices in Phoenix, Tucson, Prescott and Flagstaff. They provide an unparalleled level and scope of services to their clients. During the preceding twelve-month period, they completed approximately 180,000 services of process and an estimated 600,000 court filings without a material exception.

HELP is both the most trusted and legal-support service provider of choice for large Government agency clients including State of Arizona (HELP is the incumbent provider for the State Attorney General and Department of Economic Security contracts), Maricopa County, Pinal County, and Pima County, cities of Scottsdale, Phoenix, Tucson, Mesa and Chandler, and Town of Paradise Valley. Regarding photo enforcement, HELP presently provides the process service and associated functions that are a part of this subject RFP to the cities of Scottsdale (as part of its contract, HELP presently provides the process service function regarding DPS Loop 101 citations), Phoenix, Tucson, Glendale, Avondale, and the Town of Star Valley.

HELP presently maintains a fleet of 65 owned and operated vehicles that are radio equipped with GPS location technology. Insured employees that receive a thorough background investigation prior to employment operate these vehicles. Each driver is also equipped with a Nextel phone with interactive wireless capabilities that enable it to function as a communications tool, work tracking device (e.g., updating of status of service of process attempts and completed service of process) and a GPS tracking device.

Process Service

HELP presently employs seventy (70) State of Arizona licensed process servers, four times more process servers than any other in-state service provider. As a result, their servers cover smaller territories, which create efficiencies and higher percentage of successful service. HELP process servers cover the entire State of Arizona, and presently serve more legal process in the State of Arizona than every other in-state service provider combined. HELP, therefore, is the one Arizona process service company that has the amount of resources that are



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

necessary to provide the quantity and level of service required by this subject Request for Proposal.

HELP has demonstrated over a number of years that in addition to having the most qualified process servers, they also have the most breadth of coverage with their process servers. As mentioned, HELP covers the ENTIRE State of Arizona with their own employees that work out of their offices in Phoenix, Tucson, Prescott and Flagstaff. HELP also covers states other than Arizona with affiliates of AXZAS, LLC, a national service provider that HELP founded. This means that Arizona Department of Public Safety can expect HELP's process servers to be familiar with their assigned areas and work those assigned areas on a full-time basis. Moreover, there is no doubt that increased service of process success rates will result in greater success regarding photo enforcement program objectives. HELP has consistently demonstrated that they can deliver the highest percentage of successful services in the industry.

The following chart includes statistics on the Company's performance, which is unparalleled in the industry:

Days to Service of Document	Percentage Served
Same day as receipt	25%
0-2 days from receipt	73%
0-3 days from receipt	87%
0-5 days from receipt	92%
0-10 days from receipt	94%

Courier/Court Filing Services

Redflex Traffic Systems will utilize our strategic partner, Hawkins and E-Z Messenger Legal-Support Providers, LLC ("HELP") also provides Courier and Court Filing Services. HELP is the incumbent provider of courier/court filing services to State of Arizona through the Attorney General's office. The Company employs approximately 80 full-time personnel to cover the various courts and agencies located in Metropolitan Phoenix (48 court personnel) and Tucson (30



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

court personnel) and outlying counties. HELP makes daily deliveries to all courts in the following counties: Maricopa, Pima, Pinal, Coconino, and Yavapai. For courts in outlying counties, HELP can provide daily delivery to the courts either by in-person delivery or overnight express mail. It is important to note that HELP's court messenger personnel are dedicated to a specific court or agency and service only their assigned court or agency. This specialization leads to a level of expertise in procedure that will greatly facilitate contract requirements.

Resources

HELP's experience and leadership in the legal-support profession is equally unparalleled. For example, their Chief Executive Officer and office managers average over 30+ years experience, and two of their key personnel are co-founders of the National Association of Private Process Servers. HELP is also a co-founder of AXZAS, LLC, a national service provider whose affiliates will perform service of process requirements outside the State of Arizona.

In summary, due to HELP's expertise and leadership position in the legal-support industry, Redflex Traffic Systems has developed a joint services agreement with HELP to provide the service of process function for specific Redflex photo enforcement contracts, and has further received HELP's commitment to extend the scope of this joint services agreement to cover this subject RFP upon its award to Redflex. This arrangement includes a live FTP site that (1) transfers service documents from Redflex to HELP on a real time basis and (2) transfers service results from HELP to Redflex on a real time basis. This FTP site can be modified to facilitate the transfer of documents and information from ANY submitting party, including County and City courts.



Court Testimony Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

3. Describe in detail your firm's method and approach to satisfying Scope of Work section 9; Court Testimony Services. Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

Court Testimony Services

Redflex Traffic Systems provides full service Court support, which includes expert witness testimony, court scheduling and court packages.

To ensure a "pain-free" experience for the DPS, Redflex will provide qualified local personnel that can provide documentation and testify in court as to the accuracy, calibration maintenance, repair records, technical operation and effectiveness of our photo enforcement system in response to contested complaints.

In addition to a pool of qualified resources, we will dedicate the below-mentioned individual as the lead (with 2 backups) that will be assigned to the DPS and provide their expertise, including, but not limited to testifying in court regarding the accuracy, calibration, maintenance, repair records, technical operation and effectiveness of the Redflex photo enforcement system in response to contested complaints.

All Redflex support staff and technicians are equipped with electronic devices (Blackberry and cell phones) ensuring immediate communication should an expert witness be required for an unplanned occasion or emergency circumstance.

Expert Witness - Customer Services Representative



Edward ("T.J.") Tiedje comes from a law enforcement background serving both with Sheriffs agencies and various Police Departments. In addition to his assignments in patrol, Tiedje also served as a defensive tactics instructor and conducted women's safety classes within the community.

Tiedje has extensive experience providing expert witness testimony for both mobile and fixed speed solutions. In fact, he was successful in testifying for one of the most visible and sensitive photo enforcement initiatives in the country; the Loop 101 demonstration project. In addition, he has supported mobile speed court testimony for both Prescott Valley and Paradise Valley.

Court Testimony Services

Upon receipt of a notice of hearing, our staff will immediately compile a court package for each case. We provide these court packages in triplicate for many



Court Testimony Services

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

jurisdictions. In the State of Arizona, we have designated staff that completes all court package requests. The sample screen shot below illustrates how DPS administrators can retrieve a court evidence package electronically, in addition to Redflex providing hard copies (in triplicate). For court locations that do not accept electronic copies, Redflex will mail (overnight if necessary) the package to the DPS administrator within 10 days of receipt of a notice of hearing (or no later than 48 hours prior to the scheduled court date).

Court Evidence Package

Retrieve Original Incident File

Contract:

Citation #:

Court Date:

Issue Number	First Name	Middle Name	Last Name	Address	City	State	Zip Code

Electronic Court Evidence Package Retrieval

Court packages are jurisdiction specific, but each typically includes:

- Multiple full-color high resolution violation still images
- All violation/citation data; and
- Certification that the system was operating properly prior, during and after the violation.



Court Testimony Services

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Arizona Department of Public
Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

- A full-color, 'zoomed-in', and enlarged rear/license plate image
- A full-color, 'zoomed-in', and enlarged frontal/face image
- Full motion video sequences
- Complete violation data comprising the data transmittal sheets
- Statement of Technology
- Chain of Custody of the proper handling of the images along with the proper functioning of the camera system

For all installed systems across the U.S., Redflex has analyzed existing data and determine that we support a 99% conviction rate. In many of our existing programs less than 1% of all citations result in court proceedings. The low numbers of contested cases are indicative of the high quality and high resolution of the evidence that is produced by the Redflex solution.

Please see the Exhibit B for a Sample Court Package



Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
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Phoenix, Arizona 85009

4. Describe in detail your firms method and approach to satisfying Scope of Work section 10; Data Collection and Reporting Services: Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

Data Collection and Reporting Services- SmartOps Online Reporting

As previous outlined, Redflex made a focused investment in the development and improvement of the most comprehensive data collection and reporting functionality available in the market.

These suites of applications (aka SmartOps Online Reports) are fully web-based, designed for remote access and require no special hardware or software. All you need is a computer with Internet access.

The web-based applications use robust user management protocols; which allow assigned users to quickly and efficiently access the specific information they desire. WebOps uses the latest in Internet security measures and is robust enough to allow multiple users to access information and review and authorize violations concurrently.

The graphical users interface (GUI); was developed by law enforcement professionals. Redflex facilitated user groups consisting of law enforcement representatives that were both familiar and unfamiliar with our company and with photo enforcement. The result of these "focus groups" was the development of the most "user-friendly" applications available in the market, which features intuitive navigation and logic.

As you will see in the coming pages, we will review the exact process that is required for accessing WebOps and running a large variety of on-line reports.

Our reporting modules allow users to query the system and run "real-time" reports. Within seconds, detailed program reports can be generated for any specific time period including daily, weekly, monthly, semi-annual, and annual.

Redflex will train DPS personnel on how to run these types of reports. In addition, Redflex will provide the DPS with all specific program reports required in the RFP. The SmartOps Online Reporting module is very flexible and can be configured to support additional custom reports at the request of the DPS.

Additionally, the information provided in each Redflex report can be quickly imported and downloaded into MS Excel or an ASCII Delineated format.



Data Collecting & Reporting

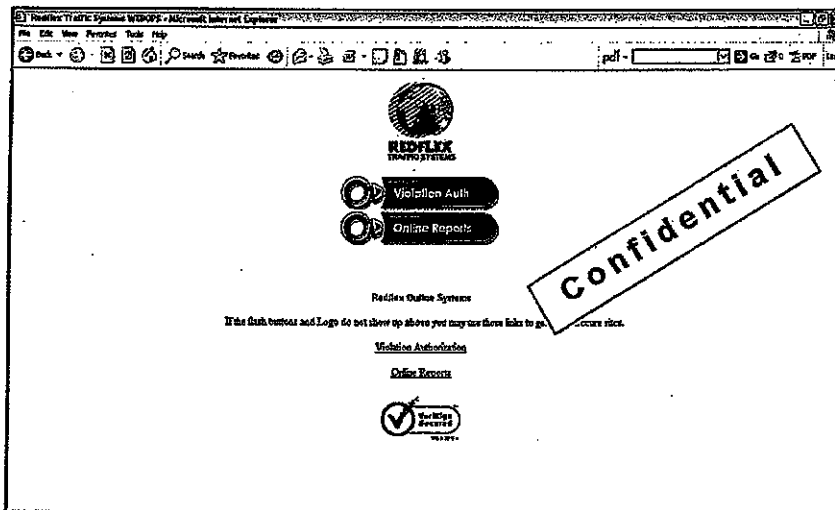
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SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

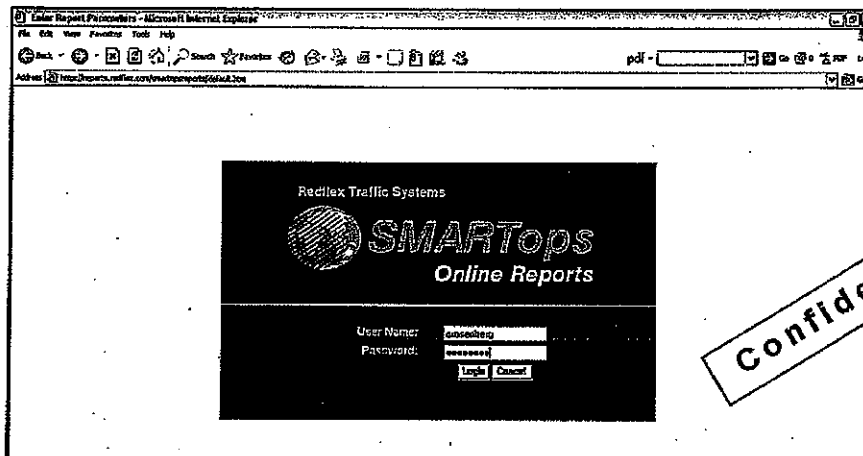
Log On Screen

The WebOps application suite is accessed through a secure website. Once you have linked to this website, the user will have the ability to "enter" the (1) Violation Authorization module or the (2) Online Report module.



Sign In Screen

Once the user "clicks" on their desired option, the system will require a "username" and "password." The assigned username will determine and allow user-specific features and functionality. This robust security feature is built-in to this application.





Data Collecting & Reporting

SOLICITATION NO.: L8-022

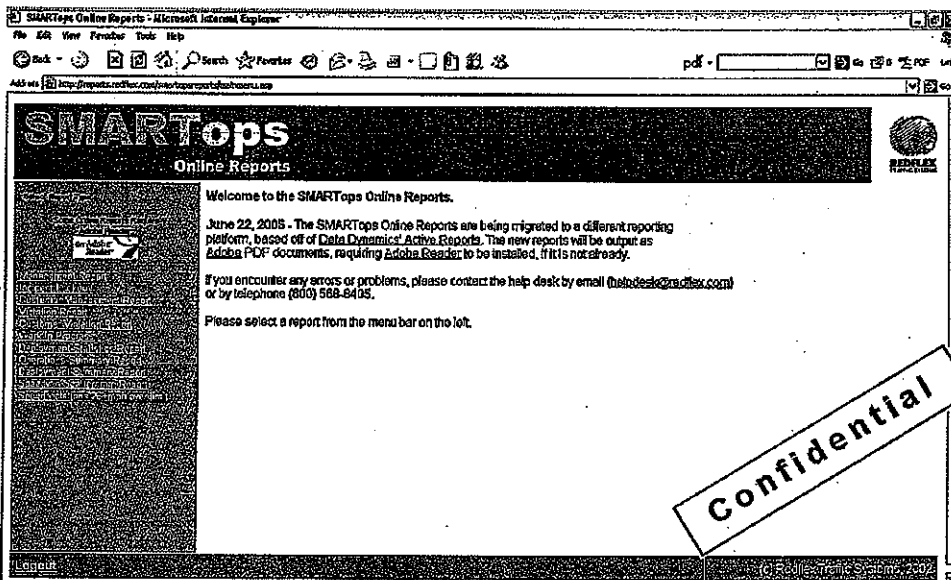
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On-Line Reports

Through the SmartOps Online Report Module, the user will be able to quickly run a large variety of important program related reports. The individual reports include:

- **Various Management Reports** providing details regarding both fixed systems and mobile units, including the following:
 - Violations photographed
 - Actionable violation images captured
 - Unactionable violation images captured
 - Incidences forwarded to the DPS for review
 - Violations filed with the court and mailed
- **Work in Progress (WIP) Reports**
- **Dismissal Reports**
- **Deployment Statistical Reports** providing detailed information for each speed unit deployment
- **Operations Summary Reports**
- **Various Scattergram Reports** that demonstrate details regarding a specific speed violation including the threshold speed, violation speed and speed of other vehicles during the same period of time as the violation





Data Collecting & Reporting

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Deployment Statistics Reports

Deployment Statistical Reports provide a tremendous amount of detail regarding the specific deployment of each mobile speed unit. A sampling of the available information includes:

- Hours of deployment
- Location
- Operator
- Speed zone
- Target speed
- Total vehicle count
- # over the speed limit
- # over the target speed
- Mean speeds
- 85th percentile



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Arizona Department of Public Safety
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Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

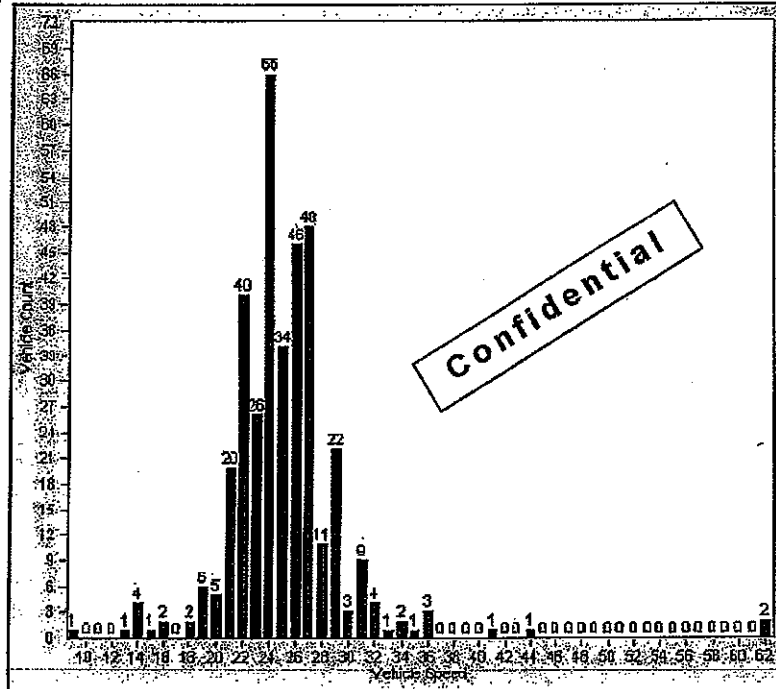
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Enforcement Systems, Mobile and Fixed

Sample Deployment Statistic Report

Deployment Statistics Report



Town of Prescott
Valley



Deployment Details

CITATION No.: 07004461
 OFFENCE DATE/TIME: 2/12/2007 10:03:01 AM
 LOCATION: 3600 Blk. Navajo
 OPERATOR: Richard Madley
 SPEED ZONE: 25
 TARGET SPEED: 36
 VIOLATION SPEED: 44
 START DATE/TIME: 2/12/2007 7:21:56 AM
 FINISH DATE/TIME: 2/12/2007 10:31:35 AM

Deployment Statistics

TOTAL VEHICLE COUNT: 362
 VEHICLES OVER SPEED LIMIT: 154
 VEHICLES AT OR OVER TARGET SPEED: 7
 MEAN VEHICLE SPEED: 25
 85th PERCENTILE: 28
 % OF VEHICLES UNDER TARGET SPEED: 98
 % OF VEHICLES UNDER VIOLATION SPEED: 99

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1 of 1



Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
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Phoenix, Arizona 85009

Court Scattergram Report

The Court Scattergram report provides detail regarding a specific violation, including the speed of other vehicles, the target speed and the speed of the violating vehicle.

SMARTops Online Reports

Court Scattergram Report

Generate New Report:

Contract:

Citation No.:

Confidential



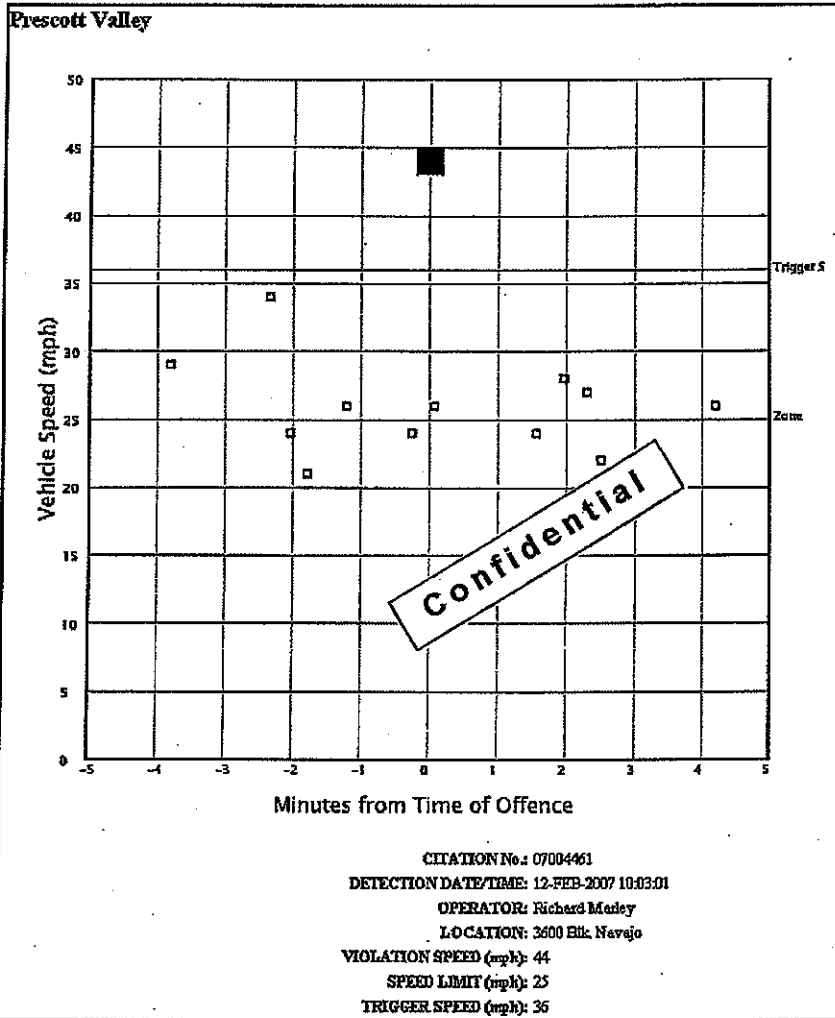
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SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Sample Scattergram Report





Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Customer Management Report

One of the most frequently used and important tool for our clients is the Customer Management Report. This tool provides valuable information concerning red-light, fixed speed and speed-van violation statistics. Included in the report are details on vital program performance statistics, including information on the total number of events captured, how many and "why" some were rejected and the total number of citations issued and mailed.

As outlined, our reports run from powerful Oracle databases, which allows for a high degree of flexibility to ensure each report meets the specification of the governing jurisdiction.

A report can be quickly generated for any specific period of time and can be further queried by:

- Detection type (fixed speed, speed van, red-light camera)
- Van operator
- Location
- Date



Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
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Sample Speed Van Management Report City of Albuquerque, NM

Customer Management Report (Albuquerque) Speed Van Incidents

10-Jun-2007 to 17-Jun-2007

Operator Id: %

	ABC-SPV/N-01	ABC-SPV/N-02	ABC-SPV/N-03	TOTAL
Total Violations	44	75	3	122
Less Uncontrollable Factors				
Police Rejects	0	1	0	1
Emergency Vehicle (PD)				
Incorrect/Incomplete DMV	1	1	0	2
Policy/Weather	0	2	0	2
Sun Glare				
Two Vehicles in Beam	8	5	0	14
Registration Issues	3	4	0	7
Paper Plates				
Total	13	13	0	26
Sub Total Violations	31	62	3	96
Less in Progress	0	0	0	0
Available For Prosecution	31	62	3	96
Less Rejects				
Police Rejects	0 000%	1 002%	0 000%	1 001%
No Video				
Total	0 000%	1 002%	0 000%	1 001%
Notices Printed	31 100%	61 088%	3 100%	95 089%

Confidential

Data Explanation

- Reporting period: 7 days (June 10 through June 17 2007)
- Total violations: 122
- Total number rejected for uncontrollable factors: 26
- Total available for prosecution: 96
- Total rejected by the police: 1
- Notices printed: 95



Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Sample Redlight Management Report City of Paradise Valley, AZ

RTS Management Report (Paradise Valley) Redlight Incidents
01-Aug-2007 to 30-Aug-2007 Operator Id: %

	10-OWIT-01	PV-TAMC-01	PV-TAMC-03	TOTAL
Total Detections	315	73	44	432
Total Nonprosecutable	31	1	10	42
Emergency Vehicle	1	1	2	4
No Offence - False Trigger	2	0	0	2
No Offence - Other	8	0	0	8
No Offence - Screeching Stop	0	0	0	0
No Offence - Straight on Left	1	0	0	1
Road Restrictions	19	0	8	27
Total Importer Rejects	0	0	0	0
Total Violations	315	73	44	432
Less Uncontrollable Factors				
Obstruction Driver Obstruction/Duckers	36	10	11	57
Motor Cycle Helmet	0	1	0	1
Plate Obstruction	8	2	2	12
Vehicle Obstruction	1	1	0	2
Policy/Weather Extended Vehicle	1	0	1	2
Sun Glare	44	9	9	62
Registration Paper Plates	5	1	1	7
Issues Wrong or No DMV	3	0	1	4
Total	98	24	25	147
Sub Total Violations	217	49	19	285
Less In Progress	0	0	0	0
Available For Prosecution	217	49	19	285
Less Rejects				
Camera Face Camera Flash	0 0.000%	1 0.020%	0 0.000%	1 0.000%
Malfunction Face Camera Focus Blurry	2 1.000%	0 0.000%	0 0.000%	2 0.000%
Face Not in Frame	3 0.100%	0 0.000%	1 0.050%	4 0.100%
Image Missing	5 0.200%	0 0.000%	0 0.000%	5 0.200%
Plate Burn Out	2 0.100%	0 0.000%	0 0.000%	2 0.100%
Rear Plate Flash Inappropriate	0 0.000%	1 0.020%	0 0.000%	1 0.000%
Police Rejects Driver Unidentifiable images poor	1 0.000%	0 0.000%	0 0.000%	1 0.000%
Total	13 0.600%	2 0.040%	1 0.050%	16 0.600%
Notices Printed	204 94%	47 96%	18 95%	269 94%

Data Explanation

- Reporting period: 30 days (August 1 through August 30, 2007)
- Total violations: 432
- Total number rejected for uncontrollable factors: 147
- Total available for prosecution: 285 (94% prosecutable rate)
- Total rejected by the police: 16
- Notices printed: 269



Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Traffic/Violation Statistics Report

All the fixed deployment sites will have the capability of providing a variety of real-time intersection and traffic statistics. Each of these reports can be queried by setting the specific timeframe of interest by day, week, month or year. Information provided through these reports can prove to be a valuable tool for the DPS in determining the success of a specific type and/or geographic area of enforcement.

Data available through our Traffic Statistics reports covers both incident and non-incident related events, including the following:

- Traffic Related Events
 - Traffic Counts by Lane
 - Speed of the Vehicle by Lane
 - Total Traffic Volume by Intersection (ADT)
 - Type of Traffic by Vehicle Axel Count
- Violation Related Events
 - Violation Volume by Lane
 - Violation Volume by Time of Day and Day of Week
 - Violation Egregiousness (how late into the red phase)



Data Collecting & Reporting

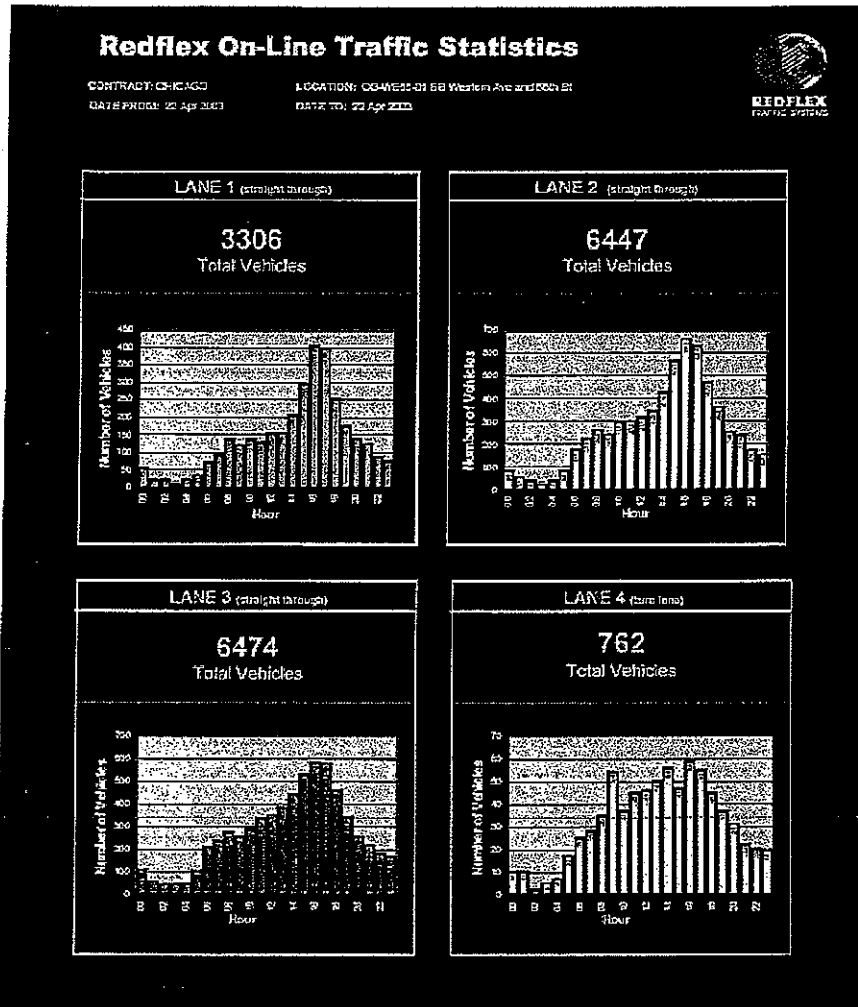
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2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Traffic/Violation Statistics Report

Redflex provides "real time" intersection and traffic statistics. The table below provides information regarding the violation volume by lane of traffic by time of day and by day of week.





Data Collecting & Reporting

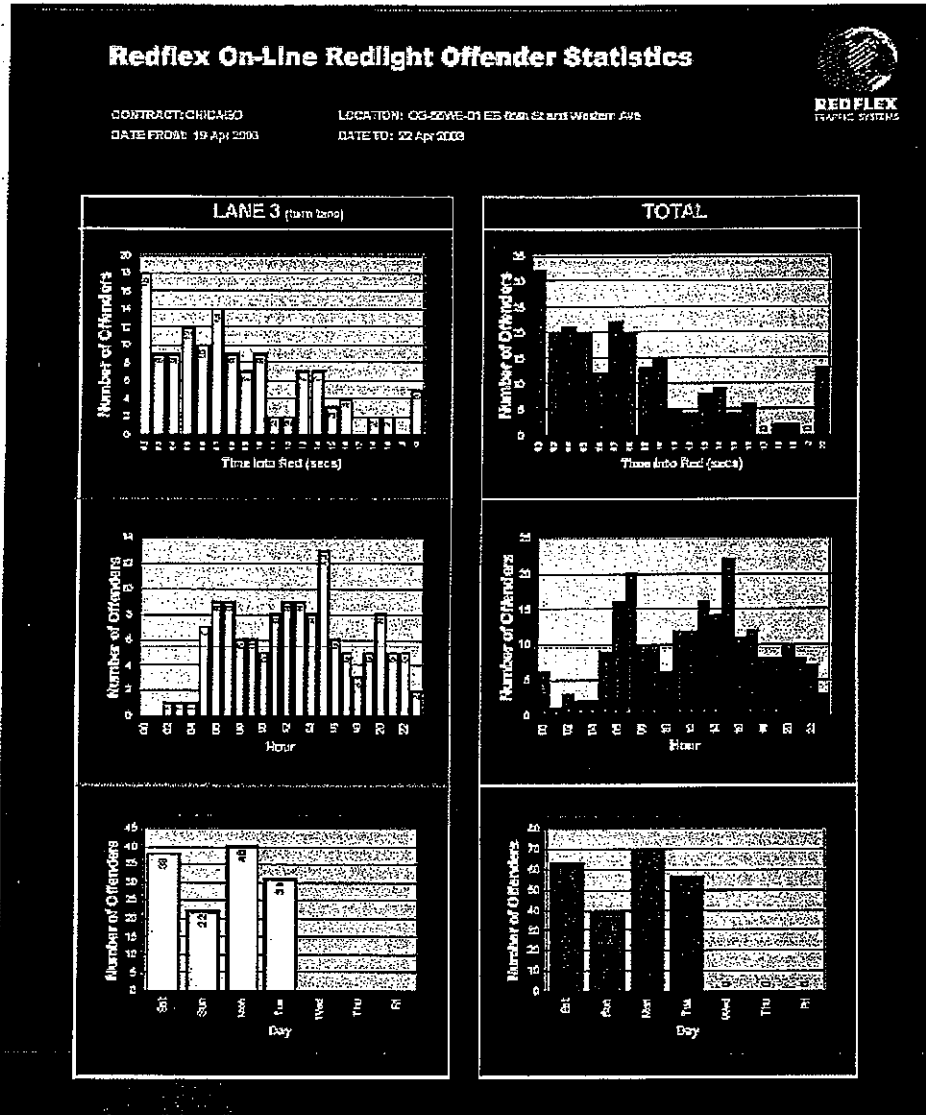
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Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Sample Violation Statistical Graph (continued)

The table below provides information regarding violation details, outlining how many milliseconds into the red phase a violation occurs by lane of traffic and by hour of day.





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SOLICITATION NO.: L8-022

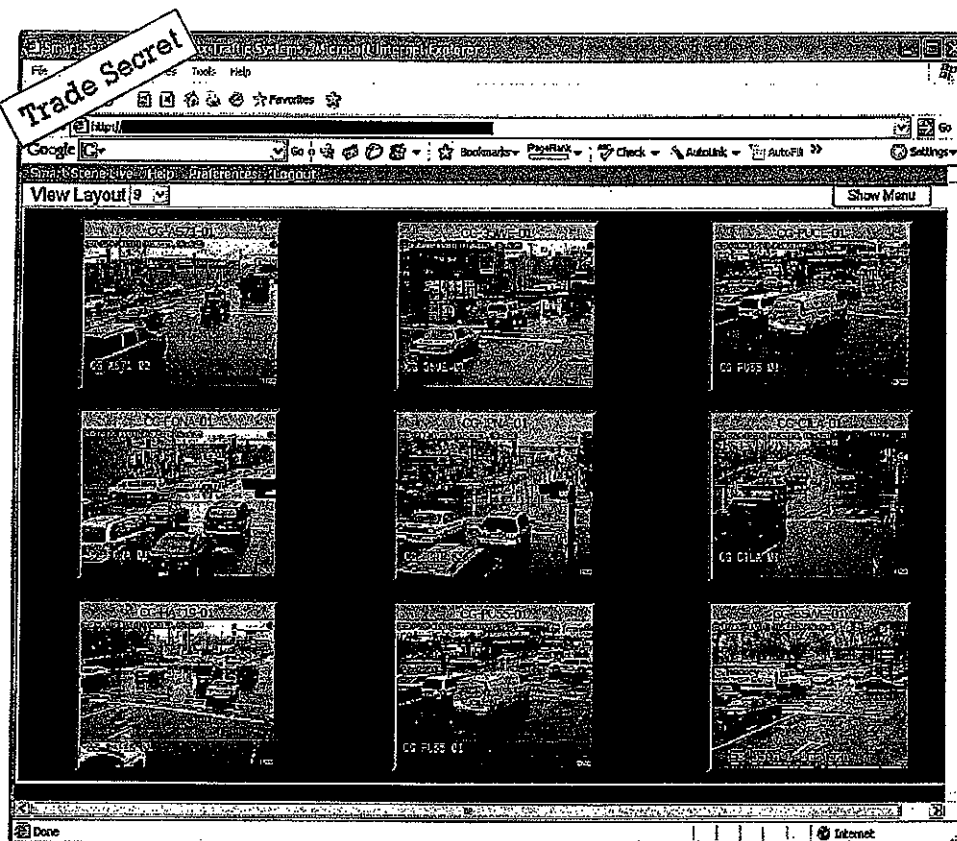
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Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SMARTscene Live!

With a dedicated in-house Research and Development department, Redflex is always working to improve our community safety solutions. SMARTscene Live! provides real-time streaming video that is accessed via a standard Web browser, 24 hours a day.

In order to access the streaming video capability, authorized users log onto the system by entering a user name and password on the user interface. Once logged on to the system, the user has the ability to click on to one or more video streams to view the output from each intersection approach. In addition to having the ability to view the streaming video, the DPS can also request that Redflex store the video output for a specified period of time. This allows the DPS to obtain and review a video clip during the recording period and have the ability to review an accident or other event or to simply monitor traffic patterns, etc.





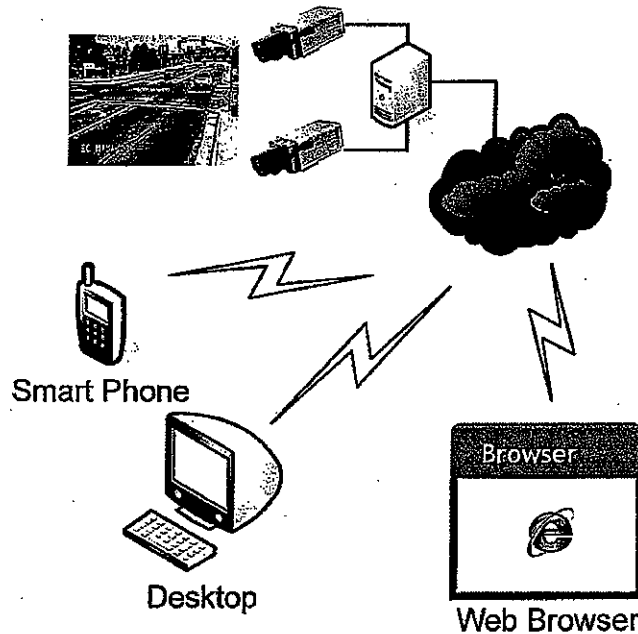
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SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Redflex is the only vendor capable of offering live and recorded streaming video over a desktop application, web browser and mobile phone.



The Smartscene Live! streaming and recorded video provides the DPS with the ability to:

- Manually monitor traffic timing in order to relieve congestion resulting from isolated events
- Modify timing plans to meet traffic demand
- Monitor transit corridors
- Report incidences to police, fire and rescue
- Report incidences to traffic reporting services
- View real-time intersections patrolled by the DPS regardless of signal system functioning



Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Real-Time Intersection Monitoring & Streaming Video

Redflex is pleased to offer the DPS the ability to access streaming video from each intersection 24 hours a day. This new functionality is extremely valuable for:

Congestion management/operations optimization – Real-time monitoring of congestion at intersections and along corridors allows:

- DPS technicians to manually modify timing plans to relieve congestion resulting from isolated events
- Traffic engineers to modify timing plans to meet traffic demand
- Operation/safety – real-time monitoring vehicle and non-motorized conflict monitoring
- Transit corridor monitoring

Incident management:

- Report incidents to police, fire and rescue
- Report incidents to traffic reports and traffic reporting services

9-1-1 Command Center and disaster monitoring:

- Real-time viewing of DPS intersections regardless of signal system functioning
- Real-time viewing capabilities in post-disaster recovery

Streaming Video Access

The streaming video can be easily accessed through a secure URL/Web address. You will be directed to a logon screen:

Enter Network Password

Please type your user name and password.

Site: smatops.redflex.com

User Name: _____

Password: _____

Domain: _____

Save this password in your password list

OK Cancel



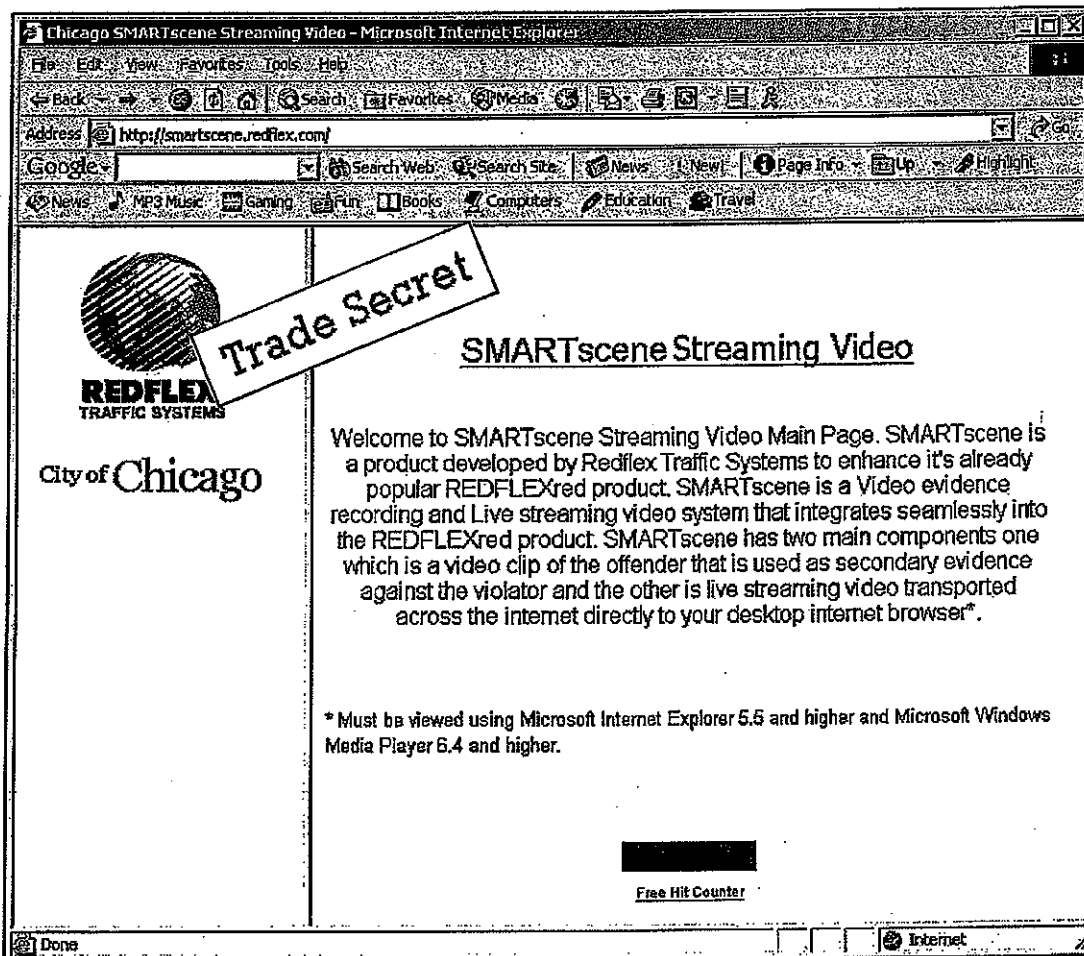
Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Once logged on, you will receive a screen similar to the following screen shots:





Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

This window shows the stream playing in the right frame. To view the other direction of travel, click on the link to it in the left frame.

REDFLEX TRAFFIC SYSTEMS

City of Chicago

Please choose the stream you wish to view.

- Main Page
- SE W255
- EB 55WE
- SB WEFE
- WB FEWE
- EB BEKE
- SB REBE
- WB MAAS
- NB ASMA
- EB NOKO
- NB KOKO
- EB ROKO
- NB ROKO
- NB CAB1
- WB 31CA
- NB HAEZ
- WB DIHA
- NB LSN
- EB LSN
- NB WEMA
- WE MAWE

SMARTscene Streaming Video

East Bound 55th Street @ Western Avenue

Chicago, IL

Status: ONLINE @ 250Kb/sec

Note: Video can take up to 15 seconds before it is displayed on the screen.

Trade Secret

5:41:28 PM

8/12/2003

EB 55th @ Western

Playing 00:21 4s

Download Windows Media Player Here

Discussions | Subscribe... | Discussions not available on http://smartszene.redflex.com/



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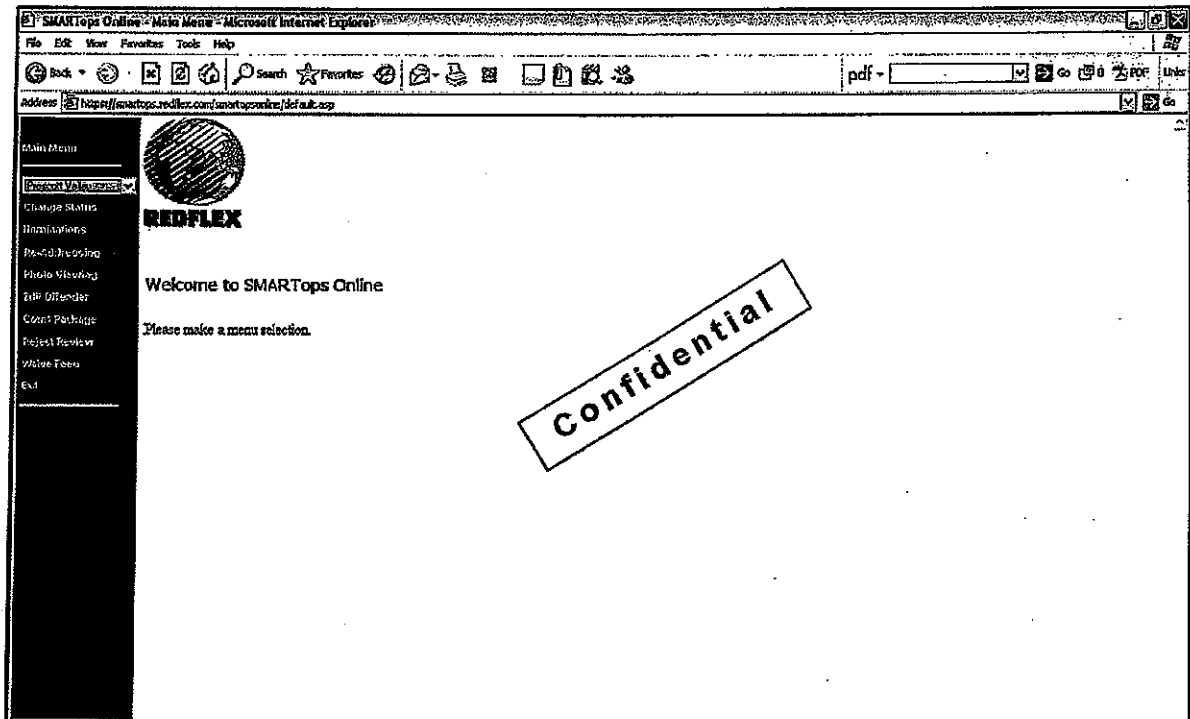
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Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Other Reports

In addition to some of the reports outlined above, SmartOps Online Reporting also provides a variety of reports.



Some of these additional reports include, but are not limited to:

- Nominations
- Re-addressing
- Photo viewing
- Court packages



Data Collecting & Reporting

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

Sample "Nomination" Data Entry Report

Redflex Traffic Systems SMARTops Online -- Web Page Dialog

SMARTops Online Nomination Entry

Current Notice Status
 Corporate Citation

Original Citation: 07004461

Incident Number: [Redacted]

Last Name/Middle Name/First Name: [Redacted] License Plate: [Redacted]

Address: [Redacted]

City: [Redacted] State: [Redacted] Zip Code: [Redacted]

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Driver Name/Mailing Address

Re-Issue as a Corporate Citation

First Name/Middle Name: [Redacted] Last Name/Suffix: [Redacted]

No: [Redacted] Dir: [Redacted] Street Name: [Redacted] St: [Redacted] Apt: [Redacted]

Address: [Redacted]

City: [Redacted] State: [Redacted] Zip Code: [Redacted]

Driver Personal Details

Drivers Lic Class: [Redacted]

Drivers Lic No: [Redacted] Drivers Lic State: [Redacted] Date of Birth: [Redacted]

Gender: [Redacted] Height: [Redacted] Feet [Redacted] Inches [Redacted] Weight: [Redacted]

Hair: [Redacted] Eyes: [Redacted]

The Redflex system provides operators the ability to make edits and revisions by using "free-form" text fields. This is often used when driver license information needs to be updated.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- The enforcement of red-light and speed violations on state maintained roads without the delays and costs associated with the installation of fixed red-light and speed enforcement systems
- The ability to efficiently and frequently rotate the REDFLEXred addresses special demands like:
 - Citizen requests and complaints
 - Unique occasions which may increase traffic flow, including:
 - Sporting events
 - Municipal events
 - Community events
 - School zones during school hours
- Effective public relations and education, as the unit can be scheduled for city events and open houses (i.e. Police Dept., Schools, etc.).

System Operation

While technologically advanced, the operation of the REDFLEXred is simple, straightforward and user friendly. Our current "next generation" vehicle is a Ford SUV Hybrid has the capability to be fitted with solar panels making the unit environmentally friendly and fuel efficient.

REDFLEXred takes only 10 minutes to be fully configured and setup for operation. The technology deployed on REDFLEXred includes both high resolution still and full motion color video cameras for the same conclusive and secure evidence that is provided with the Redflex fixed systems.

Evidence is accessed directly through secure Wi-Fi, cellular or direct connections and once uploaded, the citations are processed exactly the same as the Redflex fixed systems; using the same suite of web-based software applications.





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Detection of vehicle violations uses one of two options. These options include video sensors, as pictured above or the latest in virtual loops technologies; which has a wireless connection to the REDFLEXred unit.

Depending on the agencies preferences, deployment strategies may include "spontaneous" rotation, based on DPS discretion and/or a scheduled deployment with a daily rotational schedule across numerous designated intersections. Some jurisdictions have identified a comprehensive list of potential enforcement sites and if desired; warning signs were permanently affixed to further increase compliance and program visibility – even if the unit was enforcing elsewhere in the area.

Redflex is pleased to offer this unit to the DPS thereby enabling the immediate benefits outlined above and feel that this will act a perfect supplement to a broader based red-light and speed enforcement program.

Further information regarding Redflexred can be obtained on our website at www.redflex.com

Mobile Speed Systems

We will provide the DPS with the latest-manufactured 2008 hybrid vehicles available. Redflex Traffic Systems proprietary systems will be of the most recent versions available, including multiple 12.4 mega-pixel cameras in both front and rear fields of view.

These vans will be fully dedicated to the DPS Photo Enforcement Program at all times. In addition, Redflex will **maintain hot-spare enforcement vehicles**, available to deploy for the DPS in the unlikely event that our equipment is taken out of commission. This will ensure no downtime for the DPS. Redflex will continue to support the vehicles, taking responsibility for all repairs, maintenance, registration, licensing, insurance, fueling, etc., required to operate each vehicle.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

"Green" Technology – Hybrid Vehicle with Solar Panels



Redflex will provide the staff to deploy the vehicles for a minimum of 425 hours in each three month period and agree to require van operators to conform to the grooming, demeanor and performance standards outlined in the RFP. Many cities across the United States have chosen to implement the Redflex Photo Radar System. Our Solution has proven to have great reliability and validity. It is one of the few solutions with the coveted IACP stamp of approval – many vendors claim they meet the IACP specification, but without the "actual" certificate, who knows?

Equipment/Hardware Mobile Systems

Redflex is pleased to offer the DPS the ONLY solution that can meet the exact requirements as outlined in the detailed specifications. Using the latest in digital technologies, our 12.4 mega pixel still cameras were developed from detailed in-house specifications and tailored exclusively for photo enforcement to provide the clearest, crispest and most color rich images available in the industry. Additionally, our IACP approved mobile speed solution is the only one in the industry that can demonstrate front and rear still images with **integrated video**;



Scope of Work Equipment

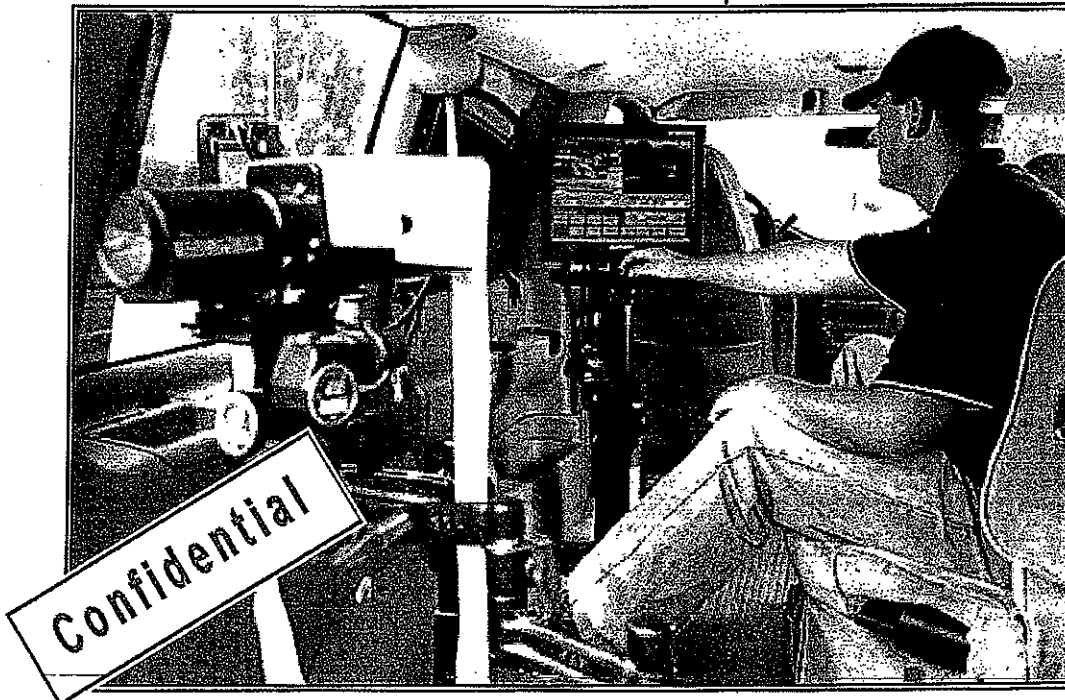
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2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

thereby providing the most secure and comprehensive evidence set available. Each of these components will be described in detail below.

Internal Cabin with Redflex Operator



Our digital Mobile Speed Enforcement Solution is the most widely used and proven system in the United States, which represents approximately 70% of the entire US market. Its legendary success was founded with some of these unique and important core hardware oriented features:

- Accurately monitors multiple high volume lanes of traffic, including proven experience with freeway deployments
- Proven capabilities in capturing concurrent and successive violations
- Ability to securely integrate and encrypt both front and rear still images and video
- Clearest resolution images using a minimum of 12.4 million effective pixel industrial-grade cameras in lieu of consumer grade utilized by our competitors
 - 4,288 x 2,848
 - 5-7 frames per second (fps)
 - 12.84 million total pixels





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- Bi-directional capabilities
- Provide solar-powered, hybrid vehicles to meet DPS preference for the use of "Green" technology
- Ongoing internal system calibration and testing
- Documented highest citation yields
- IACP Approved
- Capable of photographing both the front and rear of vehicles whose drivers violate A.R.S., Title 28 sections 645, 701 and 702 (dealing with traffic control signals, reasonable and prudent speed on highways and state highway speed limits).

Introduction

Redflex uses dual high-resolution digital cameras with independent strobe units, a large touch-screen interface for real-time feedback, GPS for location tracking and atomic-clock syncing, and a 22-degree slant radar system for across-the-road Mobile Speed Enforcement. This system is tried and proven across the country, including various Arizona-based courts.

The operator of the Mobile Speed Unit will use an external electronic tuning fork (ETF) at the beginning of each deployment. The ETF provides greater system validity when compared to a standard "non-electronic" tuning fork. If the ETF and the radar do not agree, the radar system will not operate. This ensures that the system is working properly before it is deployed. The radar will not function if the system does not agree with the ETF. Both the ETF and the radar units are calibrated on regular cycles with an independent lab. Our Mobile Speed Systems are accurate to plus or minus 1 MPH.

Overview

The SMARTCAM Speed Photo Radar System measures the speed of motor vehicles passing through the detection zone. The "face" image radar determines the vehicle's presence and speed. The "plate" image radar detects vehicle presence only. As a vehicle passes through the face image radar's beam, a determination is made if the vehicle is traveling at a speed greater than or equal to the enforced speed limit. If so, the photo radar system automatically triggers the cameras and flashes to capture images of the vehicle.

The SMARTCAM Speed Photo Radar System operates with two or more integrated digital SMARTCAM still cameras and a full motion video camera. The front-image camera(s) face out of the vehicle's rear window to capture an image of the driver and (if present) license plate. The rear-image camera(s) is



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

positioned to face out of the rear-side window and captures images of the departing vehicle's license plate

The camera system records two separate high resolution still images for each speeding violation and up to 24 seconds of full motion video. The violation date, time, location, detected vehicle speed and posted speed limit are imprinted onto the data bar, which is displayed at the top of the images.

The System uses advanced encryption algorithms to **safeguard the evidence** against possible alteration. At the scene, the System gives each image and corresponding data a **unique signature** to confirm its authentic status. **Public key cryptography** and additional encryption processes secure the transmission process.



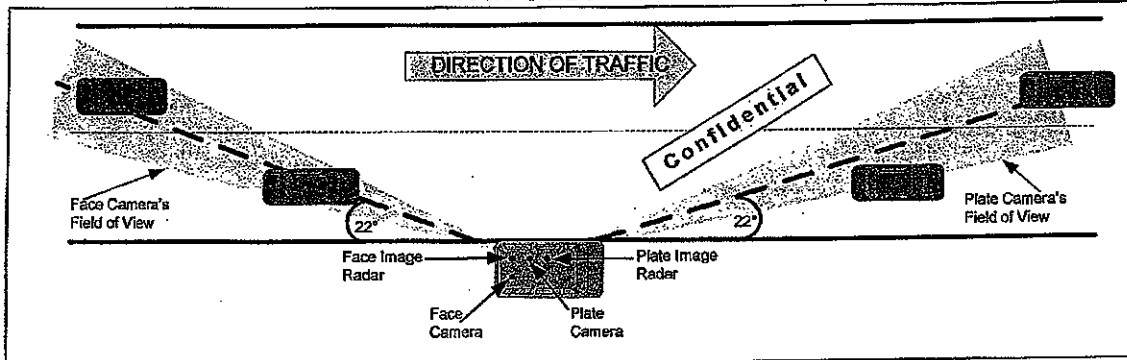
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

STATEMENT OF TECHNOLOGY: REDFLEX SMARTCAM MOBILE SPEED VAN SYSTEM



The Redflex photo radar system is a totally **automated, multi-lane camera** system that is effectively used to enforce speed limits. It includes the latest high resolution digital cameras, integrated radar and flash units and for additional safety; a **possible integrated speed-message board** that can show the speed of each passing vehicle. When a speeding vehicle is detected, the photo radar system captures a clear image of the driver and the front plate of the vehicle if displayed. The system will also capture an image of the rear of the vehicle that clearly shows the license plate of the violating vehicle. In addition, the violation is captured on full-motion video.

Although photo radar uses the same Doppler principle as traditional radar, Redflex takes an approach that utilizes an **ultra-narrow beam across the road, thereby eliminating the risk of tracking two vehicles at once**. In contrast, conventional hand-held radar and laser units transmit a beam at a very long distance down the road—often requiring the operator to distinguish among speeding and non-speeding vehicles—all traveling at a wide range of speeds. In using the Redflex photo radar system, the offending vehicle is tracked much closer to the photo radar vehicle; generally no more than 100 feet from the photo radar vehicle.



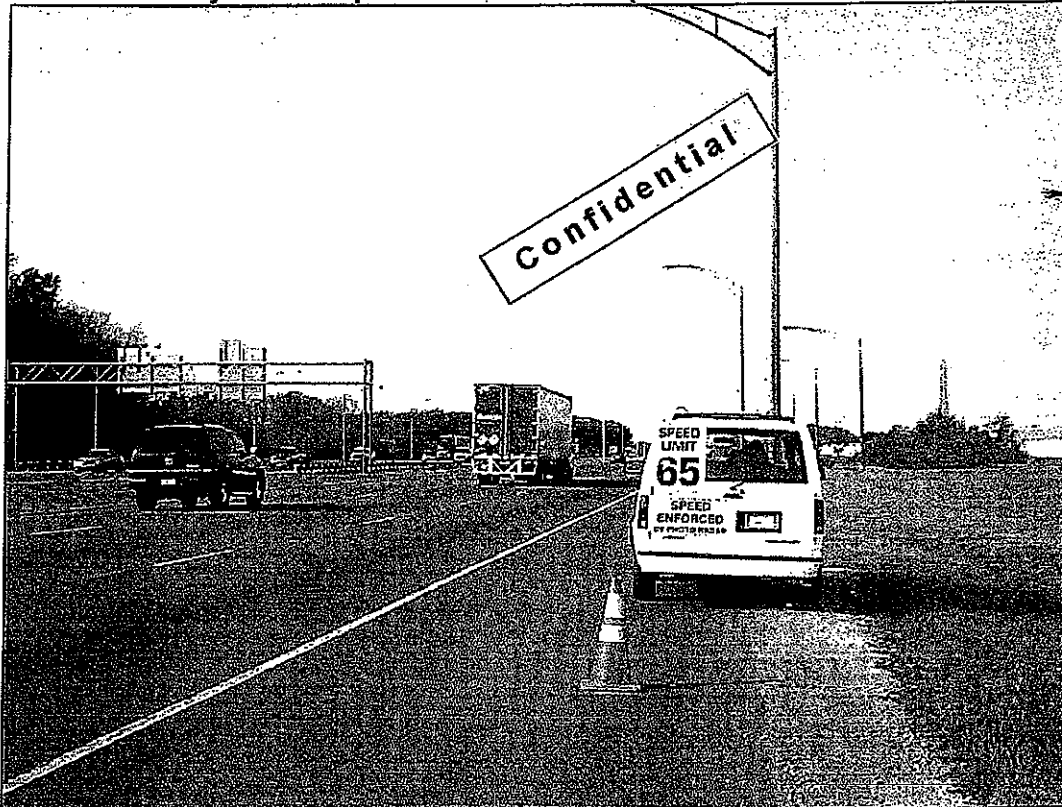
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Freeway Mobile Speed Enforcement (I-75 Northbound – Ohio)



The standard IACP approved Redflex Digital Mobile Speed System have the following components:

- **Radar Units (Lidar options available):** This provides an effective **multi-lane and simultaneous violation detection system** that accurately measures the speed of each passing vehicle and ultimately triggers the cameras and flash units for optimal image capture. Other vendors claim they meet the IACP standard, but without testing and IACP certification, these claims are difficult to validate.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

- **SmartCam HDX:** Multiple high resolution digital camera units enable the effective capture of multiple images of each violator, including clear, crisp color-rich front and rear images and feature:
 - 12.84 total pixels (image sensor)
 - 5-7 frames per second
 - Shutter speed to 1/8000 sec.
- **Synchronized Illumination:** These integrated flash modules provide optimal illumination of the license plate area and the internal vehicle cabin in all lighting conditions. The illumination system operates simultaneously with the camera.
- **REDFLEXspeed Application Suite:** which includes all the software for complete program operation, including applications to:
 - Receive information from the radars and calculate the vehicle's speed, providing data to each camera for point-of-capture imprinting and encryption
 - Monitor multiple lanes of traffic simultaneously
 - Trigger the flash and camera operations
 - Store and encrypt the offense files (data and images)
 - Produce statistical analysis for each offense, program management and van deployment
 - Ensure continuous uninterrupted operation and charging for up to 16 continuous hours via the power supply

REDFLEXspeed reliably captures images in all traffic conditions, even high volume thoroughfares, where multiple speed offenses occur in close proximity to each other. The images and corresponding data are captured directly in digital form. For security, the offense evidence is automatically encrypted in a Digital Envelope at the point of capture. All the secured offense evidence is stored in the REDFLEXspeed PC and can be transferred to the Processing Center at any time via various media types (CD-R, DVD-R, WORM, Wireless, DSL, etc).



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Each valid offense image is shown on the REDFLEXspeed PC display as it is captured. Also shown are a number of statistics, which are continuously updated. They include the speed recorded for each passing vehicle, a running total of detected offenses and the number of vehicles that have passed the camera, 85th percentile and average speed.





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Photo/Video Equipment

Redflex is proud to be offer the DPS the latest in our SmartCam Technology; the SmartCamHDX. Our SmartCamHDX cameras will provide DPS with the greatest possible image resolution available anywhere; which will result in the greatest violation capture and prosecution yields in the industry.

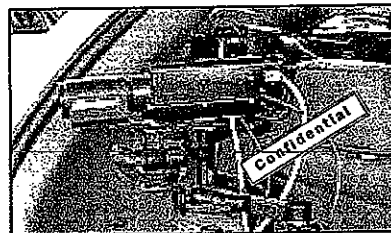
SmartCamHDX is operated with the REDFLEXspeed software and works in conjunction with the unit's speed measuring device and the synchronized flash units for effective violation capture during all lighting and weather conditions. The camera unit properties, such as the zoom, focus, AGC, and aperture are fully automated and adjustable to account for varying lighting and weather conditions including fog, rain, sun, and haze.

12.84 Million Pixel Still Camera (Image Sensor)

The Redflex Digital Mobile Speed Van Unit utilizes multiple integrated high-resolution digital-still cameras which provide multiple high-resolution digital still images per violation, including concurrent and consecutive violations across multiple lanes.

Each image is encrypted at the point-of-capture and integrated with full motion video, resulting in the greatest level of evidence integrity. In addition to synchronized flash units, the camera unit can be configured with IR/UV filters at all times to ensure optimal image capture in all weather conditions and during all times of the day.

As result of the use of high resolution still cameras; the "raw" license plate and facial images are clearly discernable with the naked eye; and the images require no modifications.



In addition to Redflex's latest in SmartCam Camera Technology, we are also proud to provide DPS with the industry's only combination high-resolution digital still camera **PLUS** full-motion digital video solution. Redflex has been providing our patented combination digital still plus full-motion video across the photo enforcement industry for over five years.

Our Solution provides literally hundreds of unique and encrypted incident images of each violation captured.

Redflex's patented SmartScene Technology can be configured to include 24 seconds of video or more. This includes 6-12 seconds of pre-violation footage



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

plus 6-12 -seconds of post violation footage equaling up to 24 seconds of full-motion video per violation. A critical component of the DPS program is that operators are present during the operation of the Photo Radar Speed Van. By utilizing our SmartScene Technology, the van operators in conjunction with the DPS will be able to position the digital video camera to capture footage including in the following ways: 1) the vehicle traveling towards the Speed Van Unit, or 2) the vehicle traveling past the Speed Van Unit, and in the case of construction zone enforcement; 3) the workers present in the work zone at the time of the violation.

A Truly Unique Tested Approach – Meets the Special Needs of DPS

In the case of work zones, Redflex will also provide the DPS with the option of capturing footage of the speed notification sign and photo radar notification sign that are posted at the entrance of the enforcement zone at the time of the violation. By utilizing a wireless digital video camera positioned securely on a construction cone near the entrance of the construction zone, DPS will achieve the added benefit of having a digital video display of the appropriate signage that is designed to warn the violating vehicle of the construction zone speed limit, the associated fine for speeding, and the proper photo radar notification. By using the patented SmartScene Technology, arguments such as workers were not present during the time of the violation, the speed limit sign was blown over by the wind, and the proper photo radar notification were not displayed are eliminated as potential forms of defense by the violator.

Sample Evidence

Below is a set of violation images that provide the most unique and comprehensive approach to mobile speed enforcement. Specifically, this encompasses:

- High resolution "raw" still image of the front of the vehicle and the driver
- High resolution "raw" still image of the rear of the vehicle and the vehicle license plate
- Full motion video of rear of the vehicle as it passes an integrated wireless camera unit, or
- Full motion video shot of the front of vehicle as it approaches the mobile speed unit



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

1. Raw Frontal Image

SC65 9000 BLK E STAGECOACH PASS RD E/B/E/B ID: CJW01
Speed Limit: 025 MPH Vehicle Speed: 059 MPH
REDFLEX Saturday 14 May 2005 11:06:27 F:000000015 DIR - F SD-SPVN-02



(Clearly discernable frontal/face "raw" image of a speeder)



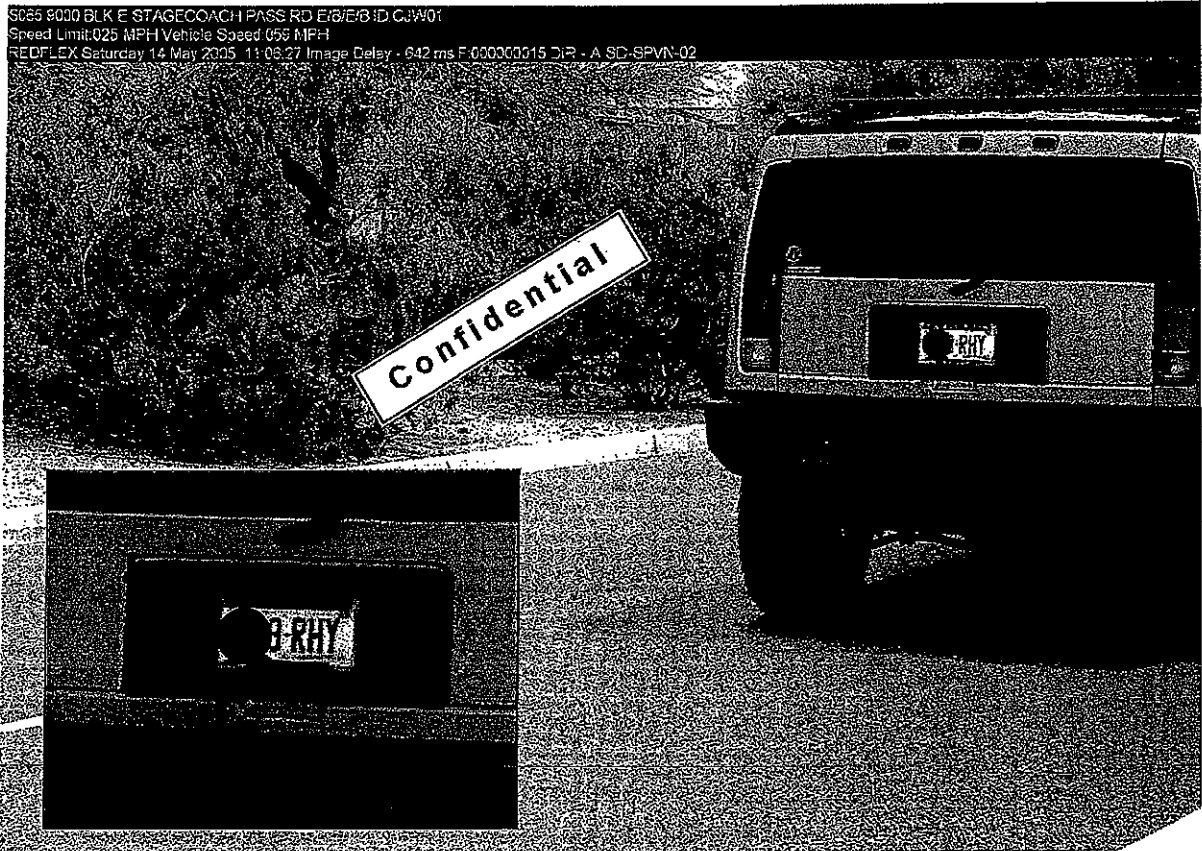
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

2. Raw Rear Image



(Clearly discernable rear/plate "raw" image of a speeder)



Scope of Work Equipment

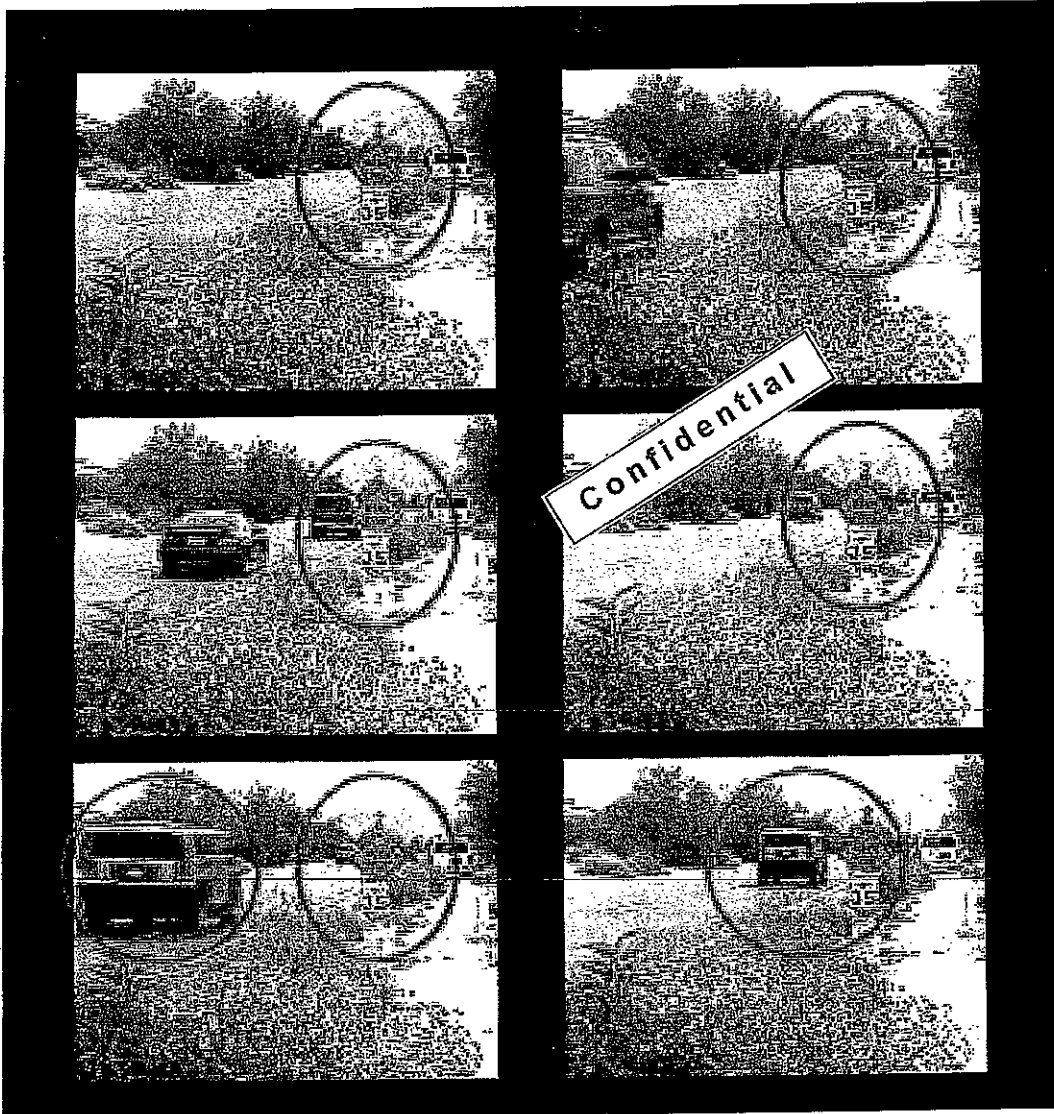
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

3. Wireless, integrated & synchronized video camera (Rear Video option)

@ 30fps



With the optional wireless digital video SmartScene Technology, DPS will be able to display critical information pertaining to the speed limit notification, fine notification, and photo radar enforcement notification for the vehicles entering into the associated construction or maintenance zone.



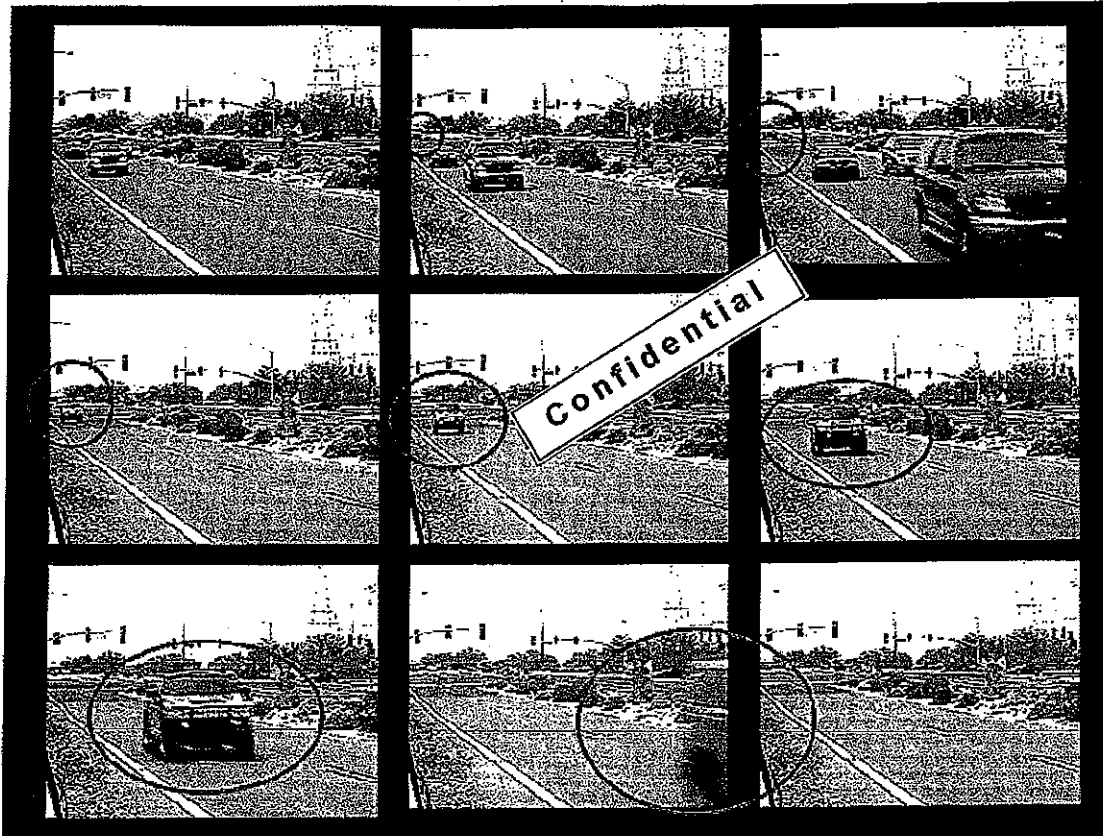
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

4. Wireless, integrated & synchronized video camera (Front Video option) @ 30fps



With the SmartScene Technology feature, the violating vehicle will be depicted in full-motion video passing by the Photo Radar Speed Van Unit.

Speed Measurement Equipment

The Redflex Mobile Solution equipment will:

- Include full IACP certified speed measurement devices;
- Record speeds within a tolerance of plus or minus one (1) mile per hour of the actual speed of a target vehicle;
- Perform internal calibration checks for accuracy and functionality;
- Provide evidence of testing imprinted on the digital camera image;
- Utilize test failures to prevent further operation of the incapacitated unit;



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

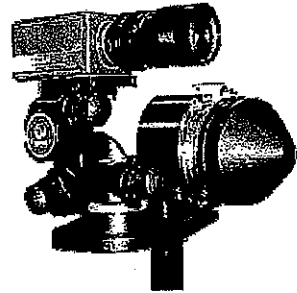
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

- Employ an internal test to provide a visual and/or auditory signal that clearly indicates the equipment's operational accuracy or lack thereof;

Radar Detection

The radar detection system transmits an ultra-narrow radar beam at a frequency of 34.3 GHz (Ka-band). This beam is 5 degrees high, 5 degrees wide and is slanted at a 22-degree angle across the roadway. The radar calculates the vehicle speed based on an angle of 22 degrees. Any 1 degree of variation from this 22 degrees results in a divergence of approximately 0.7 %. To ensure accuracy, Redflex has designed and deployed an integrated GPS location validation feature, which ensures proper deployment and the most accurate deployment angles in the industry.

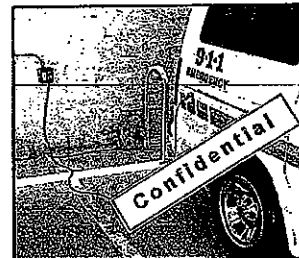


As a vehicle passes through the beam, the reflected radar frequency is changed (also known as the Doppler Effect) and the beam is reflected back to the radar antenna. The Redflex radar setup is designed to capture accurate speed measurements (+/- 1 MPH) from 5 MPH to 180 MPH.

The antenna receives the returned signal and converts this into the speed of the vehicle. If the vehicle's speed is equal to or greater than the enforced speed set by the operator in the REDFLEXspeed System it automatically triggers the cameras and flashes to capture images of the vehicle.

Power System

The Redflex Digital Mobile Speed Van uses two 12V, 130 Amp/hour batteries. Once connected it provides 16 daily hours of maintenance free battery power. A battery status monitor verifies the conditions (voltage, current used and remaining hours of operation) at all times. A charging system is provided and is powered by a standard 10A, 240v outlet.



A charging system is provided and is powered by a standard 10A, 240v outlet. Additionally, Redflex incorporates environmentally friendly solar technology to continuously charge the system while the vehicle is parked, in transit, or actively being deployed to guarantee a minimum of 16 continuous hours of deployment.



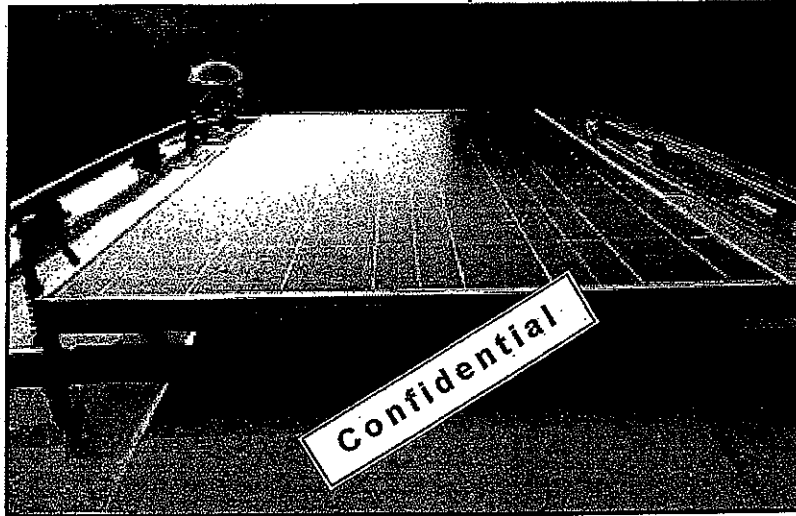
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

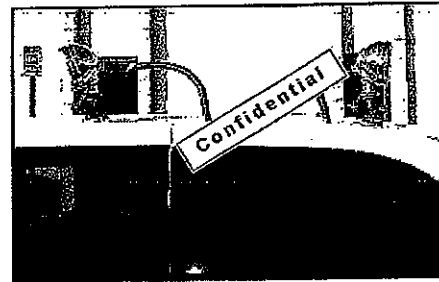
Solar Panel Option



Illumination System

The Redflex Digital Mobile Speed System provides a Synchronized Flash Illumination System that is triggered to synchronize precisely with the still camera's digital imaging in all light and weather conditions, which ensures effective full-color images 24 x 7.

The Flash Unit is typically mounted on the Mobile Speed Van Unit. The flash provides visible white-light to ensure full-color imaging of critical license plate images and violator face images in all ambient light and variable weather conditions.



The Flash Unit is automatically synchronized at all times with the digital still camera's imaging shutter release. The very short flash duration (~1/2600th of a second) and ultra fast recycle time (~250 milliseconds) means that the flash does not become a public nuisance and/or impact driver safety. The synchronized flash unit effectively provides simultaneous illumination across multiple lanes of traffic.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Digital Display

All of the electronic data collection equipment is simple and safe to operate, and the equipment is contained in or on the vehicle; including the cameras, CPU, flashes, batteries, and radar.

The Redflex Photo Radar Speed Van takes an operator less than 10 minutes to park, set-up (including setting the aperture and focusing and leveling the unit), and deploy.

All of the Speed Van Unit functions are entered by the operator(s) with the REDFLEXspeed Software that is displayed on the Redflex Digital Touch Display Unit. The Redflex Photo Radar Speed Vans utilize a state of the art, user friendly digital display unit for all violation observations and alpha/numeric data entry. The digital display utilizes touch screen technology, is highly visible within the Speed Van cabin and is easy to use.





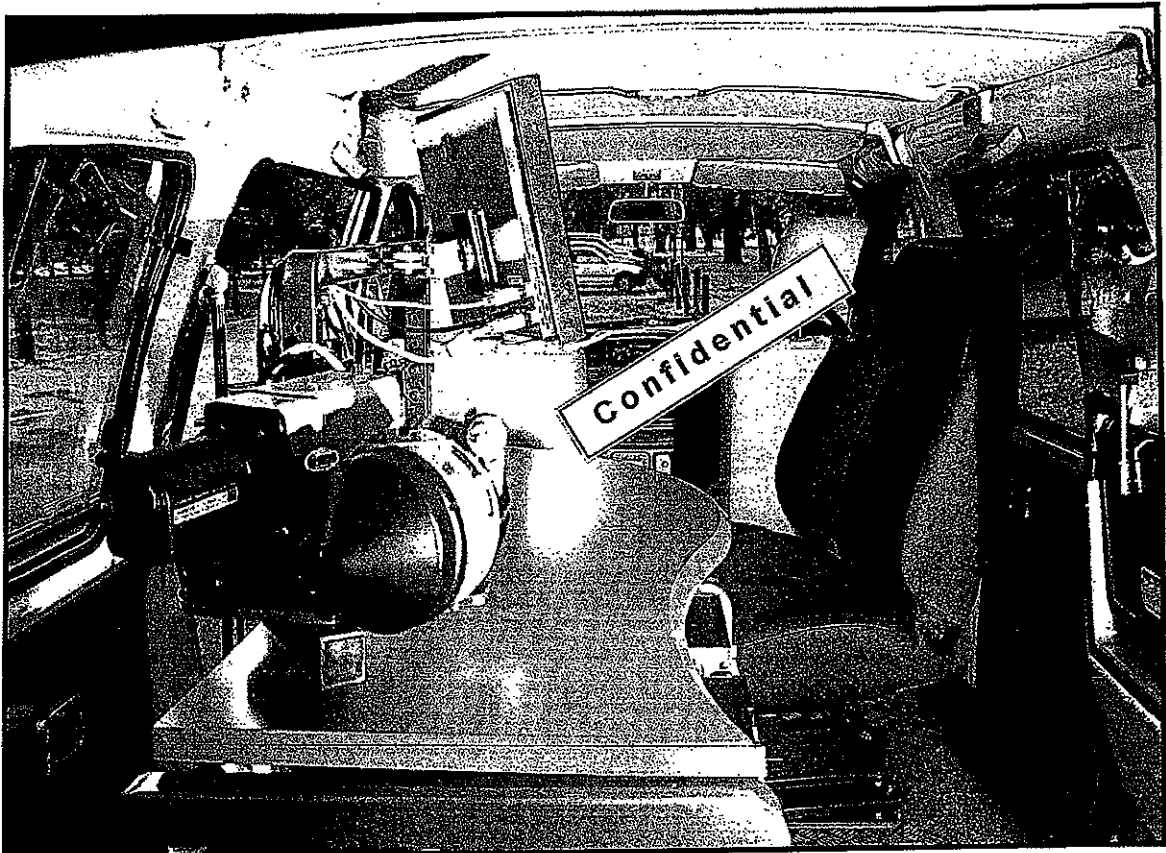
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Photo Radar Unit: Interior View





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Additional Features

Rear and Side Tinted Windows

The windows behind the driver's door can be tinted to minimize the visibility of the operator(s) and will not impede the performance of the system's operation. Refer to the image below in which the rear and side windows are tinted on the Photo Radar Speed Van.



San Jose, CA



Scope of Work Equipment

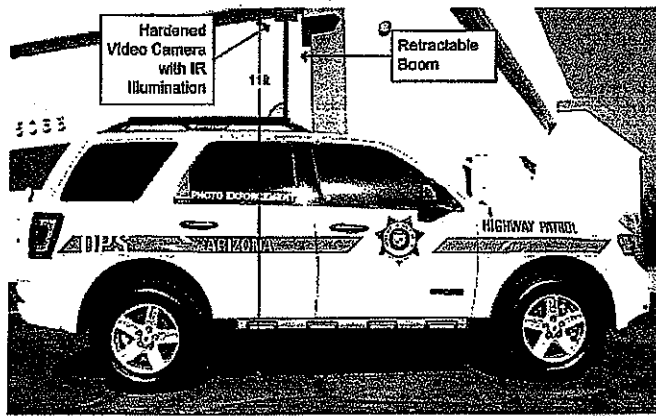
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Retractable Boom

As part of our current MPSES contract, Redflex has worked in concert with the DPS to develop a retractable boom that will allow the mobile speed system to achieve a better vantage point when recording the full motion violation video. Following the design and testing of the retractable boom, Redflex is currently in the process of manufacturing this solution. This feature will allow the DPS to record video images of violations from a height of eleven feet or more above grade.



Fully Deployed

Tests completed in conjunction with the DPS validated the exceptional enhancement to the violation evidence that was achieved by capturing the video from a vantage point at 11 feet above grade.

Folded for Transport

Allows for quick deployment and the ability to retract the boom when not in use.





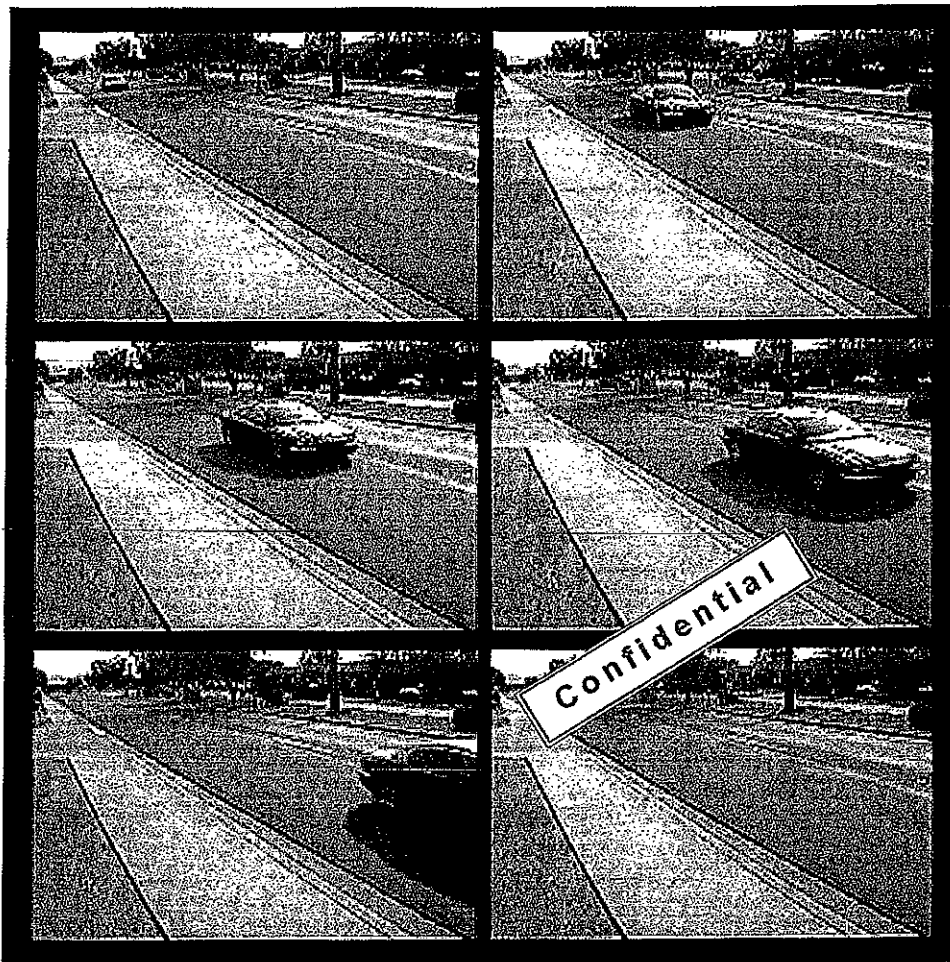
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

When set up to capture violations from the frontal perspective, the full motion video adds tremendous value to the evidence set. Our research in conjunction with the DPS has demonstrated that the situational awareness provided by the video is further enhanced when the video is set at a height of 11 feet above grade (as shown in the violation frame shown below). The elevated height of the video set-up gives a better vantage point, including the ability to capture aggressive lane changes and/or the defendant overtaking other vehicles as it approaches and passes the mobile speed unit. This feature also allows the DPS to track the vehicle as it approaches the mobile speed van, and validate that it is exceeding the speed limit. This serves an important function since the DPS is not physically present, as it allows an officer to view the video, allowing them to get a sense of the speed of the vehicle.



Perspective of the video evidence when captured at 11' above grade.



Scope of Work Equipment

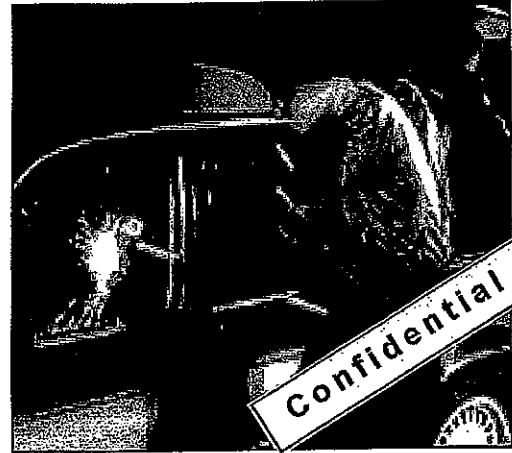
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Vehicle Security Features

In addition to the vehicle's security system, Redflex will protect the Photo Radar Speed Van with VehicleGARD™ by ShatterGARD™. This window film works like an invisible shield which makes it nearly impenetrable to rocks, ballistic attacks, vandalism, and attempted break-ins. This protection is ideal for the Photo Radar Speed Van and will protect the operator while deploying the vehicle and protect the assets while the unit is left unattended.



Safety Strobe

For ease of movement in and out of the construction and maintenance zones, Redflex will mount a safety strobe on the Photo Radar Speed Van. This strobe will be located on the rear of the vehicle and be in plain sight of oncoming traffic.

Syntor-X radio

Redflex will provide a central location within the Mobile Speed Van for the installation of the 110w VHF Syntor-X Motorola Radio. Redflex believes that the unit should be mounted between the driver and passenger seats for easy access by either the operator(s) or the occupants of the front of the vehicle.

Docking Station

Redflex will provide a docking station for the DPS Mobile Data Computer. Redflex actively designs Photo Radar Speed Vans with an accessible touch screen display from multiple locations within the vehicle. We typically propose that the docking station be located between the driver and passenger seats so that it is accessible to the operator(s), driver, or passenger of the vehicle.

Speed Awareness Indicator

Redflex actively deploys Photo Radar Speed Vans that display the speed of each vehicle traveling past the van (where applicable). This speed awareness indicator is vehicle mounted and is highly visible to the motorists traveling towards the enforcement site.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Sample Installation: Speed Display Board



Medford, OR



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Mobile System Operators

As the largest operator of mobile speed units in the USA, including dozens of jurisdictions across 9 states, Redflex has successfully supported many different types of deployments; from freeways to school zones to construction zones.

In several deployments, the vans are currently utilized in both construction zones and on state highways and freeways. Regardless of the specific deployment schedules, Redflex always works very closely with each partner jurisdiction to ensure full compliance with all specifications, regulations and statutory restrictions.

(Bi-Directional Freeway Deployment – Ohio)



As described in the scope of work, Redflex will provide up to 40 mobile vehicle digital camera/radar systems rotated among locations designated by the DPS. Each mobile vehicle photo enforcement system will:

- Consist of a new hybrid (2008 or newer vehicle) hybrid sport utility vehicle suitable for photo enforcement on State highways within the State of Arizona;



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

- Be deployed by Redflex staff a minimum of 425 hours per quarter
- Have and maintain current Arizona registration;
- Have a solid white exterior ready for DPS applied markings to clearly identify each vehicle as a government vehicle. The DPS will be responsible for purchasing and installing markings consistent with DPS standards. Only markings authorized by the DPS will be affixed;
- Be operated in a manner consistent with the image set forth by the DPS;
- Be operated only on State highways within the State of Arizona as directed by the DPS;
- Be capable of operating with traffic passing either to the left or to the right of the photo speed enforcement digital camera/radar vehicle.
- In the event the system is deployed on a two lane roadway, one lane in each direction, the enforcement vehicle will be capable of simultaneously measuring the speed of vehicles traveling in both directions;
- Contain sufficient imaging, radar, computer and any other associated equipment needed to record, document and track for record keeping and court purposes a vehicle and the driver believed to be violating the posted speed limit;
- Have digital camera/radar systems capable of measuring speeds and recording clear images and video of vehicles approaching and departing the digital camera.
- Contain appropriate signage as to comply with ARS-28-654 which establishes requirements for signage standards (location and placement) when a photo enforcement system is present and operational.
- In the event that the contract should terminate, Redflex will give the DPS no less than two (2) weeks after the end of the contract for the removal of all DPS property.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

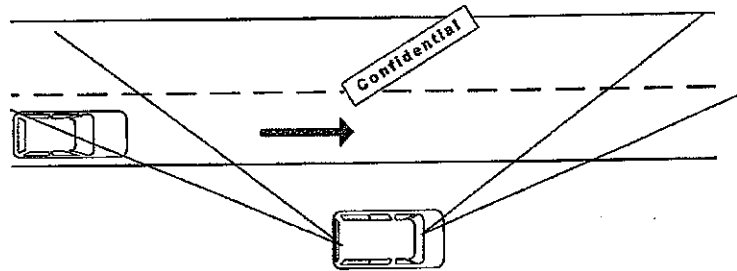
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

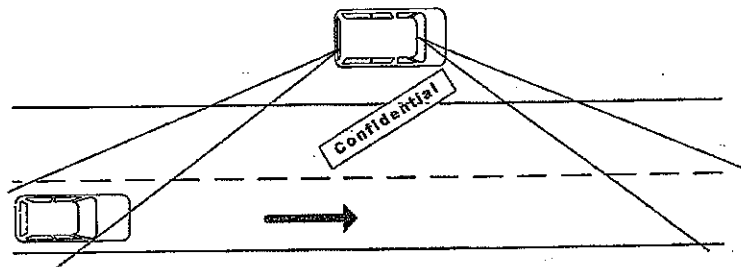
Mobile Van Deployment Options

Our mobile speed van are often deployed on highways and in remote areas, where speeding is a major public safety issue. To maximize the ability of the mobile speed unit to effectively enforce at various deployment sites, it can be configured utilizing the following methods:

Standard Enforcement configuration: Operated from curb side, capturing still and video images of violators as they pass to the left of the mobile speed unit.



Median Enforcement configuration: Operated from median, capturing still and video images of violators as they pass to the right of the mobile speed unit.





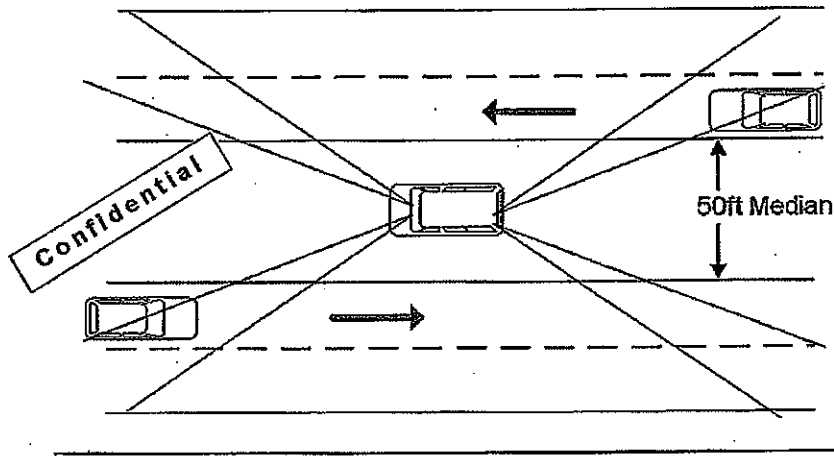
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

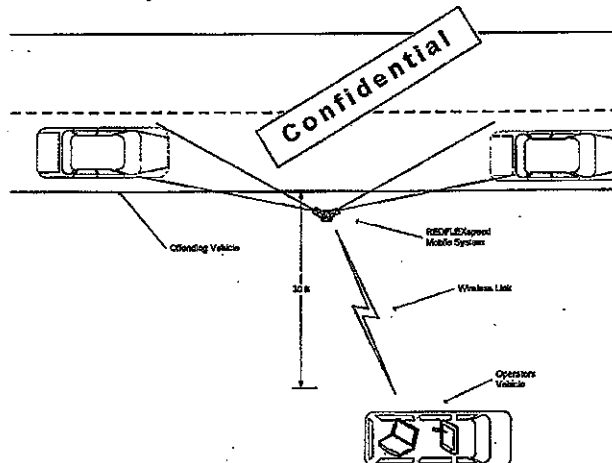
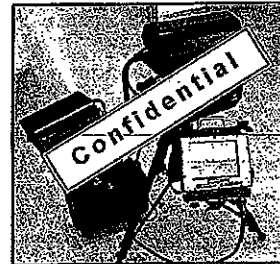
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Median Bi-directional Enforcement configuration: Operated from a median measuring up to 50 feet in width, the Redflex System is capable of capturing and simultaneously capturing still and video images of violators as they pass to the left AND right of the mobile speed unit.



Deployment in Close Proximity to the Roadway: The REDFLEXspeed Portable Tripod Speed System is another option that can be utilized when site conditions raise safety concerns due to a requirement to deploy in close proximity to the roadway. With the Tripod Speed System option, operator safety concerns can be effectively dealt with by allowing the use of a wireless tablet or laptop PC to control the unit from up to 100 feet away.





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Mobile System Operators

As part of our scope of work, Redflex will:

- Provide staff to drive the digital camera/radar vehicle and maintain equipment while it is in operation. Redflex photo speed technicians are prepared to testify in any and all court proceedings arising from the issuance of a photo speed citation in the Designated Court and in any higher court upon appeal;
- Ensure that all personnel responsible for driving/monitoring mobile vehicles be dressed in professional attire as determined by the DPS designee;
- Be responsible for all operational costs of the vehicles including maintenance, repairs and insurance;
- Be responsible for insuring the vehicle and equipment for property damage caused by fire, collision, theft, and other perils;
- Be responsible for rotating the digital camera speed enforcement system among the designated times and locations throughout the state at the discretion and under the supervision of DPS. Deployment of the Mobile System will be statewide and expenses associated with travel will be the responsibility of Redflex.

Once the REDFLEXspeed software is set-up and the vehicle is ready for a deployment, the Photo-Radar Speed Van operates without operator interaction. The system automatically detects passing vehicles and triggers the system when a vehicle is traveling above the set enforcement speed threshold, or "trigger speed."

In addition to the automatic operation of the system, the system is also capable of operator control to selectively collect data. Similar to the REDFLEXspeed software "Next Vehicle" feature, the system can be programmed to only enforce violations that are first visually observed by the operator prior to triggering the system to capture the violation data. This enforcement feature can be enabled such that it does not impact the system's ability to collect invaluable statistical data pertaining to the deployment site, or impede the functioning of the unit's speed board to display vehicle speeds as they pass the enforcement unit.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Optimizing Mobile Van Driver Safety

As an added safety feature for the mobile speed unit operators; Redflex can provide the DPS with access to live and recorded streaming video directly from the mobile speed unit as well as **Global Positioning System (GPS)** tracking of the vehicle.

"The promise of GPS technology for increasing safety and security, reducing congestion, and improving efficiency are limitless. Quite simply, GPS has become the enabling technology for transportation."

*Jeffrey Shane, Under Secretary for
Policy, U.S. Department of
Transportation*



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



Safety is enhanced for the operator through live streaming video captured from up to 4 vantage points located both inside and outside the mobile unit. The images above show a view of the interior cabin of the mobile unit as well as an exterior view of the area in front and behind the vehicle.

With up to 4 camera views from vantage points both in and outside the vehicle, operator safety can be enhanced by providing your team with critical information regarding possible violator/operator confrontations. An added benefit of the video feature is the capability of the system to allow the DPS to import video in the event of an accident within the field of view of the mobile unit.



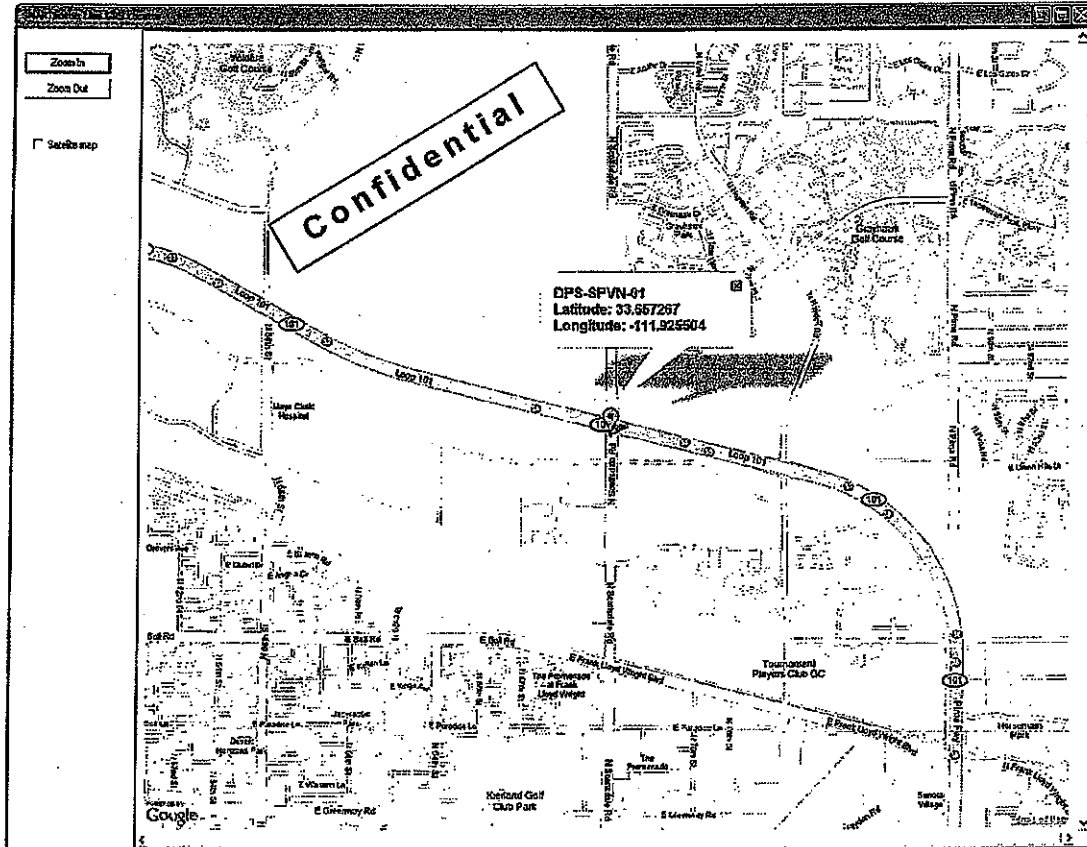
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

The GPS capability enables both the DPS as well as Redflex to be able to continuously pinpoint the exact deployment location of the mobile equipment.



The exact deployment location of the mobile unit can be continuously monitored through the use of our industry leading GPS capability.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

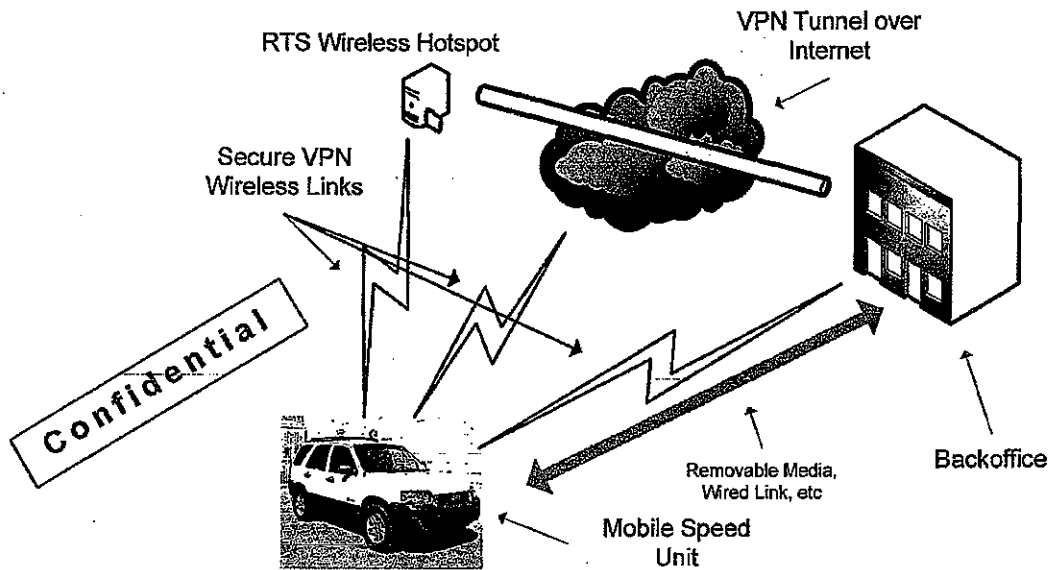
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Data Transmission Options

There are many options for transmitting deployment data from the mobile speed unit back to our Scottsdale Processing Center. One option is to utilize wireless "Hot spots" that are strategically located to allow for the secure uploading of data to the Processing Center. Other options include removable media, wired and wireless options.

Regardless of the means of transmission, all data from the mobile speed units will be transferred to the Processing Center via a secure VPN wireless link. This will ensure data integrity and security from both the Processing Center and mobile speed units.



Environmental Concerns

To reduce the impact on our environment, Redflex utilizes solar power technology and Hybrid vehicles as the equipment of choice for our enforcement systems. This acts to reduce energy and lower vehicle emissions. We also utilize RoHS compliant equipment in an effort to reduce the amount of hazardous substances found in the electrical and electronic equipment used in our systems.

In addition, our policy is to look for ways to reduce paper usage by utilizing paperless solutions such as the eCitation system and web based applications for tracking data and approval processes.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

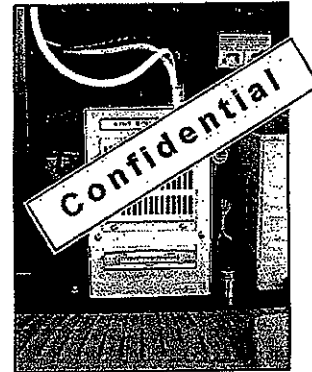
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

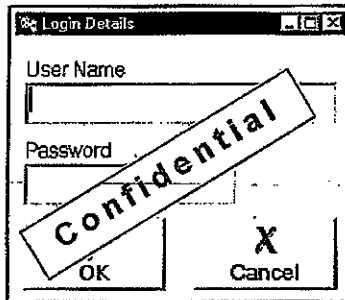
Network Hardware and Services, Fixed & Mobile Systems

Redflex provides the most robust and secure networking infrastructure in the industry. Our secure system includes the latest security measures which result in a highly secure system. This process commences immediately from the point of image capture.

The images, video and corresponding violation data are captured directly in digital form. For security, the offense evidence is **automatically encrypted** in a **Digital Envelope** at the point of capture. All the secured offense evidence is stored in the REDFLEXspeed PC and can be transferred to a Processing Center at any time via various media types (CD-R, DVD-R, WORM, Wireless, DSL, etc).



Redflex CPU: Wireless Enabled



The transmission of data requires specific security authorizations, and Redflex can designate various levels of authority for accessing features of the software. Users will be prompted for their user name and password, and this designation will enable users access based on their level of authority.

Each Redflex imaging unit provides **robust nonvolatile** on-site image and violation data transferring, storage and archiving capabilities. This is accomplished with a server that can store thousands of images if required. Fortunately, each Redflex imaging unit and its associated server are able to utilize a variety of modes for efficient data transfer.

Violation images and violation data go directly from the system location into the Redflex network. Once images are extracted and backed-up; each violation will be processed, stored, and **archived on redundant servers to ensure ease of retrieval and critical disaster recovery**. Violations can be retrieved, processed and delivered for viewing on a daily basis. The network configuration and real-time data transfer capabilities will enable the DPS to view and approve violation data within 24 hours of the actual occurrence of the violation.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

All digital images are recovered in a secure manner and will be retained for a period not less than one year from the date of violation. The System safeguards the image and data files against alteration by giving each element a unique digital signature to confirm its authentic status. **Redflex utilizes Public Key Cryptography and encryption processes to secure the transmission process.** Using public key cryptography, keys are created in matched pairs; each encrypted with one half of a pair. Decryption can only occur by using other half of the pair. This procedure allows Redflex to capture and transmit evidence over a virtual private network.

The digital signatures are created and used to deal with key management and the effective deployment of symmetric ciphers.

The resulting hybrid cryptosystems use public key methods to manage keys for symmetric ciphers. Redflex creates public key infrastructures to make these benefits widely available for our customers. This process ensures evidence integrity.

The Redflex solution provides the industry's leading secure chain of custody. Since Redflex manufactures the camera units, operates the back office, processes the citations, and maintains the system, nothing leaves the Redflex "umbrella," and the DPS is secure from unwarranted legal risk and improprieties.

The chain includes multiple levels of tightly integrated security including:

- Digital encryption at the point of image capture, including digital signature encoding to impede any possible electronic record tampering
- Violation verification, which includes digital certifications and audit trails for each system transaction
- 128-bit encrypted Notice Authorization Module that deploys robust user management and security protocols, with explicit authentication and user access protocols
- Citation authorization and printing which includes digital certificates, digital signatures and audit trails

The Redflex facility is secure and all **Redflex employees undergo a full seven-year felony background check** prior to employment as well as follow-up background checks on an annual basis (see Tab 6 for additional information on our employee background checks).



Scope of Work Equipment

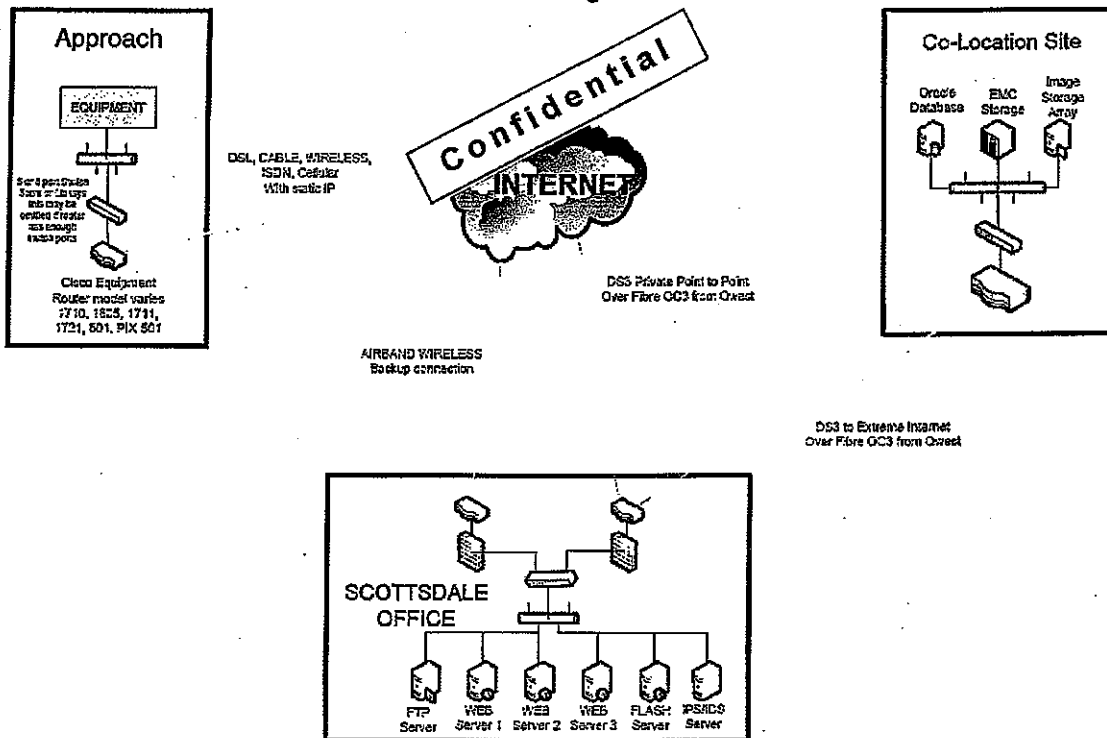
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Each transaction is documented, audited, and archived, resulting in a vertically integrated solution, providing permanent safeguards throughout the entire lifecycle of the enforcement process.

Network Diagram



In the unlikely event of a catastrophe, such as a fire, in which our processing facility was compromised, our co-location facility would ensure that the DPS would not skip a beat with respect to archiving or, more importantly, the work in process.

Redflex Data Back-Up and Recovery

Redflex's headquarters contains a primary data center, which rivals most small ISPs in connectivity and capacity. Redflex uses state-of-the-art enterprise equipment by such providers as Cisco, EMS, EquaLogic, and Dell to ensure data integrity and uptime. Redflex's backup and data protection infrastructure extends far beyond the typical procedure of backup tapes taken to an offsite storage facility, utilizing an offsite co-location facility with near real-time data replication to identical hardware sets as the ones located at the primary site.

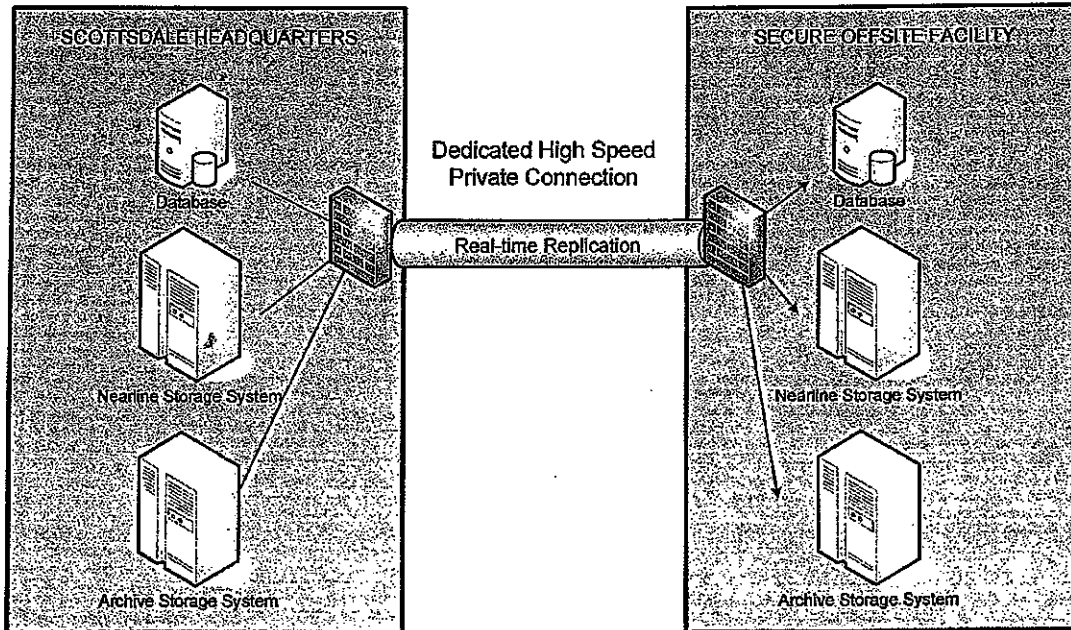


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



The primary site and co-location site are connected by a very high-speed private connection, and Redflex owns all the hardware at the co-location site. By using this methodology, Redflex is able to greatly minimize recovery and restore windows and greatly reduce, if not eliminate altogether, the potential for lost data. In the event of a disaster at the processing site, Redflex's real-time data replication environment allows for a much faster and more reliable recovery than in a standard tape backup environment. With the use of real-time data replication, there is no nightly backup window or nightly backup delay. Since all the production systems are backed up to disk arrays, times are significantly faster (compared to tape recovery), as multiple recoveries can take place simultaneously, if necessary (compared to one backup tape at a time). Redflex's goal has always been to provide our customers with the greatest level of data protection and highest level of uptime. Redflex also uses technologies that meet or exceed compliance standards for the storage of legal documents for all the citation data. Redflex's in-house IT staff has more than 20 years of combined experience.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

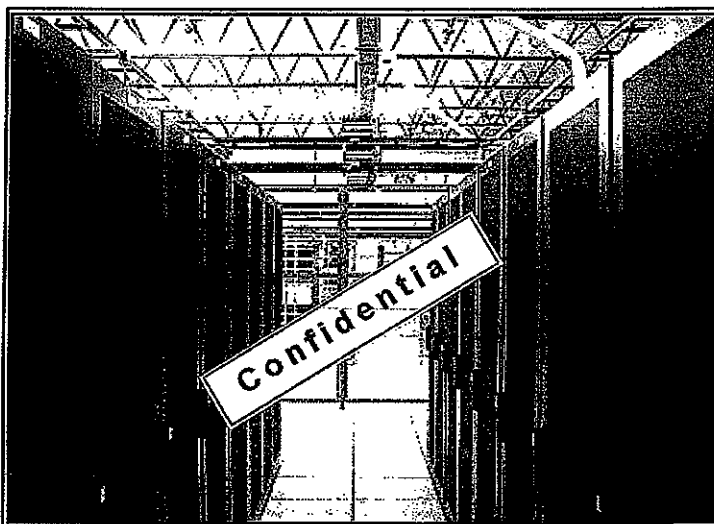
Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Storage & Archives

The DPS' data is saved in 3 locations:

- Archive Storage (original incident files) used to create court evidence packets
- Near-line Storage (images and video used during processing, printing, adjudication and online viewing)
- Database (all incident associated data used during processing, printing, adjudication and online viewing)

Archives are created automatically upon incident capture and are imported into the system. These archives are maintained to satisfy contractual and or legal retention policies. Upon request archives are pulled via an internal only web application from the Archive storage array. Archive purging is automatically performed based upon contractual and or legal retention policies.



Climate-controlled highly secure data center facility



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

2. Describe in detail your firms method and approach to satisfying Scope of Work section 8; Citation Generation and Processing Services : Use additional pages as necessary or if using an attachment please cite where the attachment is in the offer:

Citation Generation and Processing Services

As the largest provider of photo enforcement solutions in the USA, Redflex currently maintains the industry's most robust infrastructure for citation generation and processing services. We have developed a scalable organization to ensure we exceed the needs and expectations of our growing customer roster, which currently exceeds 190 photo enforcement clients. At present we have the documented capabilities, staffing, policies, protocols and procedures to process and generate millions of citations annually while maintaining an error rate that is statistically insignificant. In fact, we have implemented a robust network that can without difficulty double our existing capacity and output. Our Arizona Operations Center is currently achieving the following production levels:

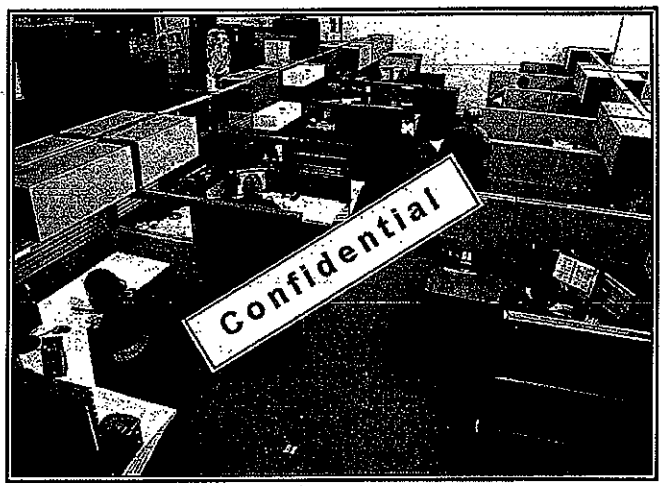
- 500,000+ violation incidents processed
- 22,000+ phone calls taken at our call center
- 2,500+ court packages prepared

The Redflex Violation Processing System

Redflex is pleased to offer the DPS a robust, web-enabled violation processing solution that incorporates the leading features and functionality available to ensure that the DPS can complete its work in the most efficient and effective manner possible.

This system is supported from our Corporate headquarters based in Scottsdale, Arizona and was developed to enable law enforcement personnel to perform their responsibilities from any computer that has Internet connectivity.

This dynamic application was designed from the ground-up to provide our partner jurisdictions with extensive capabilities, ensuring proper program management and effective risk mitigation.





Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

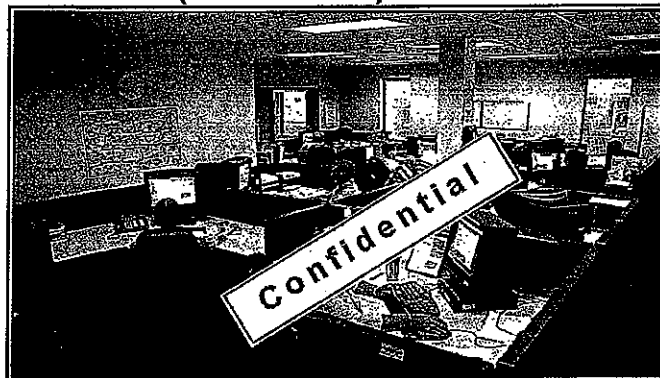
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

These capabilities include, but are not limited to:

- The most secure chain of custody approach
- Full 50 state vehicle registration access – matching vehicle make, model and type
- Driver license information matching, including gender and age matching
- Ability to screen nomination forms on behalf of the DPS in cases where the named defendant provides information indicating that they were not driving the vehicle at the time of the violation
- Three levels of incident review and quality assurance (three trained staff members)
- Multi-lingual call center with a toll free number
- Color printing and mailing
- Bi-directional court interfaces, including the new interfaces with the AZ AOC system called “e-Citation”
- DPS alerts for license plates notifications on suspended, expired or stolen vehicles
- Providing printed and electronic copies of process service citations to multiple process service vendors allowing for personal service of unpaid citations on a nationwide basis
- Providing a secure Internet site for violators to review violation images and data

Redflex Multi-Lingual Call Center (AZ)
(1-800 Hotline)





Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

Processing- Step A through Z

The first step in the process is the secure decryption, transferring and uploading of incidents to the Redflex Processing System. Once the incidents are uploaded to our system, the processing commences with the first level of review and quality assurance; or what we refer to as "Verification #1."

Verification #1 (or V1)


In the V1 phase a trained Redflex associate will extract the original "raw" images, video and violation data and commence the review process, which includes:

- Reviewing of photographic evidence
 - Multiple high resolution still images
 - Full motion video
- Confirm that a prosecutable violation has occurred that meets the criteria developed by DPS
- Zoom and crop images, lighten and darken for ease of reviewing (if desired by DPS)
- Mask the facial images of vehicle passengers
- Extract (using OCR) or enter the license plate information



At each and every phase of the Redflex 3-stage Screening and Quality Assurance process, our trained specialists will evaluate:

- The image clarity to depict:
 - A clear and unobstructed face
 - A clear and unobstructed license plate
 - Violation information, like:
 - Location
 - Date
 - Vehicle information, like:
 - Year
 - Make
 - Model
 - Color

	<h1>Citation Generation and Processing Services</h1>	Arizona Department of Public Safety 2102 W. Encanto Blvd., Ste 340 Phoenix, Arizona 85009
	SOLICITATION NO.: L8-022	
Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed		

Once the license plate information is extracted and entered into the Redflex system, our staff uses several processes that accurately capture MVD and driver license information.

MVD Look-ups

Redflex obtains the majority of vehicle registration and driver's license information directly from dozens of the Department of Motor Vehicle Departments throughout the United States. In addition, Redflex has a strategic partnership with NLETS (National Law Enforcement Telecommunication System) to obtain real-time MVD information for all 50 states. This strategic partnering allows Redflex to get the most up-to-date and accurate information available. This process is fully automated and eliminates the physical data entry processes. Finally, Redflex also has arrangements with additional 3rd parties that can provide vehicle registration information; which further enhances our "hit" rate.

If multiple registration data is returned to Redflex; the incident is sent to a specialist, which will review all available information including front license plates, rear license plates, vehicle make, model and year. Once all the information is reviewed, the trained specialist will make the proper determination of the appropriate registration information to use.

Gender Match Verification

During this process, our specialists review the incident information and based on the screening guidelines developed by the DPS, determine compliance. Working with the highest resolution "face" cameras available; the clarity of our driver face images enable our operators to determine if the driver of the vehicle matches the drivers license information.

If after these processes the incident is determined to be "non-actionable" the specialist will reject the incident and provide an accurate rejection code for future reporting.

If the incident passes all the DPS specifications and guidelines; the incident is sent to the second stage of quality assurance or Verification #2 (V2).

Verification #2

In the Verification #2 stage, a different trained specialist will complete the following steps:

- Repeat V1 steps
- Re-Check vehicle make and model information with the MVD information



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement
Systems, Mobile and Fixed

- Verify if the driver is "likely" to be the registered owner using the physical description details provided by the MVD; including age and gender matching
- Match against the screening guidelines developed by the DPS

3rd Level Quality Assurance

Upon completion of the V2 stage only Redflex provides one additional quality assurance stage; which we call Advanced Quality Assurance (AQA). During this third and final stage, the incident is reviewed by a Quality Assurance Supervisor. This final review and confirmation ensures that the previously defined processes were strictly adhered to.

Once the incident passes the third level AQA it is finally passed on to the DPS for review and authorization.

Feedback loops are in place to ensure continuous training for all AQA Specialists. All violations that are rejected at any phase of the 3-step QA process are reviewed daily by an AQA analyst. The AQA analyst is responsible for correcting any mistakes that are identified and then providing feedback to the operator and to the shift supervisors thus adding an additional continuous quality improvement phase to our processing.

As outlined, Redflex will accurately capture and store images, establish chain of custody for images and process and issue citations for red light violations in accordance with DPS policy. To effectively meet this specification, Redflex will work closely with the DPS to develop, establish and document business rules between the agency and Redflex, which will be used as standard screening guidelines by our staff and the DPS for viewing and issuing citations. This will help maintain the consistency and effectiveness of the program.

DPS Review and Approval

Redflex will provide a user friendly, intuitive and fully web-based application to DPS for review and authorization (approval or rejection) of violations. Because our system was designed for working directly with law enforcement personnel, it is extremely easy to use. As a result of its intuitive navigation, it requires a minimal amount of time to use. In reality, many jurisdictions take between 10-15 seconds to review and approve violation images.

We pioneered the development of this web-based system and with our thought leadership made some important design decisions including the "loading" of images as "thumbnails." Each thumbnail is large and clear enough to read a



Citation Generation and Processing Services

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

vehicle license plate; but will load in seconds versus the pain experienced when downloading extremely large image files. In fact, due to Redflex's success, our competition is unsuccessfully attempting to replicate a similar system.

Department of Public Safety Authorization

Redflex allocated millions of dollars in the development and continuous improvement of the industry's most comprehensive, intuitive and user-friendly public safety officer/police review, authorization and reporting applications.

The application is called WebOps, and is fully web-based and designed for remote access, requiring no special hardware or software as all you need is a computer with Internet access.

This suite of web-based applications uses robust user management protocols, which allows assigned users to quickly and efficiently access the specific information they desire. WebOps uses the latest in Internet security measures and is robust enough to allow multiple concurrent users to access information and review and authorize violations at the same time.

The system uses an enhanced two-factor authentication; which minimizes and eliminates unauthorized network access. Basically, users of our system must identify themselves with two factors, before access can be granted. This is a very similar feature to "on-line" banking; in which users need to recognize a site key; which is chosen specifically by the user; in addition to providing username and password. This process authenticates the users at multiple levels, including the network, system, application and desktop.

The graphical users interface (GUI); was developed by law enforcement professionals for law enforcement professionals. Redflex facilitated user groups with law enforcement representatives that were both familiar and unfamiliar with our company and with photo enforcement. The result of these "focus groups" was the development of the industries most "user-friendly" applications; which also includes intuitive navigation and logic.

As you will see in the upcoming pages, we will review the exact process that is required for accessing WebOps, reviewing violations and authorizing citations.



Citation Generation and Processing Services

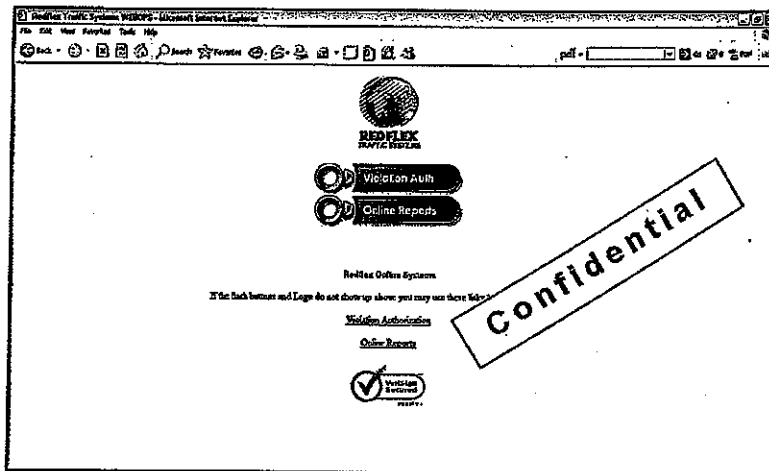
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection Enforcement Systems, Mobile and Fixed

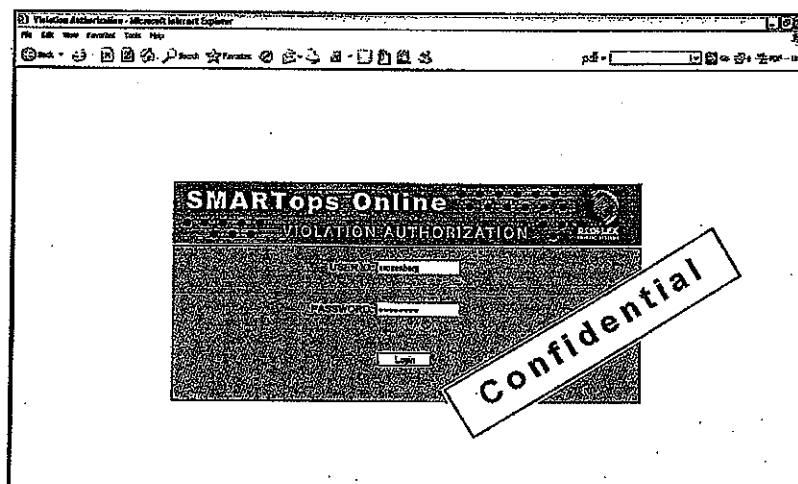
Log On Screen

The WebOps application suite is accessed through a secure website. Once you have linked to this website; the user will have the ability to "enter" the (1) Violation Authorization module or the (2) Online Report module.



Sign In Screen

Once the user "clicks" on their desired process, the system will require a "username" and "password." This assigned username will determine and allow user-specific features and functionality. This is a robust security feature built-in to this application.



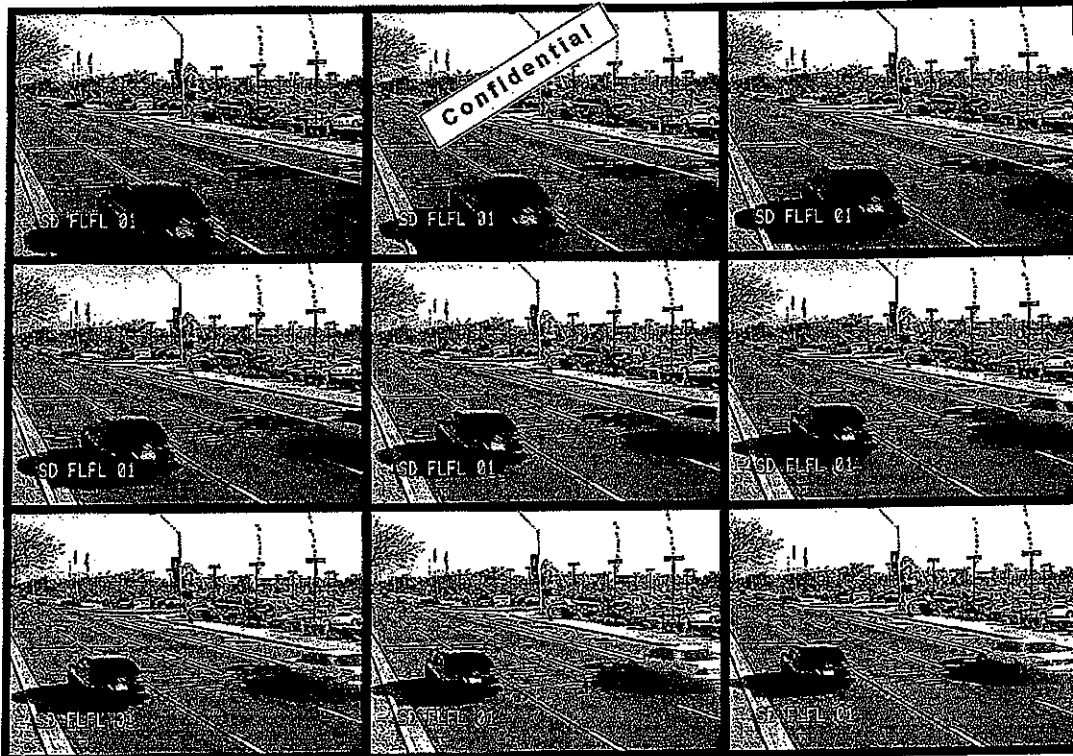


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



Video Frames



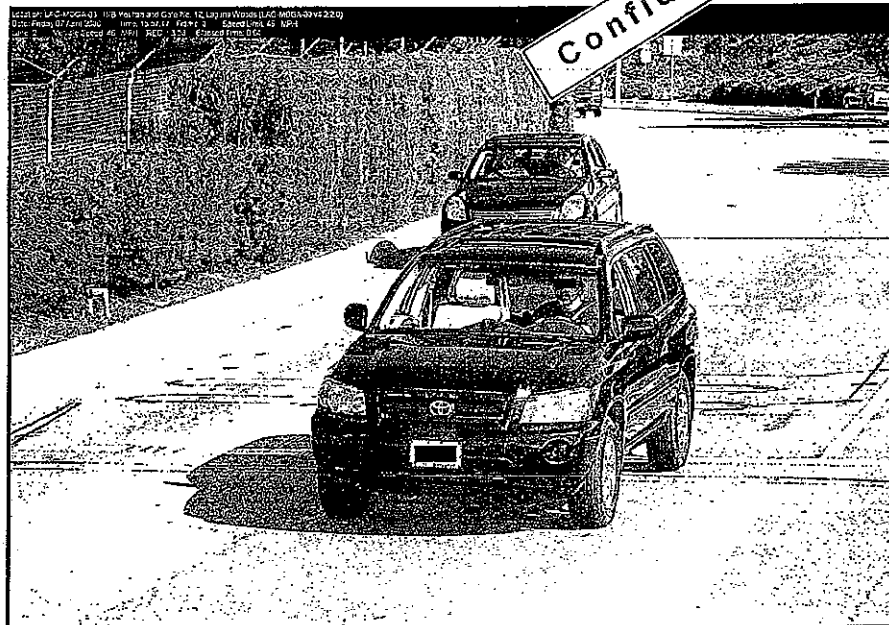
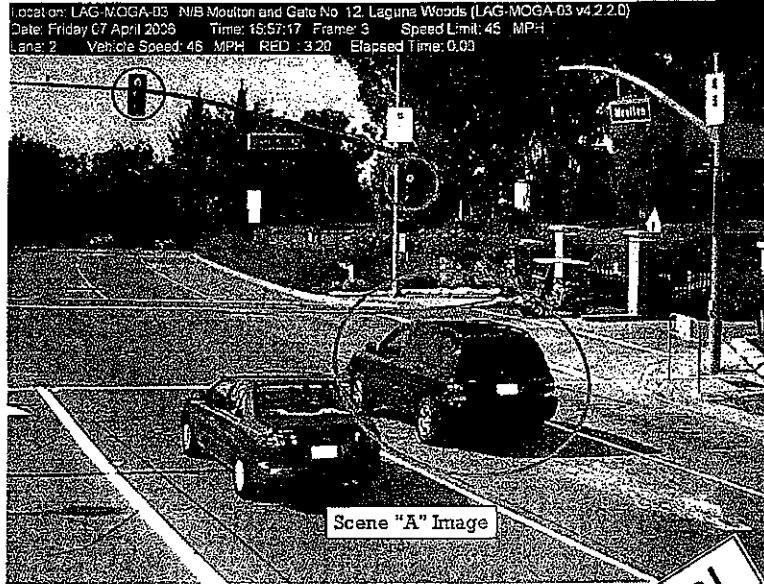
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

The following are example sets of Red Light Camera violation photos:





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

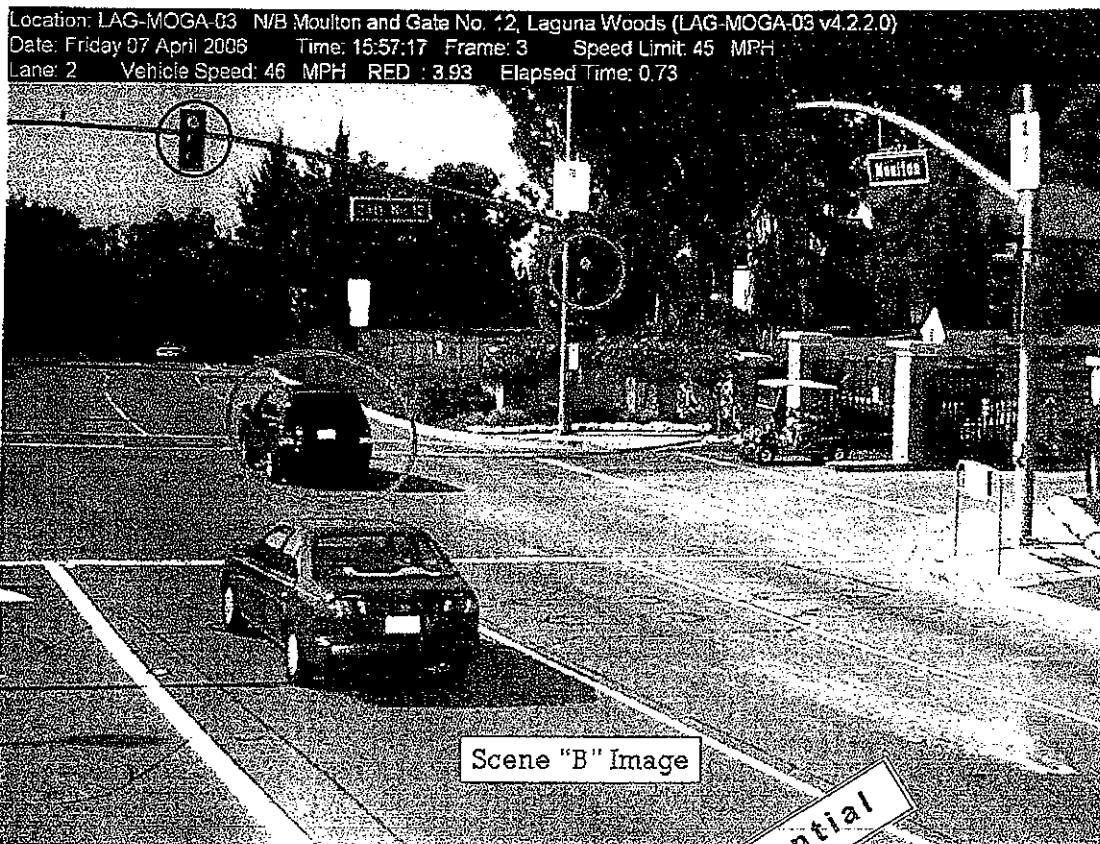
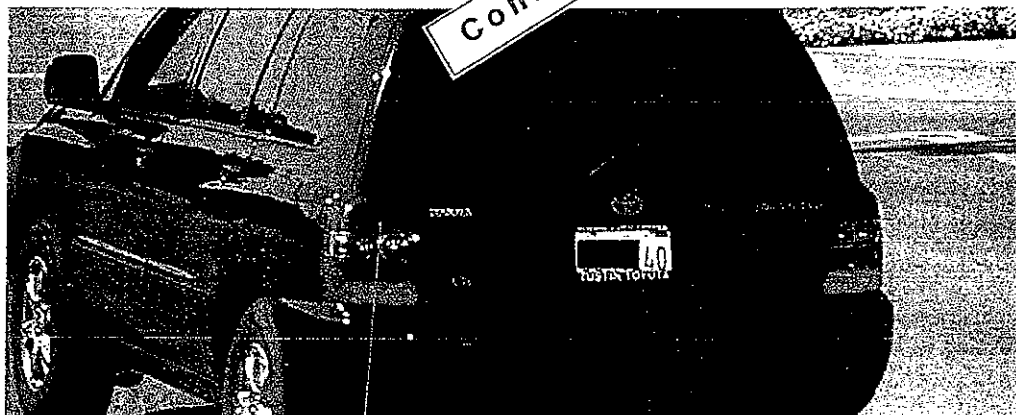


Plate
Image



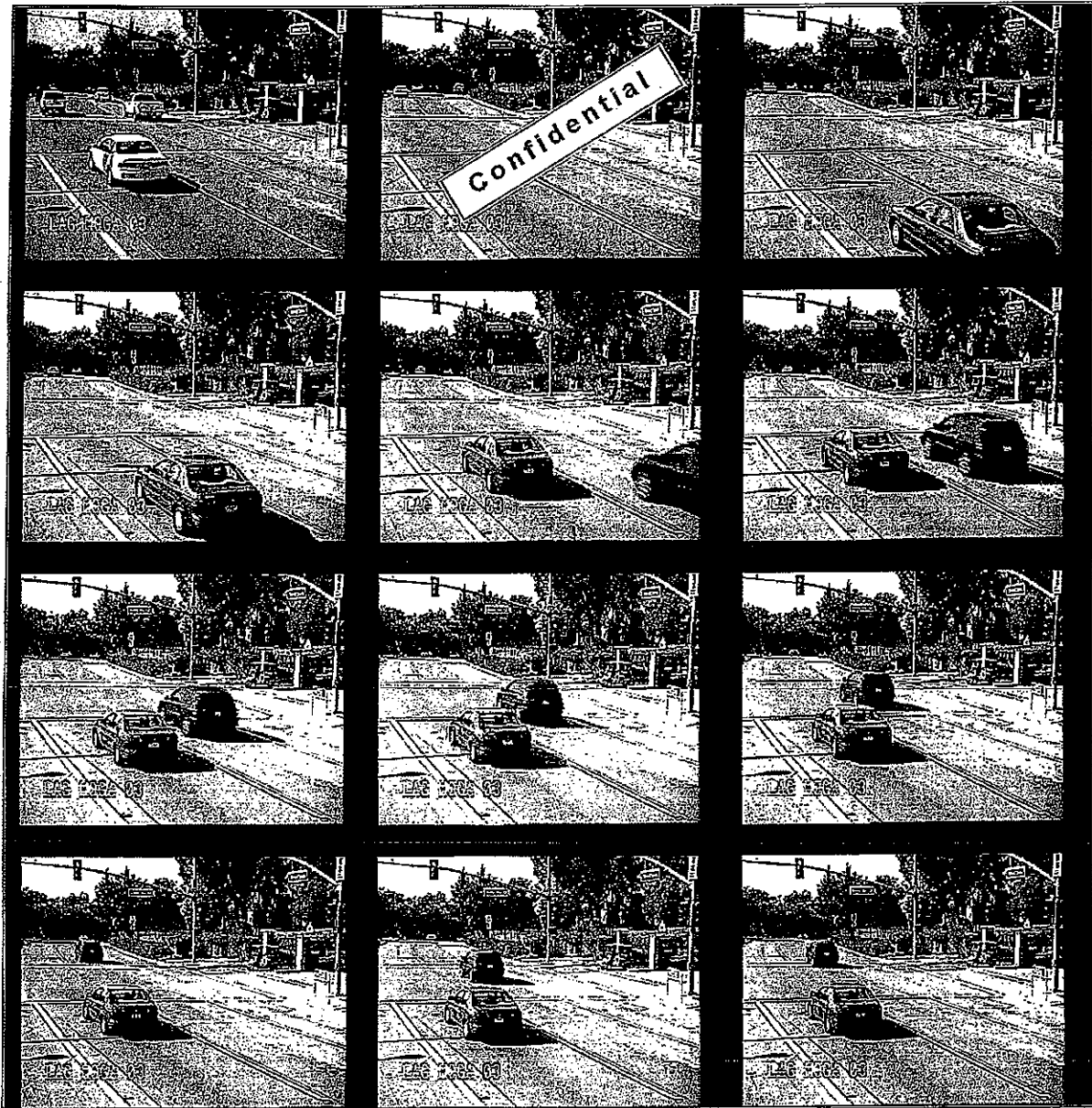


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



Video Frames



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Databar (Red Light Camera)

Each of the high resolution digital images produced by the system for a Red Light infraction includes an encrypted databar, which "stamps" pertinent violation information of the image at the very point of capture. The databar includes a 256-character field that can be customized to suit the DPS' specific preferences and requirements. The standard data elements are encrypted at the point of capture on each image and this information cannot be manipulated by Redflex or the system. Typical data fields include:

- A unique violation number and sequencing
- Date (mm/dd/yy) and time (Military)
- Number of seconds of amber aspect displayed, accurate to 1/10th of a second
- Number of seconds of red aspect displayed, accurate to 1/10th of a second
- Location code or identifier, including, but not limited to: city, street and direction of traffic
- Vehicle speed
- Posted speed
- Lane of violation

Sample Databar (Scene A)

Location: CG-HADI-01 N 1200 Halsted St (N) / Division St, Chicago (v.3.3.1.11)
Date: 8/17/04 Time: 3:58:30 PM Frame: 10 Speed Limit: 30 MPH
Lane: 2 Vehicle Speed: 29 MPH RED : 1.252000 AMBER : 3.024000 Elapsed Time: 0.000000

Looking at the encrypted data bar from "real" violation images, one can clearly see the pertinent data fields are very clear and visible. Of special importance is (1) RED: 1.2520, which illustrates the light has been red for 1.252 seconds, (2) AMBER: 3.0240, which illustrates a real-time elapsed yellow phasing and (3) Elapsed Time: 0.000; which represents the first image captured to this set of violation images.

Sample Databar (Scene B)

Location: CG-HADI-01 N 1200 Halsted St (N) / Division St, Chicago (v.3.3.1.11)
Date: 8/17/04 Time: 3:58:31 PM Frame: 10 Speed Limit: 30 MPH
Lane: 2 Vehicle Speed: 29 MPH RED : 2.504000 AMBER : 3.024000 Elapsed Time: 1.252000

Continuing, the pertinent data fields are clearly visible and have been automatically adjusted for the Scene B images. Of special importance is (1)



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

RED: 2.5040, which demonstrates that the Scene B image is captured later in the red phasing (2) AMBER: 3.0240, which illustrates a real-time elapsed yellow phasing and (2) Elapsed Time: 1.2520; which represents this image was later in the sequencing, as 1.252 seconds has elapsed between the Scene A image and the Scene B images, which is consistent to the adjustment of the RED timing.

Databar (Speed)

Each of the high resolution digital images produced by the system for a Speed infraction includes an encrypted databar, which "stamps" pertinent violation information of the image at the very point of capture. Similar to the layout of the Red Light Camera version, the Speed databar includes a 255-character field that can be customized to suit the DPS' specific preferences and requirements. It also provides standard data elements that are encrypted at the point of capture on each image and this information cannot be manipulated by Redflex or the system. Typical data fields include:

- A unique violation number and sequencing
- Date (mm/dd/yy)
- Location code or identifier, including, but not limited to: city, street and direction of traffic
- Vehicle speed
- Posted speed

Location & Direction

Posted Speed

Location: SD-101SHS-01 S/B Hwy 101 and Shea Blvd, Scottsdale v4.6.2.0
 Date: Monday 04 June 2007 Time: 23:11:09 Frame: 86 SpeedLimit: 65 MPH
 Lane: 1 Vehicle Speed: 103 MPH Elapsed Time: 0.00

Date & Time

Vehicle Speed



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

REDFLEXspeed® AUTOMATED SPEED VERIFICATION SYSTEMS

Redflex Traffic Systems has been a leader in the speed program market for many years using worldwide proven accurate speed enforcement systems. Redflex continues to be the innovator in the industry by continuously leading development in new technologies to strengthen the evidence packages and the success of the programs operated. Effective speed enforcement programs rely on state of the art data corroboration.

Redflex is the only vendor to have developed a Fully Automated Speed Verification System utilizing third party speed measurement devices for automatic corroboration. These primary and secondary speed verification technologies perform automatic corroboration at the camera site using proprietary software developed by Redflex to produce digital evidence packages ONLY when both of the independent speed measurements match within a defined tolerance.

This combination gives us:

- Independent sensors and sensor types
- Independent timing circuits
- Systems from independent manufacturers

The new REDFLEXspeed sensor system can be separated into three major components.

- A Primary Detection System
- A Secondary Detection System
- A Tertiary SMARTscene® Redline™ Video Detection Verification



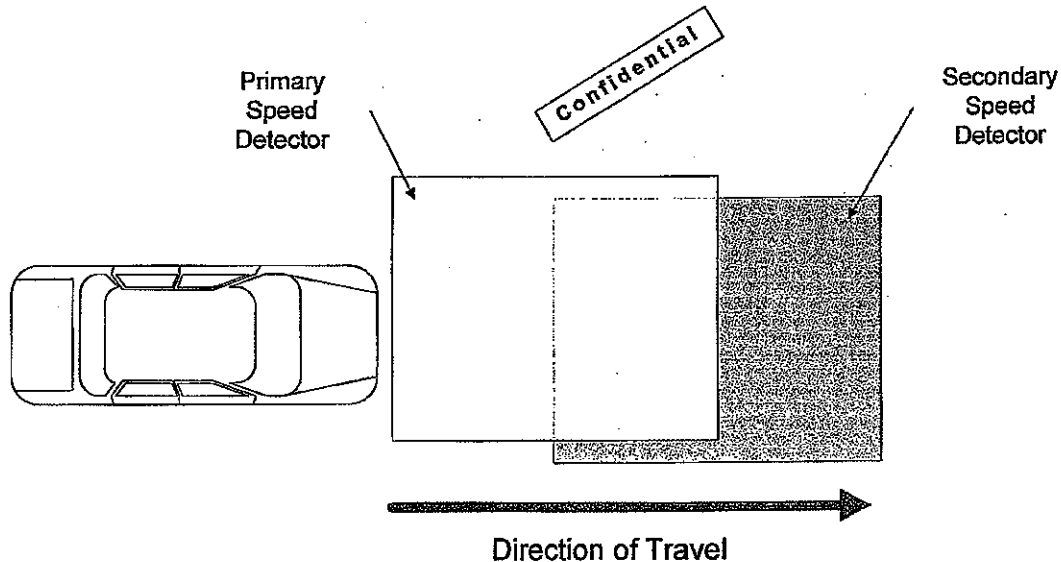
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

REDFLEXspeed® AUTOMATED SPEED VERIFICATION SYSTEMS (Offering Primary, Secondary and Tertiary Speed Verification)



The Primary Detection System (PDS) measures the vehicle using Redflex patent pending speed measurement algorithms, obtaining:

- Multiple speed measurements
- Wheelbase measurements
- Axle Counting
- Vehicle Classification
- Time Stamping (up to one thousandth of a second)
- Ultra low latency camera systems

The PDS alone has multiple internal verification checks to ensure speed measurement validity.

The Secondary Detection System (SDS) uses third-party speed detection systems. This system uses independent timing circuits that are designed and manufactured by a third-party.

The Redflex system compares the data from the two independent speed measurement systems and will only produce an evidence package if the speed measurements fall within a certain tolerance.



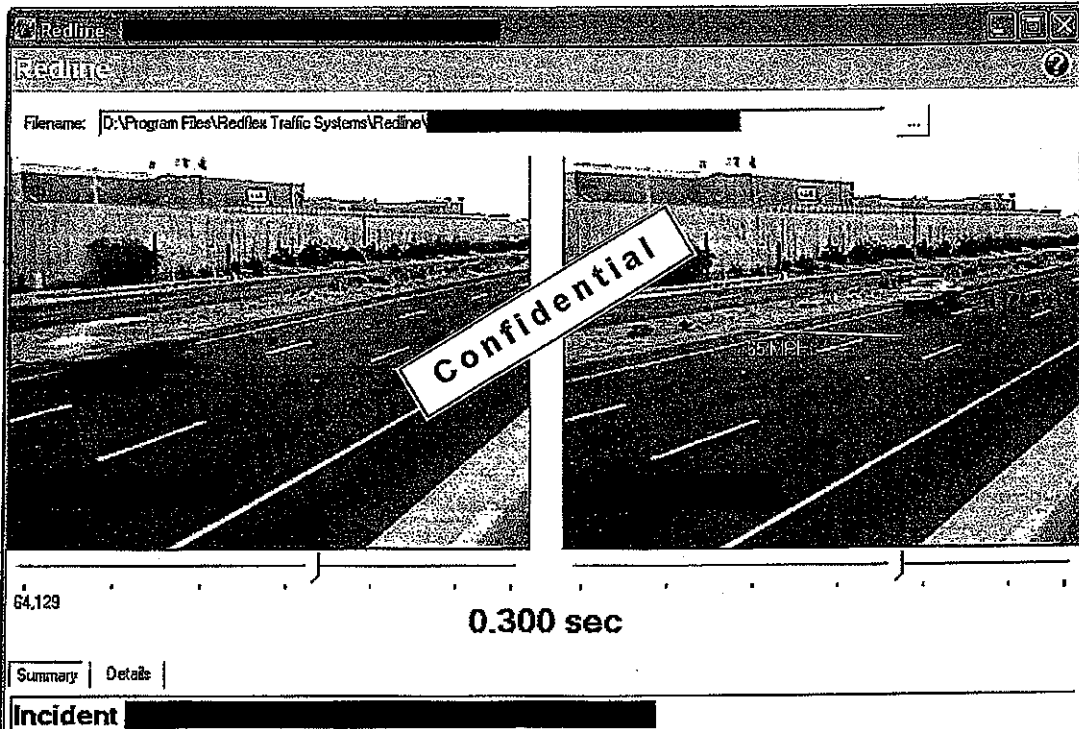
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

A further Tertiary speed measurement can be obtained using SMARTscene Redline™, a new speed measuring system developed by Redflex using SMARTscene® video.



The speed of a vehicle can be obtained using calibration data from the site to produce yet another independent speed measurement, complementing the already compelling evidence package.

The results are evident in the 100% combined accuracy rates.

Limitations of Method Used by Competitors

In comparison, other vendors rely on operations personnel to make a "rough" time over distance calculation by looking at the time stamp on each image and comparing it to the position of the vehicle. This task is made more difficult as the images are only time stamped to the "10th of a second". The problem with this approach is that in a freeway setting where cars are traveling at a high rate of speed, the subject vehicle can travel more than a car length within the same 10th of a second time stamp (see example below). This creates the possibility that the photo enforcement system will capture both front and rear



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

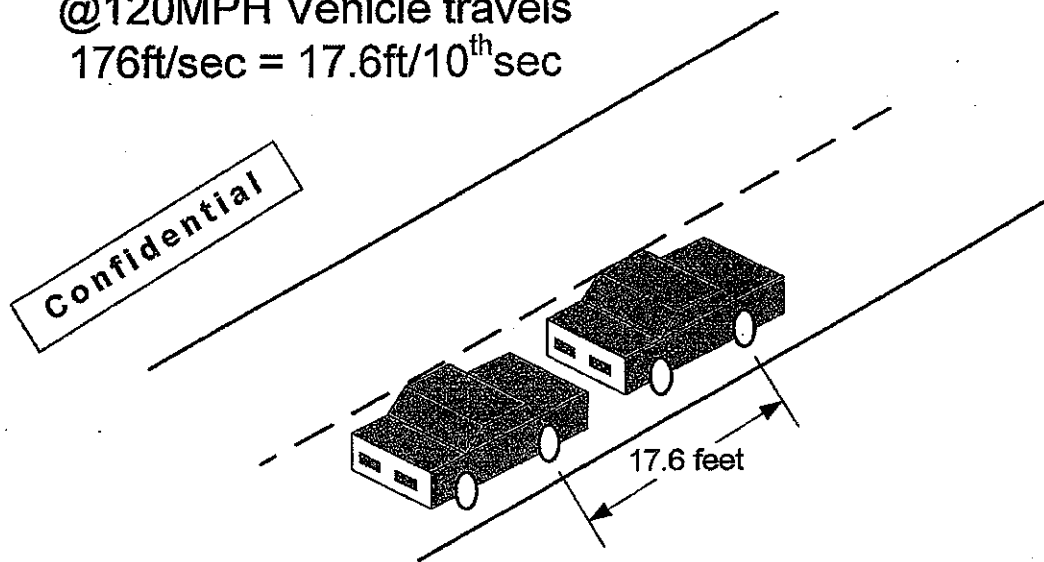
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

images within the 10th of a second timeframe, making it literally impossible for the vendor to verify the speed measured by the system.

Here is an example of a vehicle traveling at 120MPH using this technology:

@120MPH Vehicle travels
176ft/sec = 17.6ft/10thsec



Detection/Sensory Array

Redflex is the only vendor that has experience utilizing multiple detection sensors and configurations; which enables the Redflex Solution to be easily customized and implemented to address unique geometrical and spatial needs without jeopardizing effective violation capture.

Any vendor that espouses a "one-size fits all" approach is truly constrained and is proposing a configuration which could lead to a substantially negative impact on public safety.

Currently, with some 1,100 "live" systems and 60% of the US market, Redflex has made a substantial investment in Research, Development and Testing various technologies and configurations, and we recognize that each of the following proposed technologies has inherent strengths and weaknesses; all of which are impacted by factors such as, but not limited to: intersection and roadway geometries, climate and pavement conditions.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

The specific technology we deploy at the proposed intersections and roadways will be based on joint Redflex-Customer agreement; ensuring that the end result is a system that is truly optimized for the specific needs at hand.

Redflex is pleased to offer the DPS a variety of non-invasive violation detection options. As outlined, we do not prescribe to the notion of "one size fits all." We recognize that each intersection and roadway has different geometries, different lane configurations and different directional orientations; all of which can and will either negatively or positively impact the violation detection technology. To ensure the DPS' systems are optimized, only Redflex has effectively deployed several different types of detection technologies. Regardless of the specific technology, each option incorporates the following features:

- Automatic self-tuning
- Sensitivity control
- Automatic recovery for opens, shorts and power failure
- Presence of pulse modes of operation
- Multi-channel outputs
- Easy installation, adjustment and maintenance

Virtual Wireless Detection – Sensys (Minimally invasive with higher detection and issuance rates)

Redflex has extensive experience using a wide range of detection technologies including video and virtual wireless detection technologies. Redflex is the only vendor that has experience utilizing these various types of sensor arrays and configurations which enables the Redflex Solution to be easily customized and implemented to address unique geometrical and spatial needs without jeopardizing effective violation capture. In addition, the virtual wireless detection approach is less invasive when compared to the loop/sensors, while having the same or better image capture rate.

The diagram below represents the utilization of the latest wireless sensors for stop bar detection. Redflex has successfully utilized this device for speed detection and red-light camera triggering; and it has proven great validity, accuracy and reliability; without "loop cutting."

Redflex-Sensys Networks Flush Mount Sensor (FMS) Systems integrates the non-intrusive in ground sensor technology with Redflex's proven traffic monitoring capabilities. The Sensys Networks sensors trigger the Redflex computer when a vehicle crosses the detection zone without coming to a



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

complete stop, or exceeds the threshold speed settings. All system thresholds are set based on contractual requirements of the jurisdiction authority.

The Camera System records still images, video and data for each suspected violation.

The Detection System

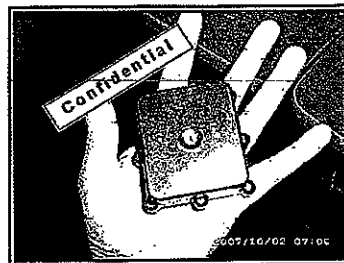
The Detection system is comprised of four elements:

- Self contained, wireless in ground sensors for vehicle detection.
- A Nema 4 rated Access Point that receives and transmits data to and from the in ground sensors
- A proprietary (SDCM) system that collects and processes incident data
- A camera system that becomes active after a vehicle presence is determined by the detection system

When the system determines that a vehicle is in violation both still images and the video camera are triggered. The Scene/Plate Image is activated when the vehicle proceeds through the detection zone.

The Flush Mount Sensors are wireless, quick and easy to install. The access point allows for monitoring of up to 6 lanes (12 sensors) of traffic, (additional lanes can be configured with the addition of access points and sensors).

The FMS sensors can be used in conjunction with existing ground loops or as stand alone detectors. They have an extended life expectancy (10 years) and do not interfere with existing loop signals. FMS sensors are also not susceptible to damage from roadway repaving. These sensors are placed deep enough into the roadbed that traditional removal of asphalt will not damage them. The image to the right illustrates the actual size of these sensors.





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

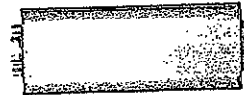
Additional Features

Digital Monitoring Of Remote Fixed Speed Systems

Our Fixed Systems feature a Remote System Management capability that is accessible through our SmartCam software package. This feature enables the DPS to utilize a software interface to remotely enable or disable a single system, make this change system wide, and to monitor activity levels. The customer also has the ability to request specific downtimes in advance through the Redflex helpdesk.

Opto-Isolation

Redflex understands the importance of system isolation and in situations where our equipment monitors traffic phase signals, we utilize technologies to insure there are no interferences with existing and sensitive equipment (such as traffic controllers).



Redflex proposes using an opto-isolation module that provides a very robust sensing, filtering and high noise rejection and transient-free "clean" switching. With 4,000V rms optical isolation, this module will completely protect the agency's infrastructure, connections and controllers.

The module is designed to protect against ground loops between devices that use different power sources, generate dissimilar ground currents or produce noisy signals for data transmission. In essence, the opto-isolation module ensures clean data transmission and reception between two devices such as photo enforcement equipment and traffic signal control systems.

The Redflex system is quite flexible in its ability to monitor traffic phases, and will work with the appropriate agency to provide a method that meets their requirements.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Features Available for Future Consideration

Using Automated Enforcement to Monitor for Tailgating Infractions

In addition to the importance of driving at a safe speed, maintaining an adequate distance between vehicles is also very important to overall public safety on our roadways. We frequently find drivers operating their vehicles aggressively, including driving too close to the automobile immediately in front of them.

The Arizona Revised Statutes (28-730), for motor-vehicles has established requirements concerning proper following distances:

"The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent and shall have due regard for the speed of the vehicles on, the traffic on and the condition of the highway."

The Arizona Driver License Manual, page 34 (AZDOT, 2006) states:

"Allow at least a 2-second following distance for most driving situations ..." Four-second gaps are recommended in wet conditions.

The following table helps to put this requirement into perspective by illustrating reasonable and prudent (safe) driving distances at varies vehicle speeds:

Speed (MPH)	1 sec gap (feet)	2 sec gap (feet)	4 sec gap (feet)
55	81	161	323
65	95	191	381
75	110	220	440
85	125	249	499

For example: A driver traveling on a roadway with a posted speed limit of 65 MPH, using a 2 second cushion (as recommended by the Arizona Driver License Manual), should maintain a 191 feet gap between his/her vehicle and the automobile immediately in front.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

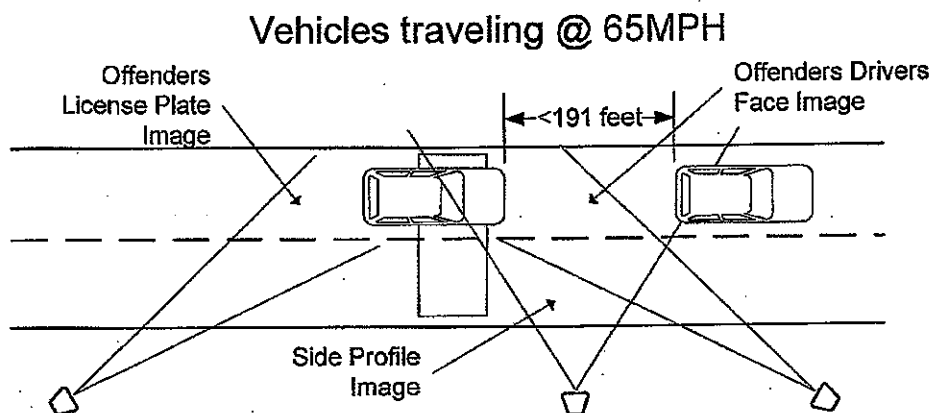
Data gathered by Redflex cameras operating on the 101 freeway during the 9 month pilot program showed some alarming results. The following table shows the results of a sampling of 65,000 vehicles.

Speed MPH	1 sec Gap			2 sec Gap			4 sec Gap		
	Feet	#	%	Feet	#	%	Feet	#	%
55	81	11755	18%	161	27433	42%	323	40014	62%
60	88	11578	18%	176	25319	39%	352	36242	56%
65	95	6004	9%	191	12880	20%	381	18607	29%
75	110	19	0%	220	49	0%	440	86	0%
85	125	1	0%	249	1	0%	499	3	0%

The sample shows that ~40% of the drivers violated the 2 second safe driving rule at speeds of 55 and 60 MPH (42 and 39% respectively). Alarming, ~18% violated the 1 second rule at the same speeds. At the posted speed limit of 65MPH, ~20% of drivers violated the 2 second rule while ~9% did not even allow a 1 second gap. When factoring in human reaction and vehicle stopping times, the probability of causing an accident dramatically increases at these unsafe following distances.

The REDFLEXspeed[®] system can be utilized to enforce safe car following distances. In detecting this type of infraction, a third camera view is configured, which acts to capture the side profile of the vehicle, which shows the distance between the offending vehicle and the vehicle in front of it. Along with the supporting SMARTscene[®] multi angle video, the REDFLEXspeed[®] system provides compelling evidence of non-safe driving distance infractions.

A graphic of the equipment set-up can be found below:





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Point-To-Point Freeway Speed Enforcement System Featuring Infrared Flash Technology

The RedflexExpress Point-to-Point fixed speed measurement system is a revolutionary technology that provides speed enforcement and statistical information for vehicles traveling between two or more fixed points. The RedflexExpress Point-to-Point System also highlights our ability to incorporate an infrared method of detection in a speed enforcement application.

Benefit of Point-to-Point Enforcement

Conventional fixed speed enforcement systems detect instantaneous vehicle speed only while point-to-point systems work on the principle of average vehicle speed. A point-to-point system will therefore eliminate the ability for a vehicle operator to slow down in the vicinity of a known fixed speed installation and then speed up again after passing the enforcement zone.

Hume Highway Project

Redflex first introduced the RedflexExpress Point-to-Point solution on the Hume Highway in Victoria, Australia. In this application, our point-to-point solution detects instantaneous and average speed violations at five freeway locations along a 171 mile stretch of highway. The Hume Highway has average daily traffic volume of nearly 100,000 vehicles, with some enforcement locations generating in excess of 140 violations per day (on average). Results from the program indicate that 42 percent of offenders were detected by point-to-point speed only, 10 percent were detected by both point-to-point and instantaneous speed measurement, while 48 percent of offenders were detected by instantaneous speed only.



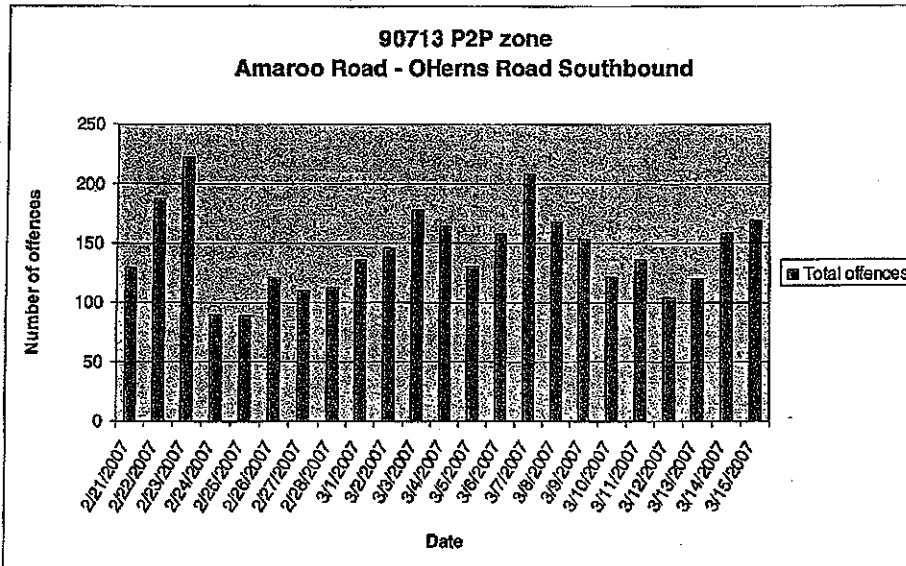


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



Hume Highway, Point-to-Point System – Offenses per day (90713 Zone)

Functional Overview

The RedflexExpress Point-to-Point technology works by calculating the distance between two points and comparing this data to the time it would take to travel that distance while staying within the posted speed limit for the roadway. Vehicle details (including image and time) are recorded at each point, and are later correlated at a central server to determine the average vehicle speed. Incident files are created for both local (instantaneous speeding violations at each point of detection) and point-to-point speeding violations (vehicles that travel between two points at an average speed that exceeds the posted speed limit). Optical character recognition (OCR) is used to automate the vehicle correlation process. In addition, the central server utilizes a relational database to store summary information, from which statistical information is extracted.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



Pole Mounted Point to Point Station with Heavy-Duty High Repetition Rate
IR Flash System



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

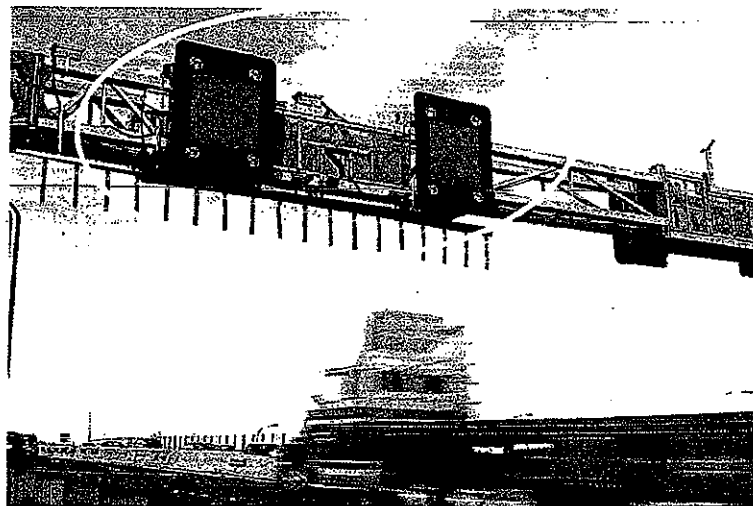
Operational Overview

The RedflexExpress Point-to-Point system digitally photographs every vehicle as it crosses the sensors in the road. It uses a high speed shutter to ensure a sharp image of fast moving vehicles. A non-intrusive infrared flash is utilized to illuminate the vehicle and license plate when the ambient light is insufficient. Monochrome cameras are typically employed as they are generally more sensitive than color cameras, and work in concert with the infrared method of detection that also produces monochrome images. The system features one dedicated camera and flash per lane.

The captured image and details are temporarily stored on the computer hard drive for each camera and placed into a queue for further processing. There is one queue for each camera.

An Optical Character Recognition (OCR) system is used to process the image and details in the queue. The OCR process produces text data that identifies the vehicle details, facial image and plate number. Since the volume and size of all vehicle information captured is too great to transfer the full details of every vehicle to the central server; summary data is downloaded from the central server onto a database.

The database automatically matches vehicle descriptions at both the start and end points and determines the duration and the average speed of each vehicle. If a vehicle is found to be speeding, the database generates a request to obtain the vehicle data from the capture points in question.



Gantry Mounted Point to Point Station with Heavy-Duty High Repetition Rate
IR Flash System



Scope of Work Equipment

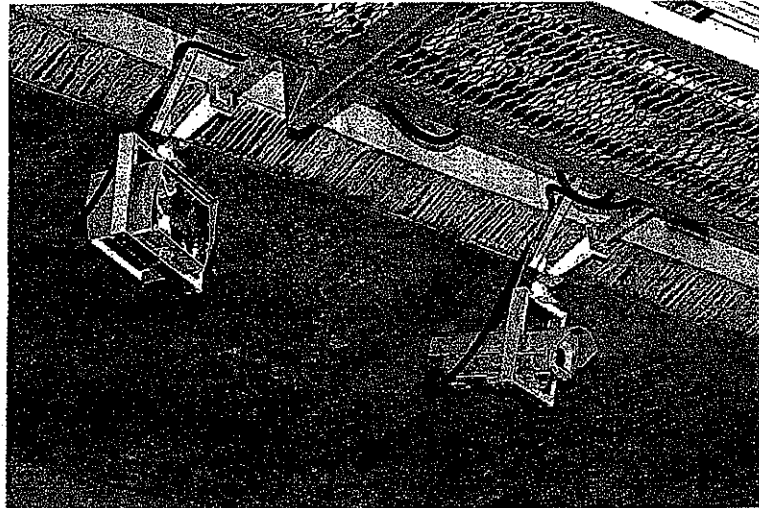
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

The roadside cabinet computer at each point processes the request for vehicle data from the central server and creates a digitally signed incident file. These files are later downloaded by the central server and combined into a single Point-to-Point incident file.

In addition, the roadside cabinet computer also has the capability to detect vehicles which are speeding as they pass the speed system (similar to a typical fixed speed camera), and creates a separate incident file which the central server will automatically download.



Gantry Mounted Point to Point Station - Detail

A Web based user interface enables configuration of the system, and provides a number of statistical reports generated from the data contained in the database. SMARTview can be used to preview and process the downloaded combined point-to-point or local speeder incident files.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Fixed Speed Display Board

The incorporation of a Speed Display Board with the Redflex Fixed Speed System will provide immediate feedback to all drivers resulting in reductions in speed through the zone.



Redflex Innovation



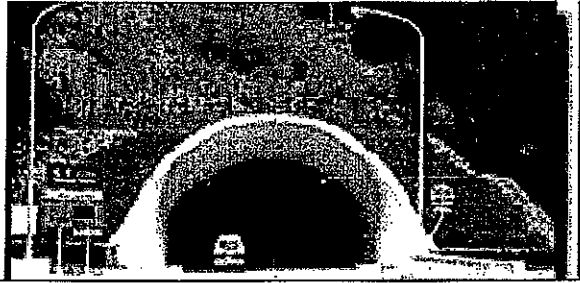
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

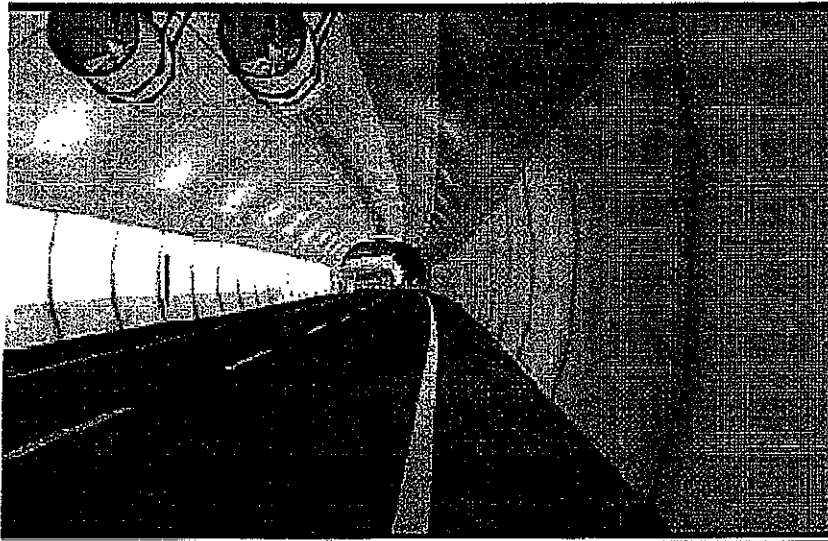
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Tunnel Fixed Speed Camera



Tunnel Fixed Speed Camera - Taiwan



Background:

- Southern Taiwan
- 4 lanes monitored
- Posted Speed 75MPH



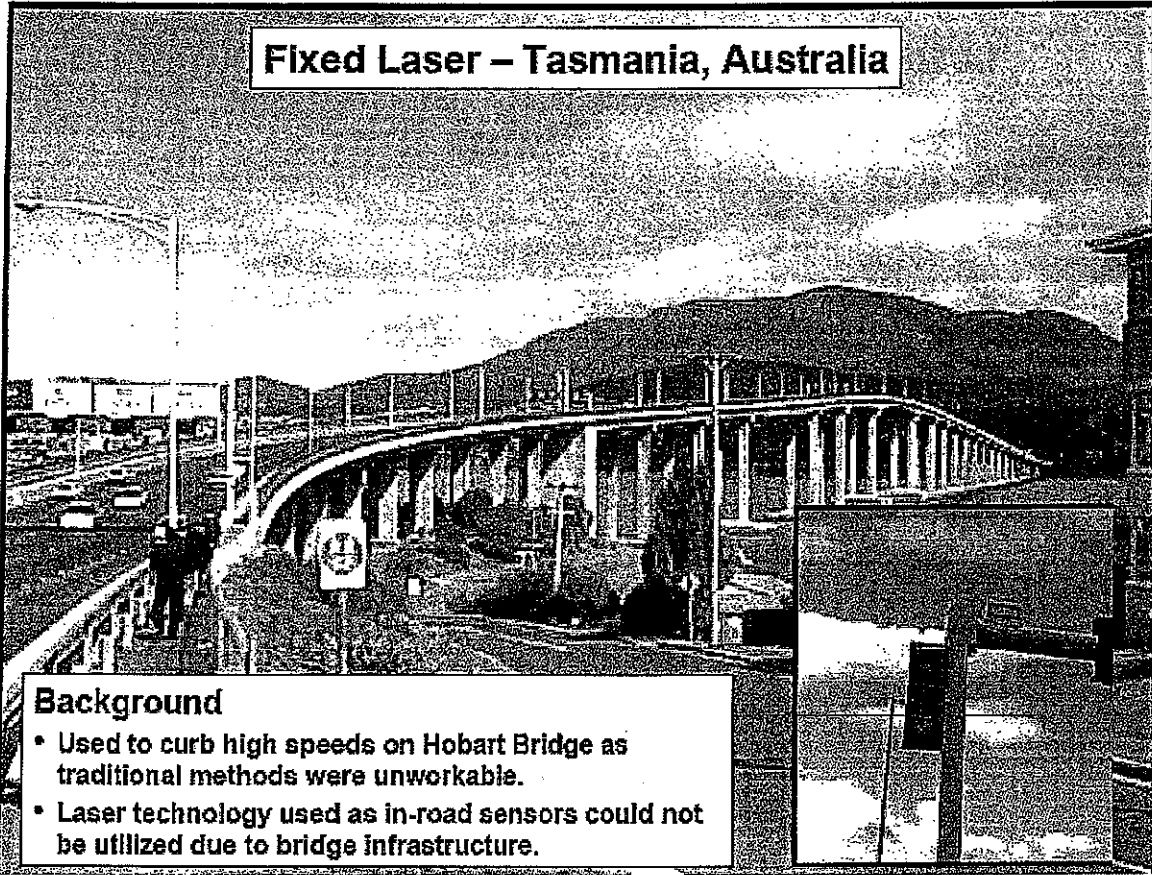
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Fixed Laser



Fixed Laser – Tasmania, Australia

Background

- Used to curb high speeds on Hobart Bridge as traditional methods were unworkable.
- Laser technology used as in-road sensors could not be utilized due to bridge infrastructure.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Maintenance Methodology

Redflex is pleased to provide the DPS with the industry's **most comprehensive maintenance program**. In fact, Redflex provides Service Levels that provide **24x7 on-call operators** for prompt initial response and is able to **replace inoperable equipment within 24- 48 hours**.

Redflex Maintenance Program provided to the DPS is a comprehensive multi-tiered approach. Our system ensures optimal system performance through **preemptive maintenance, routine on-site maintenance, hourly remote systems checks and ongoing software maintenance and support**.

Redflex Freeway Maintenance Implementation Plan

Redflex is proud to have achieved tremendous success in operating the Loop 101 Pilot and longer term project. **Our success in achieving an over 98% uptime during the full 9 month pilot and subsequent 5 month operation of the program, was not by chance, but can be attributed to our quality staff and the execution of a detailed plan that was implemented to ensure the optimal operation of the program.**

This proactive program featured the use of dedicated field technicians that were responsible for program implementation and ultimately the maintenance of each system as it became operational. **To ensure optimal operation of the system specific protocols were established for the following maintenance functions that were carried out and documented on a scheduled basis:**

- On a **daily basis** the following functions were performed:
 - Diagnostic check to make sure that system is fully operational
 - Ensure image quality is acceptable at each camera through the use of Next Vehicles proprietary software
 - Customer approval is secured through direct interface with the approving authority
- On a **monthly basis** the following system checks were carried out:
 - Laser Certified Speed Diagnostic Checks of Primary and Secondary Detection Systems
 - Monthly Routine Field Inspections of Equipment And Construction Surface
- **Detailed Documentation was prepared at the time of service on the above-mentioned items to document the extensive maintenance efforts for both the client and if requested, the Court.**



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Preemptive Maintenance

Regular maintenance inspections are performed to ensure potential problems are identified before a malfunction occurs. Preemptive maintenance is executed each time a technician responds to perform **any** maintenance function during on-site visits. These maintenance functions will be performed only **after** Redflex notifies the DPS of its intent to do work at the site.

Pre-emptive maintenance includes but is not limited to:

- Cleaning the camera enclosure glass
- Inspect the cabinet for signs of leakage, wear and/or damage and clean as necessary
- Inspecting cables, connectors and hardware for signs of wear or damage
- Inspecting poles, bases and enclosures for signs of damage and to ensure proper alignment
- Inspecting detection devices

At each site visit we will test safety devices for proper operation to ensure safe working conditions for maintenance personnel and the general public in the case of an accident that could expose the public to operating voltages.

Each site will be visited on a routine basis to perform preemptive maintenance at a minimum.

Preemptive maintenance tasks will be documented in the system's maintenance log for every inspection being performed. Entries will include:

- Date and time inspection performed
- Technician performing inspection
- Results of the inspection
- The next scheduled maintenance inspection due date
- Reason for inspection (i.e. scheduled or as a result of other maintenance)

Preemptive maintenance inspections will be performed on a rotational basis to ensure each site is visited within a specified time frame. This will be accomplished by scheduling the next minimum maintenance period based on the last date an inspection was performed. If a technician responds to an outage he will conduct the periodic inspection during this visit and the next scheduled inspection would be revised. This preemptive maintenance program will be monitored and scheduled by the Lead Technician; Redflex Maintenance Technicians and trained local support teams authorized to perform maintenance in accordance with established maintenance agreements.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Remote Status Checks

Remote status checks consist of two distinct segments; **daily operational** and quality checks, which together provide positive, near real time, and **hourly operational feedback** that the system is functioning properly and producing the desired results.

Physical Inspection

Scheduled Maintenance will be performed on each system location on a routine basis. The schedule depicted is developed to ensure each location is visited **several times per month**. If a site has been recently visited, due to other required activities resulting in a technician performing on-site maintenance, the scheduled visit for the month may be eliminated. These scheduled maintenance activities will be duly documented in the systems maintenance records and will have satisfied the required monthly visit, provided all checks were satisfactorily performed.

Monthly schedules developed for the purpose of performing recurring site inspections may be revised as additional locations are added to the list of active systems.

Visual Inspection

While onsite the technician will perform a visual inspection of the area looking for any potential image blocking objects. If an object is found the technician will capture an image of it and bring it to the attention of the DPS. If possible the technician will use the camera from the enclosure to show how the object impedes the image quality. The visual inspection will also include the surrounding public and agency property, making sure we inform the proper authority of any damage or destruction of their property. We will keep an up to date notification list of phone numbers within the cabinet. The technician will have a digital camera available to document anything they may find out of order.

Wipe Down the Enclosure

An inherent problem that arises with the program is the enclosures getting dirty. This issue should only be handled by Redflex technicians due to the potential for cameras to move while cleaning. The only way to ensure that all cameras are in correct alignment is with images being taken after the cleaning is complete. At minimum the enclosures will be wiped down and touched up several times per month.

Incoming AC Voltage

With each onsite visit we record the AC power being supplied to the cabinet. The technician will use a Digital Volt Meter (DVM) to take a reading each time onsite.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

We will maintain this record and notify the DPS of any changes that occur beyond a +/- 10% range.

12Vdc Power Supply Check

Using the DVM, the technician will ensure we have a good 12 volts coming from the power supply. If a fluctuation of 10% or greater is found, the technician will replace the power supply (Assuming the incoming cabinet power has remained constant). The 12 volt power supply is utilized for the loop detection devices. The power supply also maintains serial communication between the cabinet and enclosure.

Check Grounding

The technician will check each of the ground rods assuring all connections are tight. This includes the cabinet, flash pole and enclosure pole.

Clean Enclosure Glass

Assuring the best environment is available to achieve a maximum prosecution rate; the technician will use a high grade glass cleaner. Following this procedure the technician will perform tests to check that the image quality has been maintained. The only way to ensure that all cameras are in correct alignment is with images being taken after the cleaning is complete.

Confirm Heating/Cooling Units are Operational

During the cold/hot months the technician will check to see that thermostat units are functioning properly.

ADAM Unit Communications

Each ADAM unit, serial communication device, has a status LED. The technician will monitor the status and assure they maintain an open communication channel in both directions. There are 4 possible status conditions; green, orange, red or no indication (out). A status LED showing green is the only true indicator of open communications. All other status conditions will be investigated and confirmed to be in working order.

Sensor Tests

Using a DVM the technician will test the continuity of the sensors. If the technician finds an inconsistent reading he will investigate further, if no problem is located internal to the camera housing the technician will contact union representation/local technician for further assistance.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Street Inspection:

While onsite the technician will perform a visual inspection looking for the condition of the sensor array alignment and in the case of Red Light Camera enforcement, verifying the violation line is in place. If either appears to have an issue the technician will notify the proper authority to have the problem fixed.

Communications to Each Computer

The technician will use his laptop to verify communications are in working order to each computer at the system location. He will access each enclosure and perform a system operations test. The details of those checks are as follows:

System Operation Checks

Live View Images

Smartcam provides a couple of utilities that allow the Redflex technician to take images. The first is Live Views. Live views takes an image without a car committing a violation. Live view images can be taken with any of the high resolution digital still cameras in the enclosure. This process allows the technician to verify image quality along with confirmation that the flashes are firing.





Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Next Vehicles:

The other image utility available to the Redflex technician is Next Vehicles. Next Vehicles not only confirms image quality but also tests various aspects of the system. Next Vehicles takes all high resolution still images that would occur with a true violation without having the red light. This shows the technician that placement is correct for each still image and they are packaged together correctly. The correct placement confirms that the sensors and detection zones are working.

The screenshot displays the SMART Cam Console interface. At the top, it shows the location 'CG-35WE-01'. Below this, there is a navigation menu with options like 'Configuration', 'Audit Log', 'Live View', 'Next Vehicles', 'Statistics', and 'Log Files'. The main area is divided into several sections:

- The last 15 frames:** A list of frames with a date filter set to '2008' and 'August'.
- Property Value Table:**

Property	Value	GUID Hash
✓ A.SceneImage	SA	3CF733C7AD6E6050C850A9010C56A01
✓ A.SceneImage.Code	SA	10F0070DAE70C3E0C4350A271E95C6E
✓ A.SceneImage.Count	1	439208A75A3373BF70C0F27BCA75
✓ A.SceneImage.Data.Blo	Next Vehicle License	105C48B73C342E822E3041F655A1B
- Image Viewer:** A large window showing a high-resolution image of a white van from a rear-quarter perspective.
- System Status:** At the bottom, it shows 'Tech. Inspection' with a status of '94' and a GUID hash: 'C4C430DECC2B8CC83122F05F8F3F679C'.

The Windows taskbar at the bottom shows the Start button, the SMART Cam Console application, and the system clock set to 7:48 PM.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Confirm SDCM Communications:

Smartcam has a confirmation that each detection device (SDCM) has communications working in both directions. The SDCM detects any car traveling through the detection zones and in the case of Red Light Camera enforcement allows the software to recognize the phase sequence of the system. If a technician finds that a SDCM is not reporting properly they can attempt to REBOOT or PING the SDCM.

<input type="checkbox"/> Enforcement <input type="checkbox"/> Security <input type="checkbox"/> Data Storage <input type="checkbox"/> Watchdog			
Active Enforcer: <input type="text" value="Redflex Traffic Systems Site Controller"/>	Enforcement Mode: <input type="text" value="Multizone"/>	<input checked="" type="checkbox"/> Enabled	
<ul style="list-style-type: none"> General Exception Handling Controller <ul style="list-style-type: none"> Site Controller Debug Debug2 Phase Configuration Data Block <ul style="list-style-type: none"> Redlight Speed Redlight and Speed Face Slave Camera Lane Configuration <ul style="list-style-type: none"> 1 2 3 N/A N/A N/A 	COM Port: <input type="text" value="COM2"/> Baud Rate: <input type="text" value="38400"/> Data Bits: <input type="text" value="8"/> Parity: <input type="text" value="None"/> Stop Bits: <input type="text" value="1"/> Flow Control: <input type="text" value="None"/>	Loop Separation Lane 1: <input type="text" value="184"/> Centimetres Lane 2: <input type="text" value="182"/> Centimetres Lane 3: <input type="text" value="183"/> Centimetres Lane 4: <input type="text" value="0"/> Centimetres Lane 5: <input type="text" value="0"/> Centimetres Lane 6: <input type="text" value="0"/> Centimetres	
	Software Version: <input type="text" value="10.2"/> FPGA Version: <input type="text" value="10.2"/> FPGA Major Type: <input type="text" value="Redlight"/> FPGA Minor Type: <input type="text" value="Loops"/>		
	Maximum Message Life: <input type="text" value="500"/> Milliseconds		<input type="button" value="Ping"/> <input type="button" value="Reboot"/>

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Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Phase Configuration:

As mentioned, in the case of Red Light Camera enforcement, the SDCM allows the software to recognize the phasing sequence of the approach to the intersection. There is a mapping screen that allows the technician to confirm communications are working properly and the wiring is correct.

Enforcement Security Data Storage Watchdog

Active Enforcer:
 Enforcement Mode:
 Enabled

General
 -- Exception Handling
 -- Controller

- Site Controller
 - Debug
 - Debug2
 - Phase Configuration

-- Data Block

- Redlight
- Speed
- Redlight and Speed
- Face

-- Slave Camera
 -- Lane Configuration

- 1
- 2
- 3
- N/A
- N/A
- N/A

Phase Input Mapping

L	T	R
T	3	1
2	4	1
1	N	1

Phase Mappings

Lane 1	T
Lane 2	T
Lane 3	L
Lane 4	U
Lane 5	U
Lane 6	U

Mapping Setup
 Custom
 Standard

Fully controlled phases

- Red and Amber connected to 3 and 4
- Red and Amber connected to 1 and 2
- Red and Amber connected to 5 and 6

Turn Arrows

- Green left turn arrow connected to 1, optional Amber arrow connected to 2
- Green right turn arrow connected to 5 optional amber arrow connected to 6

Legend
 L: Left Turn
 T: Straight Through
 R: Right Turn
 N: Not Connected

Flashing
 Report flashing phase
 Flash Duration:

Short Phase
 Don't allow short phases
 Timeout:

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Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Violation Video Check:

With each violation a video clip is attached. The technician can check this feed via Broadway Software. This software looks at the direct input video feed from the enclosure. The alignment and quality of the video is shown through the Broadway software.

The screenshot shows the Broadway Pro software interface. The main window displays a video feed of a street scene with several cars. The text 'CE CILA 01' is visible in the bottom left corner of the video frame. A large, diagonal 'Confidential' watermark is overlaid across the bottom half of the interface. The software's menu bar includes 'File', 'Edit', 'View', 'Insert', 'Play', 'Capture', and 'Help'. A toolbar with various icons is located below the menu bar. On the right side, there is a 'Current Values' panel with a 'File' tab. This panel contains a 'Capture folder' field set to 'c:\program files\broadway' with a 'Set...' button. Below this, it shows 'Current drive: (C:\)' and a table of disk space and current size information:

	KB	Time
Disk space	72423738	21:27:16:00
Current size	0	00:00:00:00

At the bottom of the interface, there is a playback control bar with standard video controls (stop, play, pause, etc.) and a 'Current position:' field showing '00:00:00:00'. The status bar at the very bottom includes 'Help, press F1' on the left and 'New/Source' on the right.



Scope of Work Equipment

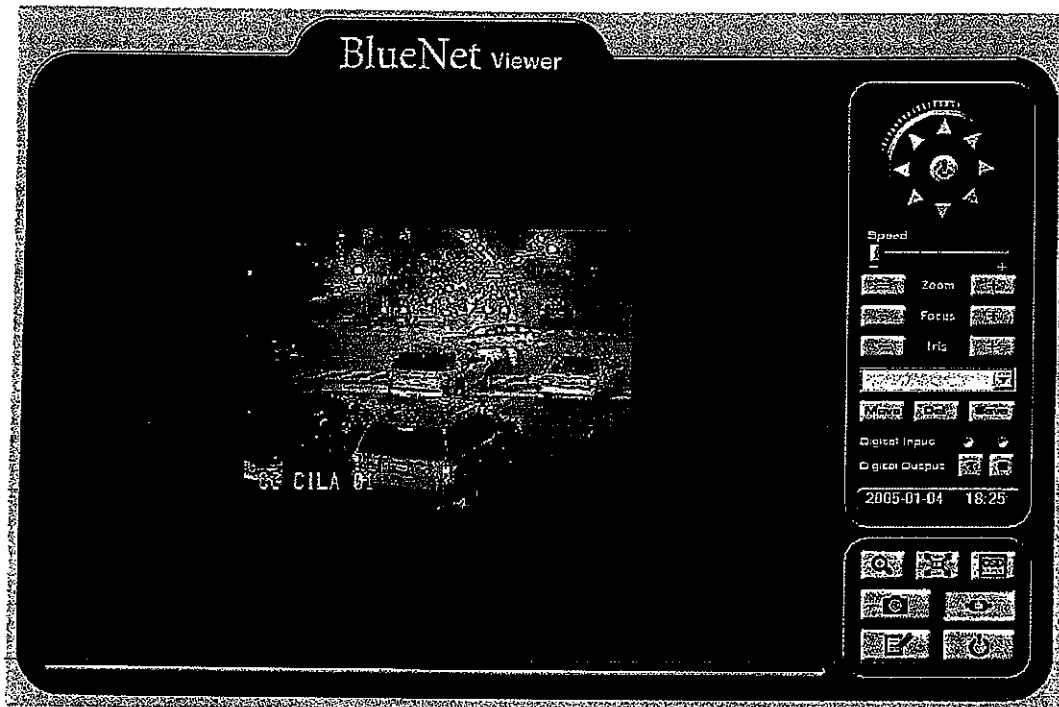
Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Streaming Video Check

Every system will be set up with a streaming video server. This streaming video feed will also be checked and confirmed to be in working order. This feed can be accessed at each system location via Explorer. The technician can set up frame rate, color and other various broadcast settings.



Communications to Processing

The technician will confirm communications are working from each enclosure to processing. This can be done by looking up the specific IP address from the system computer. The technician can also contact local technicians to confirm the system IP is showing up good on the "What's Up" utility.



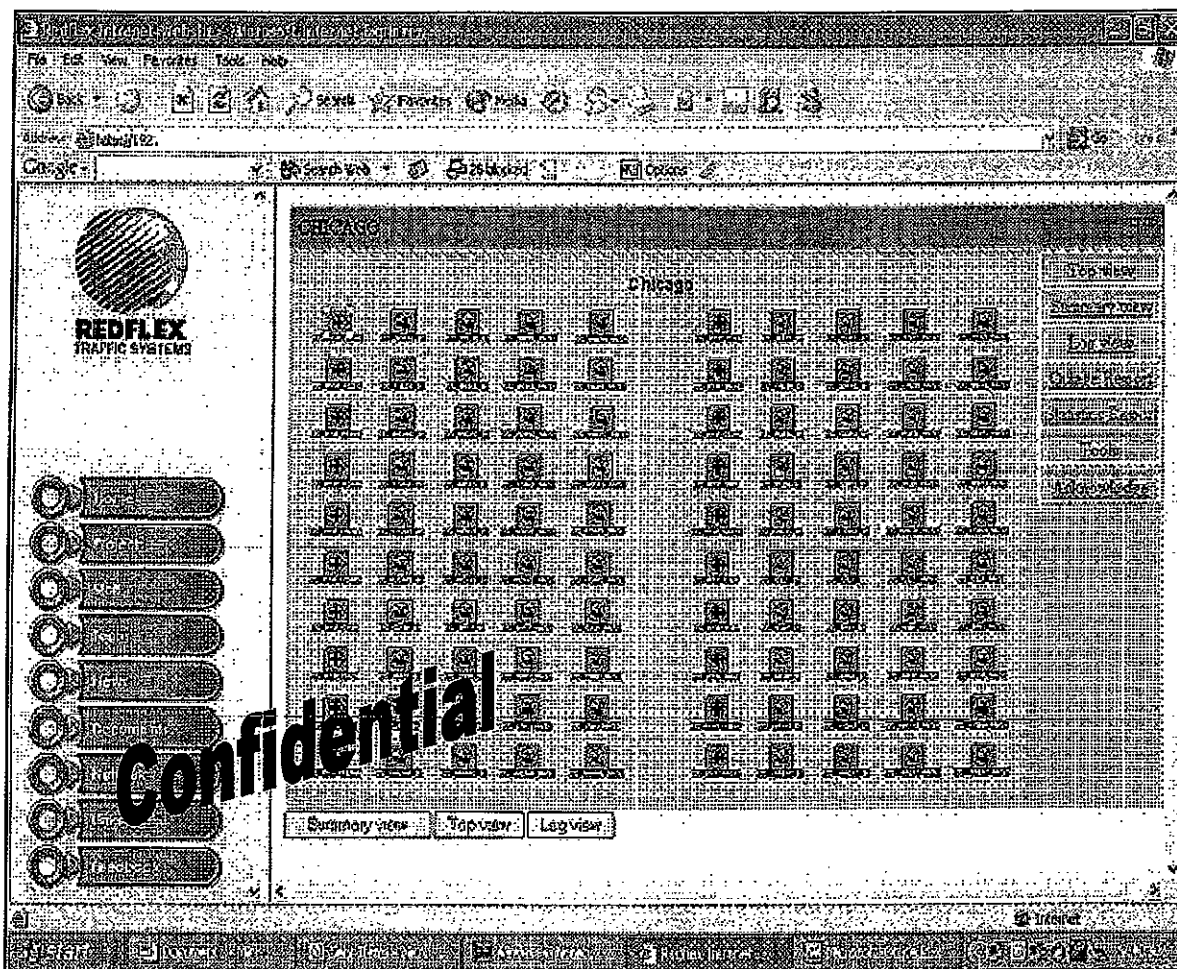
Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

A second screen within the utility gives the user a color coded activity chart of the communications for each device. There are 3 color indications for every device assigned an IP. Green, all communications are reporting properly and within a specific time parameter. Yellow, the devices is reporting but is either outside the time parameter or periodically dropping out. Red, the device is not responding at all.



"What's Up" is a tool that allows the user to attempt establishing a communications tunnel if they find a device not responding. There is a PING button which will attempt to open up communications to any specific device mapped out on the color coded page.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Streaming Video Checks

The streaming video feed is checked a minimum of at least once per day. This allows the technician a view of the enclosure and system environment. These checks have lead to quick response times in dealing with the enclosure glass being marked or smeared by things such as eggs. The streaming video is logged daily with any problems being noted.

Calendar		October 04 - October 10
Monday, October 04		Thursday, October 07
8:00am 8:30am Streaming Video Checked, all intersections are good.		8:00am 8:30am Checked Streaming Video, all is good.
Friday, October 08		
8:00am 8:30am Streaming Video Checked, all intersections are good.		8:00am 8:30am Checked Streaming Video, all intersections are ok.
Wednesday, October 06		Saturday, October 09
8:00am 8:30am Streaming Video Checked, found Kedzie and Belmont images wei		8:00am 8:30am Checked Streaming Video, all intersections with no problems.
Sunday, October 10		
		8:00am 8:30am All intersections streaming video are good.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Importer Activity Checks

Detection Count Report: A report is automatically generated each day, processed and emailed to each technician in regard to detection variance. The report will notify the technician if a system has not produced a violation that day. The email also contains information advising the technician if detections have dropped off significantly, not just all together. The report gives the technician data pertaining to each system and if there has been a change of 15% or greater. If a system has not reported a violation the day prior the technician will remotely dial into the computer to run diagnostics. These steps include confirming the cameras are operational by taking Live View shots and Next Vehicles. Also, the video is confirmed to be working along with the phase configuration reporting properly. Finally the technician will check the Downloads folder to determine if violations have been generated just not transmitted. If any of these checks do not come back 100% the technician will visit the system location that day to investigate.

Detection Count Variance 10-JAN-2005 - Message (Plain Text) [X] [Close]
File Edit View Insert Format Tools Actions Help
Reply Reply to All Forward [Icons]

From: lsain@redflex.com
To: Anthony Parriso
Cc:
Subject: Detection Count Variance 10-JAN-2005

Sent: Mon 1/10/2005 12:38 AM

The following cameras have been flagged as having no detections for yesterday: 09-JAN-2005

City Name	Last Data
Albuquerque	

Beaverton	

BE-ALLO-01	1 days ago
BE-BEHI-01	1 days ago
BE-BEHI-03	2 days ago
BE-CHWA-01	2 days ago
BE-CHWA-03	15 days ago
BE-HASF-03	2 days ago
Bakersfield	

BA-CACA-01	1 days ago
BA-COVR-03	1 days ago
BA-MIRE-01	2 days ago
Chandler	

Chicago	

Cary	

CA-CACD-01	2 days ago
CA-CPHI-01	1 days ago
CA-CPKE-01	2 days ago
CA-KPCP-01	2 days ago
CA-KWGA-01	2 days ago
CA-MACE-01	5 days ago
CA-MBKF-01	2 days ago
CA-MARA-01	2 days ago



Scope of Work Equipment


Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Reject Verification/Fault Isolation Maintenance Filter

Every local Redflex technician has a software program available that allows them to search out image quality issues. The maintenance filter allows the technician to identify problems with images from the prior day. There are several fields the technician can use to search for problems. They include reject reason, date and system address. Every day dedicated technicians run a report of the prior day to determine any course of action required to achieve our goal of actionable rates of 85%. The maintenance filter is a result of the operations department reviewing images and keeping an accurate account of any reason it might not meet the high standards held by Redflex.



REDFLEX
TRAFFIC SYSTEMS

Maintenance Report Filter

Choose A Report

Rejects by intersection and lane Rejects by Intersection only Incidents by lane detail

Filter Options

Contract BEV BKF CHA CHI	Status Codes All Options Not ready to verify Ready To Verify Accepted by Hold Operator as Verifier	Number Of Records To Print Top 40
Reject Category All Options Camera Malfunction Hold Non-prosecutable	Reject Reason All Options	
Starting date of report 1/1/05	Ending date of report 1/10/05	

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Close Run Report



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

After the technician determines the field in which they will search potential problems a report is generated. This report contains an incident number that is specific to each individual violation. The violation can now be viewed through Smart Ops.

	B	C	D	E	F
15	CG-WE35-01	2	No Offence - Screeching Stop	5	
16	CG-71A8-01	2	No Offence - Screeching Stop	5	
17	CG-WE35-01	1	No Offence - Turn Trigger	5	
18	CG-71A8-01	1	No Offence - Turn Trigger	4	
19	CG-NOKO-01	3	Plate Not in Frame	4	
20	CG-KEBE-01	4	No Offence - Screeching Stop	4	
21	CG-MAWE-01	3	Emergency Vehicle	4	
22	CG-BEKE-01	2	No Offence - Screeching Stop	4	
23	CG-DIHA-01	2	No Offence - Other	4	
24	CG-PUCE-01	1	No Offence - Turn Trigger	4	
25	CG-KORO-01	1	No Offence - Turn Trigger	4	
26	CG-NAFO-01	1	No Offence - Screeching Stop	3	
27	CG-PEWE-01	3	No Offence - Screeching Stop	3	
28	CG-KEBE-01	3	Emergency Vehicle	3	
29	CG-AS71-01	3	Plate Obstruction	3	
30	CG-WE35-01	2	Plate Obstruction	3	
31	CG-PUCE-01	2	No Offence - Screeching Stop	3	
32	CG-PU55-01	2	No Offence - Screeching Stop	3	
33	CG-PEWE-01	2	No Offence - Screeching Stop	3	
34	CG-NAFO-01	2	No Offence - Screeching Stop	3	
35	CG-FONA-01	2	No Offence - Screeching Stop	3	
36	CG-CEPU-01	2	Emergency Vehicle	3	
37	CG-WE47-01	1	No Offence - Turn Trigger	3	
38	CG-PU55-01	1	No Offence - Turn Trigger	3	
39	CG-AS71-01	1	No Offence - Other	3	
40	CG-AS71-01	1	Rear Plate Camera Blurry	3	
41	CG-AS71-01	1	No Offence - Turn Trigger	3	
42	CG-BEKE-01	1	No Offence - Screeching	3	
43					

Confidential



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Daily Operational Checks

The central server automatically downloads digital violation images from the camera locations to designated Redflex servers. From this automated reports are generated by the system and reported to the System Engineer, the Production Support Administrator, the Camera Systems Analyst and the Technician Supervisor. These key individuals evaluate the daily activity of the cameras for each system and the central server to determine if there are any anomalies in the data provided.

The daily operational systems checks are performed on each individual camera and are accessed remotely via the system's computers through the secure, high-speed communication connection. The system checks as described below include verifying that all parameters are properly configured, verifying that software settings are accurate, confirming that the download folder is properly configured, authenticating that the detection system is exhibiting proper activity and signaling sequencing, and completing a real life offense simulation (usually triggered during a green phase) to validate it is capturing images successfully.

System parameters that are verified include:

- The camera has a valid certificate to ensure it is authorized to process encrypted information
- The enforcement mode is enabled and in the correct mode
- The enforcement mode is set to the proper application
- The amnesty period (time in the red phase at which point the cameras can capture offenders) is properly configured
- The detection device that interfaces to the external input signals for the system is configured and functioning correctly
- Each lane enforced has the appropriate image capture settings configured to capture the offending vehicle at the appropriate time during the violation, and that it is set to the correct enforcement mode

The software settings are checked for accuracy, these settings include:

- The speed limit is selected to be imprinted on the violation
- The data block has accurate information identifying the proper location, machine identification and software version used
- The individual camera's aperture, focus, zoom and exposure are properly configured for each individual camera



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

The download folder is the place in the camera system where offense files are stored locally until the import server housed at the Redflex Operations Center successfully downloads them. It acts as a temporary storage facility at the system location that can handle thousands of offense files. This folder is checked to ensure proper connectivity to the importer server at the Redflex Operations Center by verifying:

- The software is configured to place the offense files in the proper file folder location
- The file folder location has the correct security access and is accessible to the import server

The detection systems are checked for proper activity and signal sequencing:

- Ensures the detection device is communicating with the main camera system
- Ensures red and green phase indications are represented for each signal phase change. Still images can be captured remotely in real time to verify that the phase message received from the detection device corresponds to the phase shown in the live still image taken
- Ensures each lane being monitored by the detection device has the appropriate number of messages to capture an offending vehicle

A Real Time offense simulation system check is performed during the green signal phase of the signaling to verify proper operation and sequencing of image sets. This final check simulates an offense to verify all system parameters, including image capture and encryption packaging are functioning properly.

Daily Quality Checks & Issue Tracking

Images are viewed by the Violation Processing Department as they are downloaded by the system and processed to be forwarded to the DPS for authorization. If a Processing Associate discovers a quality problem such as an image being blurry, camera alignment is not correct or the video is not functioning properly, they log the malfunction on an internal website, which is monitored by the Technical Services Department. The Camera Systems Analyst (CSA) monitors the website during the day to accept inputs from the Processing Associates, performing initial evaluations on the validity of the submitted reports, and logs them as discrepancies in the maintenance log as needed. This helps to ensure timely repair by a member of the Technical Services Staff.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Once the discrepancies are logged, the CSA develops a work order to be assigned to the Technician responsible for handling DPS system issues. The work order provides a means for tracking open and resolved issues as well as providing a method to track on-going system issues and to identify opportunities for system enhancements.

When the Maintenance Technician is assigned the work order, they perform any remote repair activities as previously discussed to remedy the problem. If at any time the problem cannot be resolved via the remote capabilities previously described, the work order is turned over to the local repair facility to repair the problem at the system location or the Technician is deployed to the site to resolve issues that may be outside the scope of services performed by the local facility.

The screenshot shows the SHARTRCamConsole interface. On the left is a tree view of camera data for ENC-ECEN-01, showing folders for 'The last 15 minutes', 'April', and various time intervals. The main area displays a table of properties for selected items.

Property	Value	MD5 Hash
✓ A Scene Image	5A	ED0A782001BDFE518CFCE2FD7A1EA86
✓ A Scene Image Code	5A	16F5DDF0DAB7CCBECA3939871895C80E
✓ A Scene Image Count	1	4352D88A78AA337508F70CD6F278CAA5
✓ A Scene Image Data Block	Next Vehicle/Location...	4CAAS73378B743FD5139E0620356789
✓ A Scene Image Last Phase	RED	9E304F78533017A708DA5A10E8A5A66F
✓ A Scene Image Last Phase	118.02	AE1D332BD0F27092F0C07808E97E23D
✓ A Scene Image Time Red	17.97	52D1623EB4807083467E8F949F0CC368
✓ A Scene Image Timestamp	04/27/04 16:45:15	F80F36DE068D61DAC332526763667896
✓ B Scene Image	5B	68FDFA73343FE5528C83981E0E597F
✓ B Scene Image Code	5B	DED1F92D873F7878A371E75DC8DF1F4
✓ B Scene Image Count	1	4352D88A78AA337508F70CD6F278CAA5
✓ B Scene Image Data Block	Next Vehicle/Location...	592E48E2263E10CE3A58188E8D4853A1A
✓ B Scene Image Last Phase	RED	9E304F78533017A708DA5A10E8A5A66F
✓ B Scene Image Last Phase	118.02	AE1D332BD0F27092F0C07808E97E23D
✓ B Scene Image Time Red	20.30	667F1ACDE82A4CDB00CAAB93A5372D
✓ B Scene Image Timestamp	04/27/04 16:45:17	CB14D6631ECC0A8538841885394D433
✓ Deployment ID	EL-ECEN-01_2004...	0425861C2A6D8A4CCCF8745E0935F81
✓ Deployment Start Date	04/27/04 16:41:26	8539D63A2C326188D82B1541A065A509
✓ Face Image		822DA5F6F7619A8E8A8D37459F4430A5
✓ Face Image Code	F	5D18D5178DCAA12AF3A30581ECC4409C
✓ Face Image Count	1	4352D88A78AA337508F70CD6F278CAA5
✓ Face Image Data Block	Next Vehicle/Location...	4CAAS73378B743FD5139E0620356789
✓ Hostrname	EN-ECEN-01	9735F00184856507142E3C4710E0231D
✓ Lane	2	6D5ABAB883E38F214873E85184FE6EB
✓ Lane State No	13	72CD0DF88478F6F6794C88D1E16C8DFE
✓ Location	EL-ECEN-01	CF2FD947867893356FD20CFC2C854
✓ Location Code	EL-ECEN-01	CF2FD947867893356FD20CFC2C854
✓ Loop Separation	152	53276C24325A458A1128B58BF05A0D105
✓ Plate Image		B544396C7C1A223266C8AD8D96C8A49
✓ Plate Image Code	5B	DE51F92D873F7878A371E75DC8DF1F4
✓ Plate Image Count	1	4352D88A78AA337508F70CD6F278CAA5
✓ Plate Image Data Block	Next Vehicle/Location...	E5736A0B4F9E390A149510A44A556E3
✓ Plate Image Last Phase	RED	9E304F78533017A708DA5A10E8A5A66F
✓ Plate Image Last Phase	118.02	AE1D332BD0F27092F0C07808E97E23D
✓ Plate Image Time Red	18.08	35409836A486670CED7217895D5A5F2
✓ Plate Image Timestamp	04/27/04 16:45:16	48D24E4682011E142A563677C330F20E

As part of our diagnostic procedures and protocols, simulated incident capturing is performed to further test system operation during the "normal" traffic phase allowing vehicle movement.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Installation

During the Installation phase the project team performs the tasks of installing necessary equipment (such as the **communications infrastructure, electrical connections**) installing **signage** and configuring Redflex applications to meet the DPS' requirements as outlined in the Schedule of Program Milestones. Redflex will perform all the required preparatory and installation work essential for the DPS' program for the specified system location. During the construction phase, Redflex will work very closely with ADOT to determine the optimum placement of the camera equipment within the DPS identified system location. These activities include conducting a detailed **engineering analysis** of each proposed location to layout the equipment's configuration and to contract with local engineering and construction firms to perform the designs, **preparing CAD documents** and installation and integration of the equipment within the DPS infrastructure in accordance with the established protocols and procedures that were developed and successfully tested by Redflex. All of these processes will be conducted with "hands-on" oversight and involvement of numerous members of the Redflex Construction and Program Management Teams. Redflex will remain responsible for the design and completion of all required engineering drawings, installation procedures of subcontracting parties, the placement of detection devices and all communication and electrical connections.

Working with our local partners, Redflex will develop designs and installation plans to explicitly meet all DPS/ADOT requirements, while being in strict compliance with all local, state and federal guidelines. Redflex will develop design plans and documents for approval from the appropriate agencies.

As a result of the autonomous nature of our system set-up, the DPS will experience minimal disruption. This includes minimal impact on traffic flows, lane closures and interference from general construction efforts.

Construction Program

Redflex has experience working with Department of Transportation (DOT) agencies across the United States. **We have worked with the state-wide transportation agencies in the following states:**

- Arizona
- California
- New Mexico
- Texas
- Oregon



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

- Washington
- Illinois
- Georgia
- North Carolina
- Louisiana
- Mississippi
- Tennessee

Loop 101 Pilot

One of our recent large scale projects was the Loop 101 Pilot project. **We completed construction on six sites in two weeks time.** The project was considered by all parties involved to be a tremendous success.

As part of our scope of work, we completed design work and through this process had extensive interface with the State of Arizona and the City of Scottsdale. The Redflex team prepared the appropriate submittals and obtained approval from all applicable agencies at the local, state and federal levels.

In implementing the program, we worked very closely with ADOT using all MUTCD standards for construction and traffic control planning. We insured all design specifications were met. A short-list of the significant scope of our work is as follows:

- Provided extensive traffic control plans
- Completed work at night to eliminate traffic congestion
- Coordinated closely with our subcontractor to ensure that they completed the site work in full compliance with the plans and specifications
- Ensured that a representative from the state was present for all on-site work
- Conducted surveys to ensure right of way lines
- Implemented infrastructure that included
 - Potholed as necessary to identify existing utilities
 - Used directional boring to place new conduit
 - Provided new electrical service and installed power meters



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

- o Installed equipment in compliance with all governmental product and safety standards

With experience in building the first freeway fixed system in the State of Arizona, Redflex has acquired unique experience in working with ADOT while meeting local, state and federal guidelines.

Use of Subcontractors

Redflex currently partners with ADOT approved contractors in the State of Arizona. Two primary construction firms we currently utilize have done work on our speed programs on the Loop 101, Prescott Valley, Chandler, and most recently Tempe.

Our contract partner's have extensive experience in:

- Lane closure
- Traffic control
- Highway road construction

Types of Subcontracted Services

Redflex will typically subcontract the following services:

- Underground boring and trenching
- Conduit installation
- Pole foundations
- Concrete work
- Landscape restoration
- Poles
- Flash units
- Camera enclosures
- Roadside cabinets
- Most wiring required for conduit
- Traffic control
- Power service pedestals
- Road sensor installations (Piezos and loops)
- Video loop equipment and ground testing

Profiles on these firms, B & F Contracting, Inc. and TAT Technologies, LLC can be found starting on page 95.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Deployment & Testing

The Deployment phase of the project focuses on deployment planning, developing marketing and public awareness campaigns, program "go-live", and total system testing and training of the identified DPS Staff. The Redflex team will rigorously test each camera site, program processes and evaluate the output to ensure effective program operations. All violation detection and capture processes and protocols are thoroughly tested and are totally validated prior to the systems becoming operational. These testing procedures include all hardware (camera units, detection devices, interfaces, etc), software and service components (File Transfers, Public Awareness) of the program. These precise testing protocols ensure that a maximum number of violations are being captured and have been empirically tested and proven to enable the industry's leading citation yield rates.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

COMPANY PROFILE

TAT TECHNOLOGIES, LLC, brings together a strong team of experienced Traffic and Lighting Technicians to provide innovators and developers



of leading edge technologies in the traffic management industry with a contractor capable of meeting or exceeding all aspects of their installation requirements. TAT TECHNOLOGIES, LLC brings over 25 years of experience working in the Phoenix Metropolitan Area as well as around the state of Arizona.

TAT's experience includes installation and setup of the following:

- Red Light Photo Enforcement Zones
- High Speed Photo Enforcement Zones
- Variable Message Systems
- Video Detection Systems
- Wireless Vehicle Detection Systems
- CCTV Wireless Transceiver
- CCTV Fiber Transceiver
- Freeway Sign Structures
- High Mast Lighting Poles
- Signalized Intersections

They are licensed, bonded and insured in the State of Arizona. Their field personnel are IMSA Work Zone, Level I and Level II Certified. OSHA Certified in the following: Trench Safety, 10 Hour Construction Course, Fall Protection, Ladder Safety and Impalement, Aerial lift, and Competent Person. Safety Certified on the following Equipment: 15, 30 & 50 Ton Cranes, Backhoes, Bucket Trucks, Aerial Trucks, Forklifts, Trenchers, Man lifts,



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Excavators, Auger Trucks, Dump Trucks, Bobcats, Water Trucks and Tractor Trailers.

TAT TECHNOLOGIES, LLC was established to bring a higher standard of honesty and integrity in the Traffic and Lighting Industry. They are committed to building strong relationships between City and State Agencies and the Developer to integrate these advanced technologies into the cities existing infrastructure.

Contact Information

Randy J. Miller, Estimator tattechrandy@cox.net 602-763-2290

Richard J. Miller, Field Representative 480-221-8555

Ryan J. Miller, Field Representative 602-705-4853

PMB #265

3851 E. Thunderbird Rd. #111 Office: (480) 626-5690

Phoenix, Arizona 85032 Fax: (480) 471-5947

BUSINESS INFORMATION

BUSINESS STARTED: NOVEMBER 2005

TAT Technologies, LLC

PRINCIPALS:

PMB #265

3851 E. Thunderbird Rd. #111

Richard J. Miller, Member

Phoenix, AZ 85032

Noral, Inc., Member

BANK:

TAX IDENTIFICATION NUMBERS:

Bank of America

Federal Tax ID No. 20-3558040

4707 E. Shea Blvd

State Resale Tax No. 20092538

Phoenix, AZ 85020

Phone: (480) 367-2523

CONTRACTORS LICENSES:

ROC216720 (L-11 - Electrical)



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

INSURANCE: General Liability

Contact: Jeff Steed
Commercial West Insurance Agency
1225 West Houston Avenue #101
Gilbert AZ 85233
Phone: (480) 961-5400
Fax: (480) 961-540

BONDING: WORKERS COMPENSATION:

Contact: Jeff Steed
The St. Paul Commercial West Insurance Agency
PO Box 64907
1225 West Houston Avenue #101
Saint Paul, MN 55101-1678
Gilbert, AZ 85233
Phone: (480) 961-5400
Fax: (480) 961-5401

PROJECTS COMPLETED BY TAT TECHNOLOGIES, LLC

Description: City of Chandler Red Light Camera Installation - Furnish and install complete and operational Red Light Camera Systems for 10 intersections in Chandler, Piezo Loop Piezo Installation, Bore Street Crossings, Scheduling and Managing work for multiple sites.

Relevance: Similar signal systems, ability to manage multiple task projects in order to satisfy critical timeline limits.

Design Phase Services: Cost Estimating, and Value Engineering.

Construction Cost: \$309,000.00

Construction Dates: 9/2007 to 10/2007

Project Owner: City of Chandler, Redflex Traffic Systems

Reference Information: Hector Peralta, City of Chandler (602) 639-1486,
Brian Korito, Redflex Traffic Systems



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Description: City of Mesa Red Light Camera Installation - Furnish and Install Complete and Operational Red Light Camera Systems for 25 intersections in Mesa, Piezo Loop Piezo Installation, Bore Street Crossings, Scheduling and Managing work for multiple sites.

Relevance: Similar signal systems, ability to manage multiple task projects in order to satisfy critical timeline limits.

Design Phase Services: Cost Estimating, Value Engineering, and Permit Procurement.

Construction Cost: \$750,000.00

Construction Dates: 03/01/06 to 09/30/06

Project Owner: City of Mesa

Reference Information: William "Bill" Hansing, City of Mesa (Traffic Signal Foreman) (480) 644-3129

Description: City of Phoenix Red Light Camera Installation - Furnish and install complete and operational Red Light Camera Systems for 12 intersections in Phoenix, Video Detection, Bore Street Crossings, Scheduling and Managing work for multiple sites.

Relevance: Similar signal systems, ability to manage multiple task projects in order to satisfy critical timeline limits.

Design Phase Services: Cost Estimating, and Value Engineering.

Construction Cost: \$400,000.00

Construction Dates: 10/09/06 to 11/22/06

Project Owner: City of Mesa

Reference Information: Chris, City of Phoenix (Traffic Signal Foreman) (480) 644-3129

Description: Install Traffic Signals for Element Homes. This work included the replacing of Q type poles with R type poles, installation of Emergency Vehicle System, Video Cameras for Vehicle Detection, installation of Street Light Boxes with extensions, Bore Conduits across Roadway.



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Relevance: Similar municipal experience, work performed on existing traveled roadways.

Design Phase Services: Cost Estimating, and Value Engineering.

Construction Cost: \$143,526.19

Construction Dates: September 2006 through November 2006 (Includes 12 week lead time for Poles)

Project Owner: Element Homes

Reference Information: Rick Hooker / Town of Gilbert, Senior Traffic Engineering Technician (480) 503-6933

Description: Install Weight In Motion Piezo Loop Piezo Sensors Port of Entry I-40, Loop Detector Traffic Counter Systems, for ADOT.

Relevance: Similar signal systems, ability to manage multiple task projects in order to satisfy critical timeline limits.

Design Phase Services: Per ADOT Plans and Specs,

Construction Cost: \$40,860.00

Construction Dates: 10/2006 to 11/2006

Project Owner: ADOT

Reference Information: Harry Campbell, Meadow Valley Contracting, Project Manager (602) 361-2221

Description: Removed Existing Traffic Signal conductors, Re-route 3" Conduits on Recker and Baseline Roads, Reinstalled Intersection Conductors. Shoring for trench safety and saw cutting of asphalt

Relevance: Similar Signal Systems, Ability to Complete Project in a Short Timeframe.

Design Phase Services: Cost Estimating



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

**Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed**

Construction Cost: \$14,530.77

Construction Dates: 06/17/06 to 06/18/06

Project Owner: City of Mesa/Town of Gilbert

Reference Information: David Radatz, Project Superintendent (480) 966-4424

Description: Install Traffic Signals ADOT at SR 347 & Casa Blanca Intersection. This work included the installation of Q type poles with R type poles, installation of Emergency Vehicle System, Loop Piezo Loop Installation, and Video Cameras for Vehicle Detection, installation of Street Light Boxes with extensions, Bore Conduits across Roadway.

Relevance: Similar municipal experience, work performed on existing traveled roadways.

Design Phase Services: Cost Estimating, and Value Engineering.

Construction Cost: \$100,000.00

Construction Dates: 10/2007 to 11/2007

Project Owner: ADOT

Reference Information: Harry Campbell, Meadow Valley Contracting, Project Manager (602) 361-2221



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

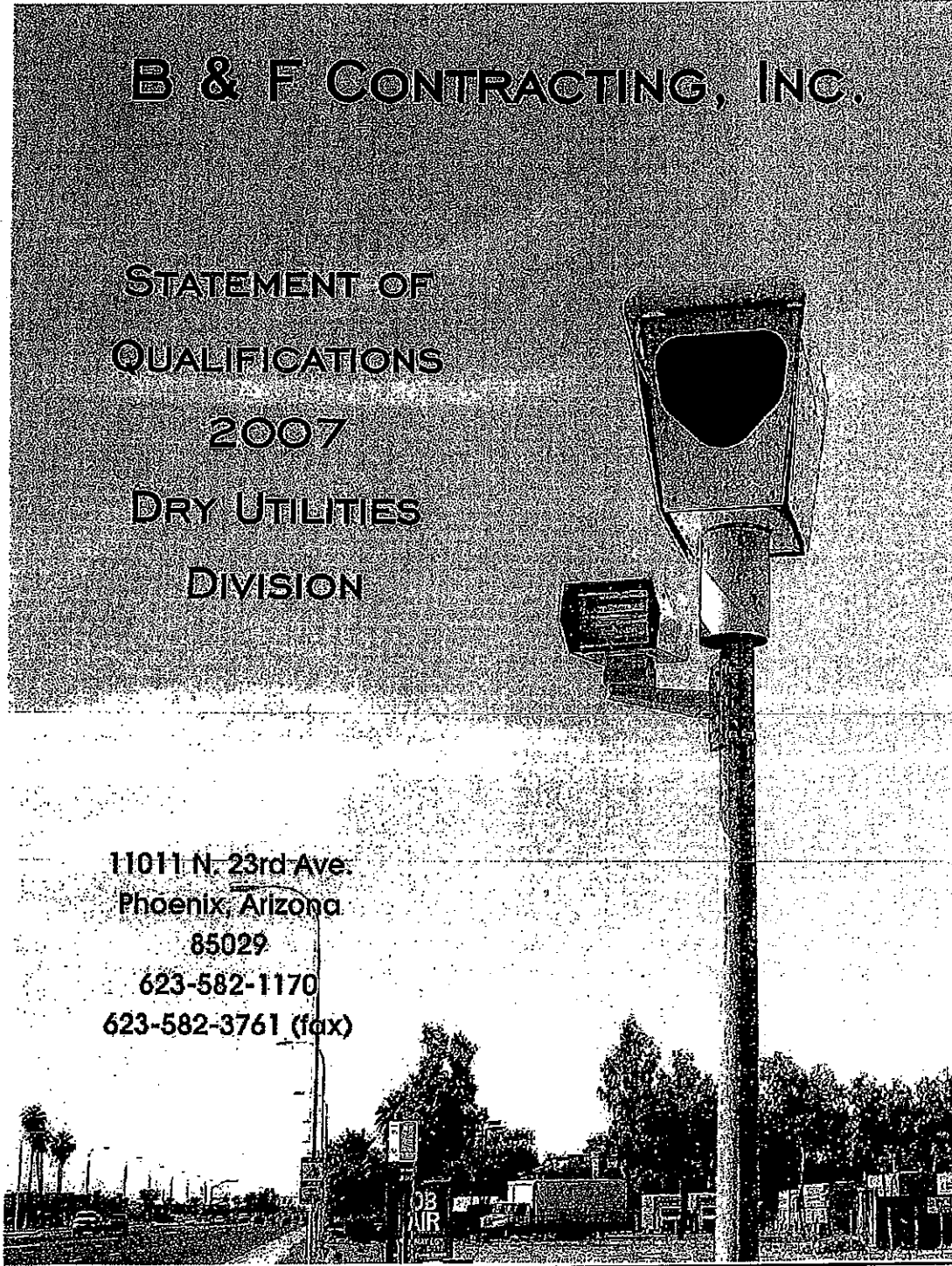
SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

B & F CONTRACTING, INC.

STATEMENT OF
QUALIFICATIONS
2007
DRY UTILITIES
DIVISION

11011 N. 23rd Ave.
Phoenix, Arizona
85029
623-582-1170
623-582-3761 (fax)



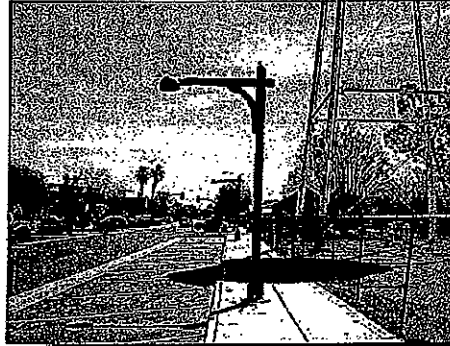


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



Past-Present-Future

A look down the road will give you an idea where B & F Contracting is headed. The future looks good from both above and below the ground!

B & F has emerged as a leader of recognized ability and dedication to excellence. From it's start with nine employees in 1990, B & F contracting, inc. has grown to a company of over 250 exceptional individuals. With the corporate office based in Phoenix, Arizona, B & F has expanded beyond Arizona by doing work in California, Nevada, Oregon, Washington, New Mexico, Oklahoma, Idaho and Texas. Our experienced team has the capability to install your new powerline, electrical backbone system, signal and street lighting system, place conduit and/or cable for your electrical or telephone or cable infrastructure, install new cell phone site or upgrade the antennas and equipment on your existing system.

With it's combined experience of over 50 years in all aspects of underground and above ground construction, B & F can readily offer you earnest and reliable service for all of your construction needs. Our objective is to provide our clients with efficient, quality construction and cost effective service. We look forward to serving you on your next construction project.

"B & F Contracting can readily offer you earnest and reliable service for all of your construction needs"

B & F Contracting
Statement of
Qualifications-2007

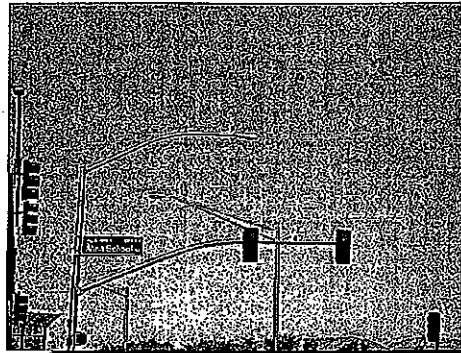


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



B & F Contracting
Statement of
Qualifications-2007

Management Team

Administration

Thomas Foley
President
20 Years Experience

Bruce Wayne Balls
General Manager
29 Years Experience

Al Smith
Equipment Manager
18 Years Experience

Stephen Morgan
Chief Financial Officer
29 Years Experience

Dry Utilities Division
Al De La Cerda
Division Manager
26 Years Experience

Wet Utilities Division
Mike Cruse
Division Manager
29 Years Experience

Wireless Division
Rustin Fowler
Division Manager
15 Years Experience

Sewer Restoration Division
Tom Foley
Division Manager
20 years Experience

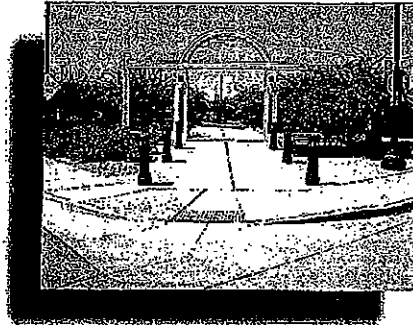


Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



B & F Contracting
Statement of
Qualifications-2007

Insurance and Licenses

Insurance Coverage

Worker's Compensation	Statutory
Aggregate Limits of Liability	\$2,000,000 Products/ Complete Operations per Job
	\$2,000,000 Aggregate per Job
Personal and Advertising Injury Liability	\$1,000,000 Each Occurrence
Fire Damage Liability	\$50,000 Each Occurrence
Umbrella Excess	\$4,000,000 Each Occurrence
Automobile Liability Insurance	\$1,000,000 Each Occurrence
Bodily Injury and Property Damage Liability	\$1,000,000 Each Occurrence



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



B & F Contracting
Statement of
Qualifications-2007

Licenses/References

Current Licenses

<u>License Type</u>	<u>State</u>	<u>Class</u>	<u>Number</u>
General Engineering	Arizona	A	089744
General Engineering	Arizona	B-4	111282
General Engineering	California	A	802196
General Engineering	Nevada	A	0054973
General	New Mexico	GF-09	91107

Professional References

Additional References Available Upon Request

Bank Reference

Johnson Bank
8700 N. Gainey Center Dr. Ste. 100
Scottsdale, AZ 85258
602-522-5418
Contact: Michael H. Manson

Insurance

Lovitt & Touche
5090 N. 40th St., Suite 200
Phoenix, AZ 85018
602-956-2250
Contact: Moni LaLonde

Attorney

Shorall, McGoldrick & Brinkerman
1232 E. Missouri
Phoenix, AZ 85014
602-230-5400
Contact: Paul McGoldrick

Bonding

Bonding Solutions
1307 E. Southern Ave.
Mesa, AZ 85204
480-835-6745
Contact: Dave Wlstead

CPA

Weintraub & Schanck, P.C.
7345 E. Acoma Drive, Suite 305
Scottsdale, AZ 85260-3124
480-778-9922
Contact: Gary Weintraub



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed



B & F Contracting
Statement of
Qualifications-2007

References

Trade References

City of Phoenix	Cox Communications
City of Scottsdale	Layton Construction
City of Peoria	Redflex
City of Tempe	Wheeler Construction
City of Glendale	Down to Earth Contracting
Town of Gilbert	Nextlink
City of Chandler	Markham Contracting
City of Avondale	Hunter Contracting
Maricopa County Flood Control District	Sundt Corporation
CMX	Modular Technology
Kitchell	Town of Wickenburg
Infrastructure Dynamics	Sturgeon Electric
Insituform Southwest	Bechtel Telecommunications
Salt River Project	Arizona American Water
Qwest	Pima County, Arizona
Arizona Public Service	Maricopa County, Arizona



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Project	Project Description	Role of Firm	Design Phase Services	Original/ Finished Price	Const. Dates	Project Owner	References
51st Ave. & Broadway to Lower Buckeye	Street Light Installation	General Contractor, Self Performed	None	\$240,537/ \$240,537	2006	Salt River Project	Bill Wilson (SRP) 602-625-8813 Sal Sturgeon (SRP) 602-763-1061
City of Mesa Melellan Rd. Improvement	Street Light Installation	General Contractor, Self Performed	None	\$309,734/ \$309,734	2006	City of Mesa	Deunis White 602-376-3401 Erling Thompson 602-376-3402
City of Chandler Job Order Contract	Streetlight Replacement & Upgrade Service	General Contractor Self Performed	None	\$149,000	2006-2008	City of Chandler	Joe Felix, Traffic Operations Supervisor 602-639-1487
City of Farmer's Branch, Texas	Traffic Cameras	General Contractor Self Performed	None	\$280,000.00/ \$300,955.00	2006	City of Farmer's Branch, Texas	Robert Feiler 480-607-0705 Joe Tromba 480-312-2508
City of Longview, Texas	Traffic Cameras	General Contractor Self Performed	None	\$75,775/ \$75,775	2007	City of Longview, Texas	Robert Feiler 480-607-0705 Joe Tromba 480-312-2508
City of Plano, Texas	Traffic Cameras	General Contractor Self Performed	None	\$175,000/ \$178,374.84	2007	City of Plano, Texas	Robert Feiler 480-607-0705 Joe Tromba 480-312-2508
City of Duncanville, Texas	Traffic Cameras	General Contractor Self Performed	None	\$140,000.00/ \$141,754.1	2007	City of Duncanville, Texas	Robert Feiler 480-607-0705 Joe Tromba 480-312-2508
City of Hurllingen, Texas	Traffic Cameras	General Contractor Self Performed	None	\$315,000.00/ \$336,762.94	2007	City of Hurllingen, Texas	Robert Feiler 480-607-0705 Joe Tromba 480-312-2508
Redflex SR 104 Speed Photo Enforcement	Speed Camera Photo Enforcement	General Contractor Self Performed	None	\$750,000	2006	City of Scottsdale	Robert Feiler 480-607-0705 Joe Tromba 480-312-2508



Scope of Work Equipment

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

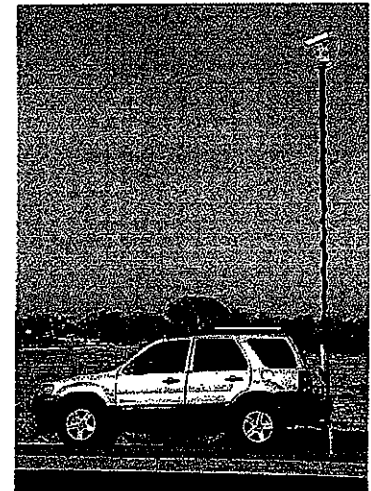
Mobile Systems

Scope of Work

The TPSIES RFP calls out for the procurement of up to 10 mobile redlight systems and up to 40 mobile speed systems that will be rotated among locations designated by the DPS.

Mobile Red Light/Speed Enforcement Solution

REDFLEXred is a solution uniquely developed by Redflex that enables our government partners to achieve the same traffic safety benefits of our world-class fixed red light and speed enforcement programs with the efficiency and flexibility of not requiring any physical "on-site" street infrastructure. **Our deployment of this technology in numerous cities in Texas, including Grand Prairie and Plano are the only applications of combined mobile red light and speed enforcement in the USA.** REDFLEXred meets the requirements called out for in the ADOT Technical Evaluation of Photo Speed Enforcement for Freeways report that discussed the importance of the system to be *easily relocatable from one site on a freeway to another to avoid a "spot" speed enforcement that becomes known to drivers that slow down just before the cameras and then speed up after them.*



"The REDFLEXred Mobile System offers us a great deal of flexibility in addressing problem areas at specific times. We feel that it will be a useful and effective tool in improving traffic safety."

Eric Hansen, City of Grand Prairie Police Department

Benefits

The REDFLEXred Solution provides the following benefits, including:

- The immediate enforcement of red-light and speed violations, as there are no permits needed and no construction required.

Prescott Valley Police Department
7601 E. Civic Circle
Prescott Valley, AZ 86314

Arizona Traffic Ticket and Complaint

IF YOU ARE PAYING, make sure this address appears in the window of the enclosed envelope.

Al enviar el pago, asegúrese de que esta dirección se vea por la ventana del sobre provisto.

Prescott Valley Magistrate Court
7501 E. Civic Circle
Prescott Valley, AZ 86314

Without admitting responsibility, by signing, I hereby acknowledge receipt and waive service of this summons to avoid unnecessary costs of service to me. I declare under penalty of perjury, that all information provided by me on this document is true and correct (see waiver notice on page 3).

**TO AVOID COST OF SERVICE,
THIS SECTION MUST BE
COMPLETED AND SIGNED.**

X _____ Daytime Phone # _____
(Signature)

Tear Here

Tear Here

Tear Here

IF YOU WERE NOT THE DRIVER, make sure this address appears in the window of the enclosed envelope.

Si usted no era el conductor, asegúrese de que esta dirección se vea por la ventana del sobre provisto.

Prescott Valley Police Department
7601 E. Civic Circle
Prescott Valley, AZ 86314

**TO AVOID COST OF SERVICE,
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X _____ Daytime Phone # _____
(Signature)

Tear Here

Tear Here

Tear Here

IF YOU ARE REQUESTING A HEARING OR PLAN TO ATTEND DRIVING SCHOOL, make sure this address appears in the window of the enclosed envelope.

Si solicita audiencia de tránsito o participar al programa de manejo defensivo, asegúrese de que esta dirección se vea por la ventana del sobre provisto.

Prescott Valley Magistrate Court
7501 E. Civic Circle
Prescott Valley, AZ 86314

**TO AVOID COST OF SERVICE,
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Without admitting responsibility, by signing, I hereby acknowledge receipt and waive service of this summons to avoid unnecessary costs of service to me. I declare under penalty of perjury, that all information provided by me on this document is true and correct (see waiver notice on page 3).

X _____ Daytime Phone # _____
(Signature)

Fixed/Mobile Speed

OPTIONS PAGE



OPTION A: PAY THE SANCTION

Sanction Amount: \$ 182.00

OPCIÓN A: Pagar la Multa

Multa

Citation #: _____

Violator Name: _____

Infraacción # _____

Nombre del infractor _____

Check (make all checks payable to "Prescott Valley Magistrate Court")
(Cheque Personal - Pagaderos a "Prescott Valley Magistrate Court")

Cashier's Check /Money Order
(Cheque de Caja/Ciro Postal)

MasterCard* Visa*

Card Number: _____

Exp. Date: _____

(Número de tarjeta)

(Fecha de vencimiento)

When paying by credit card YOU MUST ADD a \$2.00 credit card processing fee to the sanction amount set forth above. Thank you.
Si usted elije pagar su multa con tarjeta de credito, por favoramente a su pago \$2.00 adicionales para cubrir el costo del proceso.

Credit card payments can be made in person or by phone at 928-772-8277.
Pagos con tarjeta de crédito se pueden hacer en persona o por teléfono al 928-772-8277.

Card Holder Name: _____

Signature: _____

Phone: _____

(Nombre del portador de la tarjeta)

(Firma)

(Número de teléfono)

By paying, you admit responsibility and waive your right to a hearing and an appeal.
Pagando, admite responsabilidad y renuncia su derecho a una audiencia y a una apelacion.

OPTION B: IDENTIFY DRIVER

Violator Name: _____

Citation #: 07012016

Opción B: Identificar al Conductor

IF YOU WERE NOT THE DRIVER at the time of the violation, you may identify the driver in the space provided below. Sign this form and mail it in the enclosed envelope before 09/12/2007. YOU MUST INCLUDE A CLEAR COPY OF YOUR DRIVER'S LICENSE TO REQUEST TO EXCLUDE YOURSELF AS THE DRIVER. If you no longer own the vehicle, identify the business or person to whom you sold the vehicle. No further action on your behalf is required if all requested information is provided. You will be notified of the outcome by mail within 30 days. If you are unsure what to do, call the FOCUS ON SAFETY CALL CENTER 1-800-752-4874.

SI USTED NO ERA EL CONDUCTOR en la fecha de la infracción, y puede identificar al conductor, firme este documento y regréselo en el sobre provisto, antes de su citatorio. Tiene que incluir una fotocopia clara de su licencia de conducir en grande para solicitar que se le excluya como conductor del vehículo. Si no es el dueño del vehículo identifique la agencia o persona a quien le vendió el vehículo. Si llena toda información requerida, no tendrá que hacer nada más. Se le notificará por correo los resultados en 30 días. Si no esta seguro como proceder, llame a la compañía, Centro de Enfoque en Seguridad, al 1-800-752-4874.

Name (Last, First, Middle): _____

(Nombre):

Driver's Licence #: _____

(Número de la licencia de conducir)

Address (Number & Street): _____

(Domicilio-número y calle)

Driver's License State: _____

(Estado de la licencia de conducir)

City, State, Zip: _____

(Ciudad, Estado, Código Postal)

Date of Birth: _____

(Fecha de Nacimiento)

I declare under penalty of perjury, the information provided here is true and correct to the best of my knowledge.
Juro bajo la pena de perjurio que la información que he dado es correcta.



Signature: _____

(Firma)

Printed Name: _____

(Nombre en letra de molde)

Daytime Phone #: _____

(Número de teléfono)

Violator Name: JOHN CAMPBELL

Citation #: 07012016

OPTION C: REQUEST A TRIAL/HEARING

Opción C: Solicitar Audiencia de tránsito

I Request a Hearing.
(Solicito audiencia de tránsito.)

I Will Not be Represented by an Attorney
(No será representado por abogado.)

I Will be Represented by an Attorney.
(Si será representado por abogado.)

*If you request a trial date but fail to appear on the the trial date or to pay the ticket before the trial date then your driving privileges will be suspended.

OPTION D: ATTEND DEFENSIVE DRIVING SCHOOL

Opción D: Participe al Program de Manejo Defensivo

I have contacted the defensive driving school and scheduled an appointment to attend class.

(Me he inscrito para participar al programa de manejo defensivo.)

For eligibility and contact information, refer to page 4.

(Para requisitos e información, dirjase a pagina 4.)



TOWN OF PRESCOTT VALLEY
FOCUS ON SAFETY
 7501 E. Civic Circle
 Prescott Valley, AZ 86314

Prescott Valley Magistrate Court, Yavapai County
Arizona Traffic Ticket and Complaint



Complaint # 07012016		Case #	Military	<input type="checkbox"/> Accident Fatality	<input type="checkbox"/> Serious Physical Injury	<input type="checkbox"/> Commercial	DR #	GRID #
Driver's License Number		State AZ	Class	Endorsements			Agency Use	
DEFENDANT		First	Middle	Last				
Residential Address/Mailing			City PRESCOTT VALLEY	State	Zip	Telephone		
Sex	Weight	Height	Eyes	Hair	Origin	Date of Birth	Restrictions	
Business Address			City PRESCOTT VALLEY	State AZ	Zip 86312	Telephone		
VEHICLE		Color	Year	Make	Model	Style	License Plate	State
Registered Owner			Address			Vehicle Identification Number		

ON	Month JUNE	Day 20	Year 2007	Time 10:40 pm	AM <input type="checkbox"/>	PM <input type="checkbox"/>	SPEED	Approx. 36	Posted 25	R&P	Beat	Speed Measurement Device
AT	Location 3500 - 3600 BLK. ROBERT RD.											

A.	Section	ARS/CC ARS 28-701A	Violation Description SPEED GREATER THAN REASONABLE AND PRUDENT	Civil Traffic
	Docket Number	Disposition Codes	Date of Disposition	Sanction

I certify upon reasonable grounds, I believe the person named herein committed the act(s) described and I have caused this complaint to be issued on: 07/11/2007

Wayne Nelson 22
 WAYNE NELSON, Complainant ID No.

SUMMONS
 You are hereby summoned and ordered to appear at the Prescott Valley Magistrate Court - 7501 E. Civic Circle, Room #122, Prescott Valley, Arizona at the date and times indicated: 09/12/2007 between 8:30 AM to 11:00AM and 1:00PM to 3:30 PM on a complaint charging you with the offense of: SPEED GREATER THAN REASONABLE AND PRUDENT on 06/20/2007.
 A. Felten, Clerk of the Court
 If the sanction/fine and costs of \$ 182.00 are received by the Court prior to the above date, you do not need to appear in court.

WARNING TO DEFENDANT
 If you waive service or you are served with the Summons and Complaint and you fail to appear as directed, a default judgment may be entered against you, a civil sanction imposed, and your driver's license suspended. Your driver's license or non-resident privileges may remain suspended until the sanction is paid in full and you satisfy Motor Vehicle Division requirements (A.R.S. 28-3308).

WAIVER NOTICE: Rules: 4.1 and 4.2, Arizona Rules of Civil Procedure, require defendants living within the United States to cooperate in saving unnecessary costs of service of summons. To avoid further action and a minimum \$26.00 cost if personal service is required, respond no later than 09/12/2007 by choosing one of the options on the Options Page (page 2). You must sign the reverse side of the coupon to avoid these costs. By law, you have been provided with a copy of the complaint and an enclosed envelope with which to comply.

- This is a copy of the complaint with the offense described on the enclosed complaint that has been filed in the Prescott Valley Magistrate Court.
- The offense for which you have been cited is a civil traffic violation.
- Notice is hereby given that if you fail to appear as directed in this complaint on a civil traffic violation, a default judgment may be entered against you, a civil sanction may be imposed, and your license may be suspended. Your driver's license or non-resident operating privileges may remain suspended until the civil sanction is paid and you satisfy Motor Vehicle Division requirements (A.R.S. 28-3308). Please be advised that persons carrying weapons of any kind will not be permitted in the court building

VIOLATOR/DEFENDANT COPY - Keep for your records

INSTRUCTIONS: IMPORTANT NOTICE TO DEFENDANT

YOUR OPTIONS TO SATISFY YOUR APPEARANCE REQUIREMENT ARE:

PLEASE CHOOSE ONLY ONE

OPTION "A" PAY THE SANCTION

To pay the sanction by mail, complete section A on Page 2 and return it with proper payment in the enclosed envelope. Credit card payments may also be made in person or by calling (928) 772-8277. Please note for credit card payments an additional \$2.00 processing fee will be added to the amount you owe. Please have your complaint/citation number available when paying.

OPTION "B" IDENTIFY THE DRIVER

IF YOU WERE NOT THE DRIVER OF THIS VEHICLE at the time of the violation, complete section B on page 2 and return it in the enclosed envelope before your appearance date. YOU MUST INCLUDE AN ENLARGED CLEAR COPY OF YOUR DRIVER'S LICENSE TO REQUEST TO EXCLUDE YOURSELF AS THE DRIVER. You will be notified of the outcome by mail within 30 days.

OPTION "C" REQUEST A TRIAL/HEARING (Do not request a hearing if you were not the driver — see option B)

To contest this citation, complete section C on Page 2 and return it in the enclosed envelope no later than five (5) working days before the assigned appearance date. You will be notified by mail of your hearing date. You only need appear on the newly-assigned hearing date. If you are under 18, a parent or guardian must accompany you to the arraignment or hearing, unless waived in writing by the parent/legal guardian.

OPTION "D" ATTEND DEFENSIVE DRIVING PROGRAM (If selecting this option, you do not pay the court fine, you only pay the fee to the school. Once you have scheduled a class, complete and return section D on Page 2. Do Not Call the Court.)

If you attend the class, points will not be assessed to your Motor Vehicle record. You may attend any of the defensive driving schools in the state of Arizona. The following schools give classes in Prescott or Prescott Valley:

Yavapai County Traffic School
928-445-7540

National Traffic Safety Institute
1-800-726-6874
www.nts.com

Arizona Traffic Schools
1-866-877-2724
www.csalaz.com

The Prescott Valley Magistrate Court DOES accept online/internet classes. You are eligible to attend the Defensive Driving Program if: you do not have a CDL, you have not previously attended within the last two years, violation date to violation date; you have a valid driver's license or picture ID; your violation did not result in an accident involving death or a life threatening injury, and your violation has not already been set for hearing or trial. Bring your driver's license or picture ID, Arizona Traffic Ticket and Complaint, and payment in the form required by the school with you on the date of the class. You must bring a copy of the Arizona Traffic Ticket and Complaint to class. If you have lost it, you must return to court and obtain a new copy before the day of the class. IF YOU COMPLETE THE CLASS BEFORE YOUR COURT DATE, YOU DO NOT HAVE TO APPEAR IN COURT.

INSTRUCCIONES: INFORMACION IMPORTANTE PARA EL ACUSADO

POR FAVOR ESCOJA SOLAMENTE UNA OPCION PARA CUMPLIR CON EL REQUISITO DE COMPARECER:

OPCIÓN "A" PAGAR LA MULTA

Para pagar su multa por correo, por favor llene toda la información en la sección "A" que se encuentra en pagina 2 y regrese su pago en el sobre provisto. Pagos con tarjeta de crédito se pueden hacer en persona o por teléfono al 928-772-8277. Observe, por favor, que un honorario adicional de \$2,00 para cubrir el costo del procesosoera agregado a los pagos hechos con tarjeta de crédito. Tenga su numero de infracción a la mano cuando llame a pagar.

OPCIÓN "B" IDENTIFICAR AL CONDUCTOR

Si usted no era el conductor del vehículo en la fecha de la infracción, usted puede identificar al conductor en la sección "B" y regréselo en el sobre provisto antes de su citatorio. TIENE QUE INCLUIR UNA FOTOCOPIA CLARA EN GRANDE DE SU LICENCIA DE CONDUCIR PARA SOLICITAR QUE SE LE EXCLUYA COMO CONDUCTOR DEL VEHICULO. Se le notificara por correo los resultados en 30 días.

OPCIÓN "C" SOLICITAR AUDIENCIA DE TRANSITO

Si usted quiere disputar esta infracción, por favor llene toda información en pagina 2 y regréselo en el sobre provisto 5 días antes de su citatorio. Usted será notificado por correo de cuando se celebrara su audiencia. Usted tiene que estar presente en su audiencia. Si Tiene menos de 18 años, un padre/guardian debe acompañarte a la acusacion o a la audiencia, a menos que sea renunciado por escrito por el padre/guardian legal.

OPCIÓN "D" PARTICIPAR EN EL PROGRAMA DE MANEJO DEFENSIVO (Si usted escoge esta opción no tiene que pagar la multa al tribunal solamente la tarifa de la escuela. Cuando se haya inscrito para la clase, llene y regrese sección "D" en pagina 2. No llame al Tribunal.)

Si usted participa en la clase, no se marcaran puntos en su archivo del Departamento de Vehiculos. Usted puede atender cualquiera de las escuelas en el estado de Arizona. Las siguientes escuelas ofrecen clases en Prescott o Prescott Valley:

Yavapai County Traffic School
928-445-7540

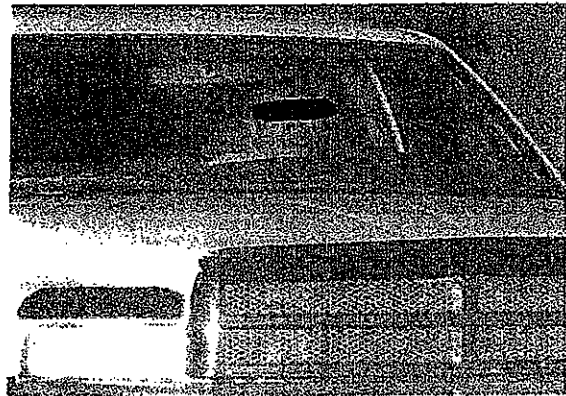
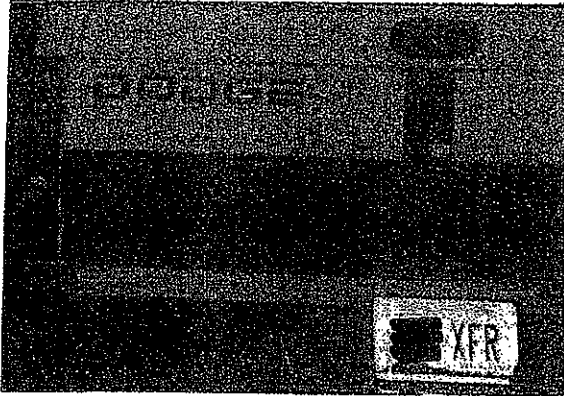
National Traffic Safety Institute
1-800-726-6874
www.nts.com

Arizona Traffic Schools
1-866-877-2724
www.csalaz.com

La Corte de Prescott Valley acepta clases tomadas en la Internet. Usted es elegible para participar en el Programa de Manejo Defensivo: Si no ha participado en ningún programa de manejo en los últimos dos años (desde la fecha de violación), si usted tiene licencia de conducir o identificación con su fotografía; Si su infracción no fue a raíz de un accidente que causo lesiones graves o muertes; si no a requerido una audiencia o quiere disputar la infracción. Devera traer con usted su licencia de conducir o identificación con fotografía, su infracción y pago en la forma requerida por la escuela el día de clase. Si usted a perdido la infracción, tiene que regresar a la corte para obtener una copia antes del día de su clase. SI COMPLETA SU CLASE ANTES DE LA FECHA DE CORTE, USTED NO NESECITARA APARECER ENCORTE.

TOWN OF PRESCOTT VALLEY
Focus on Safety

Complaint _____



TOLL FREE INFORMATION LINE:

You may call the Focus on Safety Call Center 1-800-752-4874 - 9 AM to 4 PM, Monday - Friday, for information regarding this notice and photo speed camera enforcement.

LINEA TELEFÓNICA DE INFORMACIÓN GRATUITA:

Para más información sobre esta notificación y cámaras de foto velocidad, llame al Centro de Enfoque en Seguridad, de Lunes a Viernes entre 9AM y 4PM, 1-800-752-4874.





STATEMENT OF TECHNOLOGY: REDFLEXspeed FIXED SPEED CAMERA SYSTEM

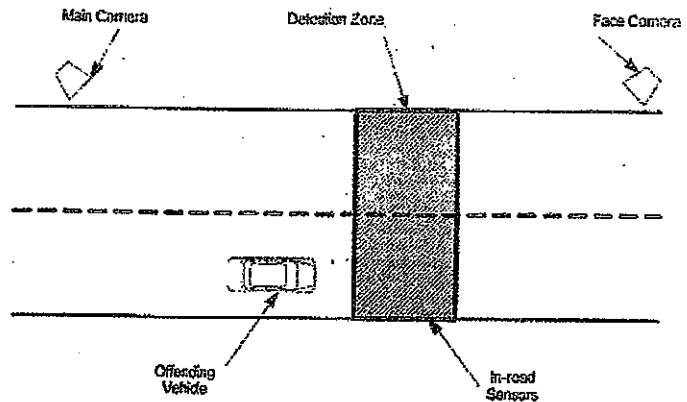
The REDFLEXspeed Camera System measures the speed of each vehicle that passes over the inroad sensors, and triggers a sequence of images, should the vehicle travel equal or greater than the threshold speed set in the system.

The camera system may record:

- 2 still images and 1 video sequence
- The databar may include location, description, date, time, frame, speed limit, lane, vehicle speed, and elapsed time. The camera system imprints this data at the top of all full-size still images.

Each REDFLEXspeed system consists of a Main Camera, which provides the rear license plate image and a video sequence of the offending vehicle, and a Face Camera, which provides an image of the driver in the offending vehicle.

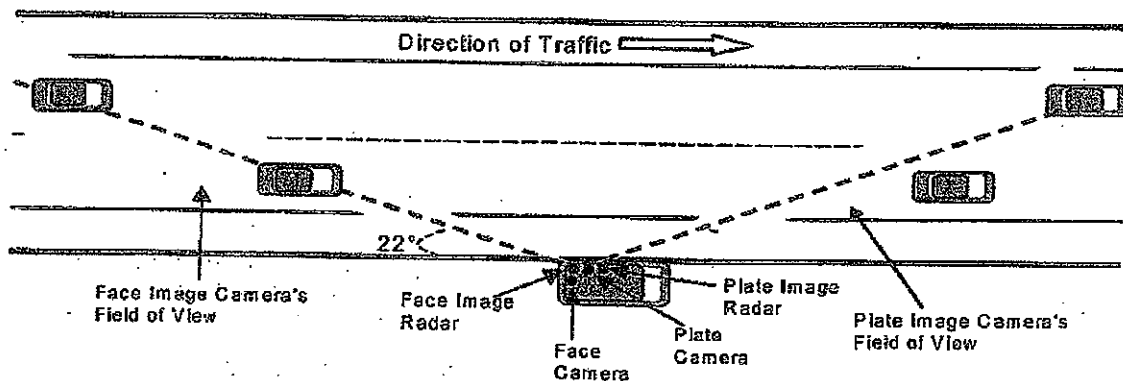
The Main Camera is connected to the inroad sensors, which are constantly active. The speed is determined by performing a time-distance calculation. When the Main Camera detects a speed violation in the inroad sensor detection zone, the Face Camera captures an image of the driver in the offending vehicle.



As the vehicle proceeds over and leaves the inroad detection zone, the Main Camera captures an image of the license plate of the offending vehicle. A video sequence is captured from the Main Camera at a predetermined amount of time before and after the violation.

The system uses encryption and a proprietary format to safeguard the image evidence against alteration. The system gives each still image and its data a unique signature to confirm its authenticity. Public key cryptography and additional encryption processes secure the transmission process.

STATEMENT OF TECHNOLOGY: REDFLEX SMARTCAM MOBILE SPEED VAN SYSTEM



The SMARTCAM Speed Photo Radar System measures the speed of motor vehicles. The "face" image radar determines the vehicle's speed and its presence. The "plate" image radar detects vehicle presence only. As a vehicle passes through the face image radar's beam, it determines if the vehicle is traveling at a speed greater than or equal to the enforced speed limit. If so, the photo radar system automatically triggers the cameras and flashes to capture images of the vehicle.

The SMARTCAM Speed Photo Radar System operates with two or more integrated, digital SMARTCAM cameras. The front-image camera faces out of the vehicle's rear window to capture the face and (if present) license plate. The rear-image camera is positioned to face out of the rear-side window to capture images of the departing vehicle's license plate.

The camera system records two separate images for each speeding violation. The violation date, time, location, detected vehicle speed and posted speed limit are imprinted onto the data bar, which is displayed at the top of the images.

The System uses encryption to safeguard the image evidence against alteration. At the scene, the System gives each image and its data a unique signature to confirm its authentic status. Public key cryptography and additional encryption processes secure the transmission process.

Sample Violation Citation



Sample Citation (Front)

NOTICE OF TRAFFIC VIOLATION									
The City of Los Alamitos Police Department									
NOTICE TO APPEAR Automated Traffic Enforcement LA001801PEA									
DATE OF VIOLATION 14-Dec-2006			TIME 2:29 PM			DAY OF WEEK Wednesday			
NAME (FIRST, MIDDLE I, LAST) JOHN									
ADDRESS [REDACTED]									
CITY CYPRESS		STATE CA			ZIP CODE 90630				
STATE CLASS CA C		COMMERCIAL <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		AGE 62		BIRTH DATE 1/31/1943			
SEX M		HAIR GREY		EYES BROWN		HEIGHT 6'0"		WEIGHT 230	
VEH LIC NO 1HAB205					STATE CA				
VEH TYPE 1400					MAKE TOYOTA		BODY STYLE SEDAN		
REGISTERED OWNER OR LESSEE [REDACTED]					<input type="checkbox"/> COMMERCIAL (Veh Code, § 15210(b)) <input type="checkbox"/> HAZARDOUS (Veh Code, § 363)				
CITY CYPRESS		STATE CA			ZIP CODE 90630				
CODE AND SECTION VC 21453(a)		DESCRIPTION Failure to Stop at Red Arrow							
LOCATION OF VIOLATION Katella Ave & Los Alamitos Blvd (WB)									
<input checked="" type="checkbox"/> VIOLATION WITNESS LOCATED BY MY PRESENCE. THE ABOVE IS DECLARED ON INFORMATION AND BELIEF AND IS BASED ON PHOTOGRAPHIC EVIDENCE.									
I DECLARE UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THE FOREGOING IS TRUE AND CORRECT.									
05-Jan-2006		David DORRANS			SIGNATURE		158		
DATE ISSUED		DECLARANT			SIGNATURE		ID NO		
YOU MUST RESPOND TO THE COURT ON OR BEFORE:									
WHEN: 14-Feb-2008		TIME: Dept B							
WHAT TO DO: FOLLOW THE INSTRUCTIONS ON THE REVERSE									
WHERE: SUPERIOR COURT OF CALIFORNIA WEST JUSTICE CENTER 8141 13TH STREET WESTMINSTER, CA 92683 714-896-7111									
SEE REVERSE					SEE REVERSE				
SEE REVERSE					SEE REVERSE				
Certificate of Mailing I, TRANZALTO of Redflex Traffic Systems, Inc., 15020 74th Street, Scottsdale, Arizona 85259, do hereby certify that I removed 10 yards and set a party to the above cited citation on 05-Jan-2006. I placed the citation to appear in an envelope addressed to the registered owner, 15508 E. 155th Street, Westland, Michigan 48186, and deposited the envelope in a United States Postal Service registered mail at the Airport United States Postal Service office in Scottsdale, Arizona. In the ordinary course of business, the envelope is sealed, signed with proper postage, and mailed. I declare under the penalty of perjury under the laws of the State of California that the foregoing is true and correct.									
DATED: 05-Jan-2006		TRZ TRANZALTO			Code of Civil Procedure 1011a(3), 2015(b)				
JOHN [REDACTED]									
CYPRESS CA 90630									



Sample Violation Citation



Sample: Bi-Lingual Affidavit of Non-Liability

CITY OF EL PASO PHOTO ENFORCEMENT PROGRAM RED MEANS STOP
 CIUDAD DE EL PASO PROGRAMA DE CUMPLIMIENTO CON LA LEY CON FOTOS ROJO QUIERE DECIR ALTO

1. Information:
 DMV records indicate that you are the registered owner of the vehicle depicted in the citation images committing a traffic violation in the City of El Paso

- You must complete all the information in the bottom section and return the completed form. This information is required even if you were the driver of the vehicle.
- If you have sold the vehicle, or were not the driver at the time of the violation, please check the appropriate box below.
- If you **WERE** the driver, check the appropriate box and fill in the form completely.

2. Right to View Video:
 You are encouraged to view the video of this violation prior to your court appearance date by calling the El Paso Police Department at (XXX) XXX-XXXX to schedule an appointment.

3. DO NOT CALL THE COURT REGARDING THIS NOTICE.

1. Información:
 Los registros del Departamento de Vehículos Motorizados (DMV) indican que usted es el dueño del vehículo representado en las imágenes de está boleta en la cual esta cometiendo una infracción de tránsito en la ciudad de El Paso.

- Usted debe completar toda la información en la sección inferior y volver la forma completada. Esta información se requiere incluso si usted es el conductor.
- Si usted vendió el vehículo o no estaba conduciéndolo cuando se cometió la infracción, por favor marque el cuadro apropiada (Indicado abajo).
- Si usted sí **ERA** el conductor, marque el cuadro apropiada y complete la forma en su totalidad.

2. Derecho a ver el video
 Le hacemos un atento llamado a que vea el video de esta infracción antes de la fecha de comparecencia ante el tribunal. Para concertar una cita hable a el Departamento de Policía de El Paso a el (XXX) XXX-XXXX.

3. NO LLAME AL TRIBUNAL CON RESPECTO A ESTA NOTIFICACIÓN.

Trade Secret

Fill Out Completely and Mail to/ Complete la forma en su totalidad y envíelo por correo:

Traffic Enforcement Office P.O. Box El Paso, TX

VIOLATION NUMBER / NÚMERO DE VIOLACIÓN: _____

PLEASE CHECK THE APPROPRIATE BOX BELOW. SIGN AND MAIL THIS COMPLETED FORM WITH A COPY OF YOUR DRIVER'S LICENSE.

POR FAVOR MARQUE EL CUADRO APROPIADO ABAJO, FIRME Y ENVÍE ESTA FORMA CON UNA FOTOCOPIA DE SU LICENCIA DE CONDUCIR.

- CHECK ONE/MARQUE UNO:
- I sold the vehicle prior to the violation date to the person named below
 Vendí el vehículo antes de la fecha de la infracción a la persona nombrada abajo
 - The person named below was the driver of the vehicle
 La persona nombrada abajo era el conductor del vehículo.
 - I was the driver of the vehicle (Not an admission of guilt. You must fill out the form completely)
 Yo era el conductor del vehículo (esto no es una admisión de culpabilidad). Usted deberá llenar la forma en su totalidad.

Print Actual Driver's Name: _____ Driver's License / ID No: _____
 Escriba el nombre del conductor en letras de molde No. de licencia de conducir/No. de identificación

Address: _____ Issued in the State Of: _____
 Domicilio Expedido en el estado de

City, State, Zip Code: _____ Date of Birth: _____
 Ciudad, Estado, Código postal Fecha de nacimiento

Sex: _____ Hair: _____ Eyes: _____ Height: _____ Weight: _____
 Sexo Cabello Ojos Estatura Peso

DECLARATION / DECLARACIÓN
 I CERTIFY UNDER THE PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.
 YO CERTIFICO BAJO PENA PERJURIO QUE LO QUE ANTECEDE ES LA VERDAD Y ESTA CORRECTO.

Signature: _____ Print Your Full Name: _____
 Firma Escriba su nombre completo en letras de molde

Your Phone Number: _____ Date: _____
 Su número de teléfono Fecha

Toll Free Information Line/Línea Telefónica Gratis de Información (1-877-84SAFE-T) horario de 9 AM-4 PM (MST).
 You may call (1-877-84SAFE-T) between the hours of 9 AM-4 PM (MST) for information regarding this notice and red light camera enforcement.



STATEMENT OF SMARTCAMRED RED LIGHT CAMERA TECHNOLOGY

Digital SMARTCAMred Camera Systems ONLY trigger during the red light signal phase.

The Camera Systems record:

- Four separate images for each red light violation, and
- The date, time, time into the red cycle, location, detected vehicle speed and posted speed limit for each violation.

Each Camera System consists of a Main Camera (to provide rear-shot images of the vehicle, a Plate Camera (to provide a zoomed image of its rear license plate) and a Face Camera (to capture images of the driver's face).

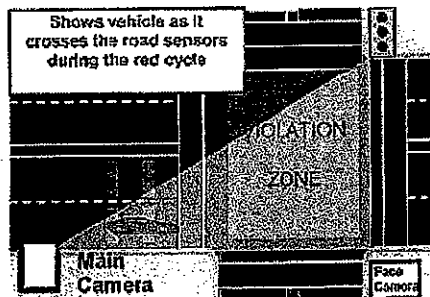
The Camera System is connected to the traffic signal controller and detection sensors. During the green and amber signal phases the camera is not active. It ONLY becomes active AFTER a delay period from the start of the red signal phase.

When the sensors detect a violation, the Main Camera triggers. The Scene A Image shows the vehicle just behind the stop bar with the traffic signal already red. The Plate and Scene B Image is activated when the vehicle has proceeded through the intersection during the red phase (therefore displaying a red light violation).

The Face Camera placed across the intersection is triggered by the Main Camera during each suspected violation.

The System uses encryption to safeguard the image evidence against alteration. At the scene, the System gives each image and its data a unique signature to confirm its authentic status. Public key cryptography and additional encryption processes secure the transmission process.

SCENE A IMAGE



FACE CAMERA

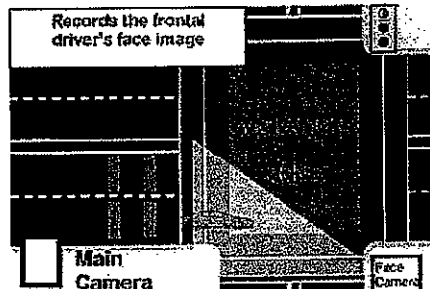
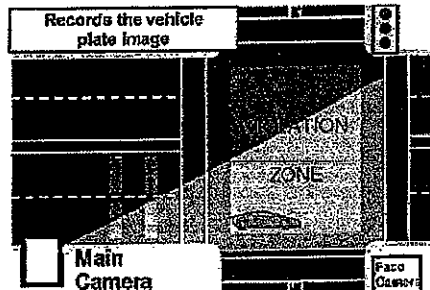
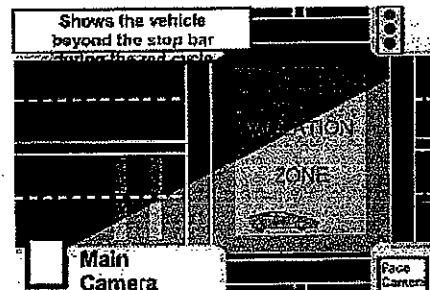


PLATE CAMERA



SCENE B IMAGE





Price/Sheet Questionnaire Section

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Pricing

We recognize that the DPS is implementing a Statewide Traffic Photo Speed & Intersection Enforcement System. We appreciate the importance of utilizing a structured and phased program implementation methodology. This approach has proven successful to many jurisdictions:

- As a means to garner public support by demonstrating some immediate public safety benefits,
- By mitigating the risks associated with implementing new and innovative approaches to conventional law enforcement efforts, and by
- Implementing substantial rigor and diligence to ensure the program is "rolled out" in a controlled and manageable manner.

Ensuring the program is manageable and successful includes evaluating the costs and benefits associated with all aspects of the program. Included in this evolution is the "total cost of ownership" of the program. Our audited system performance statistics are industry leading, typically proving 30%-50% greater system performance and citation generation yields than our competition. To ensure the actual costs that are to be borne by DPS are minimized, Redflex is pleased to provide DPS the most advanced and proven full turnkey program, inclusive with all equipment, hardware, software and services outlined in the Scope of Work for the most reasonable price terms ever offered in the history of the photo enforcement industry. **We want to make sure this pilot program and the DPS venture into photo enforcement is operationally successful with no exposure to financial risk.**

We are prepared to cover all the costs of being in fully compliance with Solicitation No. L8-022.

We truly want to earn your business by providing DPS with the greatest value proposition.



Price/Sheet Questionnaire Section

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Pricing

The Offeror shall provide Statewide Traffic Photo Speed & Intersection Enforcement Systems, Mobile and Fixed (A.K.A. TPSIES) in accordance with the terms, conditions, specifications and scope of work contained herein for the firm fixed price per paid citation listed below.

The firm fixed price per paid citation shall also include, but may not be limited to; all labor, materials, permits, insurance's, applicable taxes, equipment/hardware/software maintenance, public utility cost, ADOT & alternate state vehicle registration database access charges, printing/mailling charges, process service charges, reporting/training/community awareness costs as well as all other charges, costs, items of expense and offeror profit.

Item	Description	Fixed Price per Paid Citation
1	Traffic Photo Speed & Intersection Enforcement Systems, Mobile and Fixed (A.K.A. TPSIES)	\$ <u>28.75</u>

Option Pricing: (Will not be considered during the evaluation of proposals)

Reduced price per paid citation for specified total quantity Threshold(s)

<u>\$28.75</u>	for quantities up to	<u>1200</u>	Paid Citation / Per System
<u>\$22.95</u>	for quantities after	<u>1200</u>	Paid Citation / Per System
<u>\$16.95</u>	for quantities after	<u>1,500</u>	Paid Citation / Per System

Optional Service: DPS may, at any time during the contract period and upon written notice for specified timeframe(s), require the contractor to enforce civil violations on its behalf by authorizing specific contractor employees to sign citations. Such signatures shall be electronic inserted by designated contractor employees who have been legally authorized by DPS to sign citations. All actions performed under this section shall be done in compliance with all applicable SOW sections inclusive of, but may not be limited to; SOW section 8, paragraphs 8.2.5, 8.4, 8.5 and SOW section 9 and applicable State law.

Offerors may provide a firm fixed price per paid citation, in addition to that offered on solicitation price sheet/questionnaire section page 40, for providing the optional service specified in item 1 in the area specified below:

\$.95 (ninety-five cents) Per Paid Citation.

Note: Please see Redflex Pricing clarifications in the following page.



Price/Sheet Questionnaire Section

Arizona Department of Public Safety
2102 W. Encanto Blvd., Ste 340
Phoenix, Arizona 85009

SOLICITATION NO.: L8-022

Statewide Traffic Photo/Speed & Intersection
Enforcement Systems, Mobile and Fixed

Redflex Pricing Clarification

We have provided the following model to demonstrate how the Redflex pricing proposal will work and what it will ultimately mean to the State of Arizona and the Department of Public Safety.

Assumptions:

- 3,000 notices (avg. number of notices filed with the court per month) per system
- 60% average payment rate

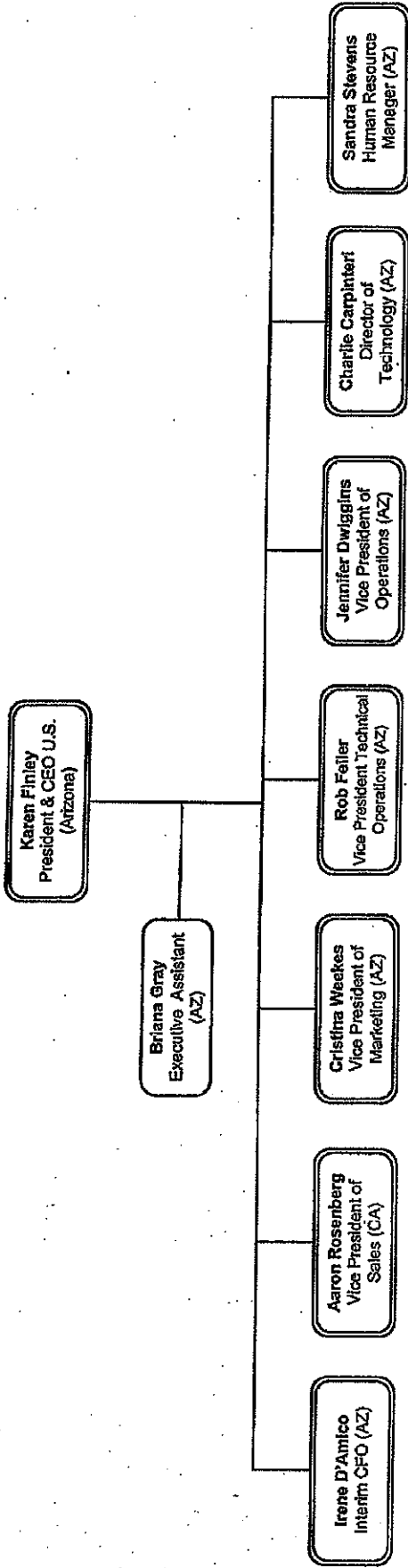
Pricing Proposal

Tier	Price Per Paid Citation	Quantity Per System	Pricing Calculation
1	\$28.75	0-1200	The first 1200 paid citations would be paid at \$28.75. This equals \$34,500.
2	\$22.95	1201-1500	The next 300 paid citations would be paid at \$22.95. This equals \$6,885.
3	\$16.95	1501+	The last 300 paid citations would be paid at \$16.95. This equals \$5,085.

Revenue model based on the facts outlined above to demonstrate the Redflex Pricing Proposal:

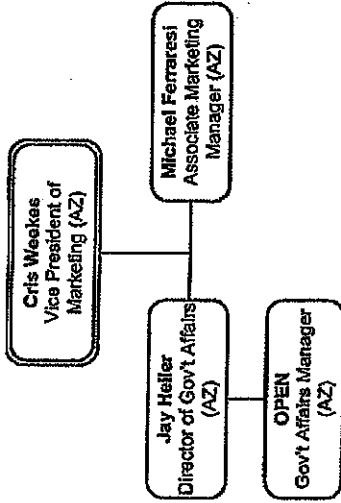
Monthly Average Notices Per System Filed with the Court	3,000
Collection %	60%
Gross Monthly Average of Citations Paid	1,800
Fine Amount	\$157
Gross Revenue Collected	\$ 282,600
REDFLEX FEE	\$ 46,470
Monthly Net Surplus Monthly (Per System)	\$ 236,130

EXECUTIVE



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MARKETING & GOVERNMENT AFFAIRS



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