

Red Light Photo Enforcement System for the County of Sacramento

RFP #8494

Due Date: July 27, 2018

Submitted by Conduent State & Local Solutions, Inc.



Technical Proposal

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Due Date: July 27, 2018

Submitted by:
Conduent State & Local Solutions, Inc.
12410 Milestone Center Drive, Suite 500
Germantown, MD 20876

Technical Proposal



Michael M. Davis
Senior Vice President
Conduent State & Local Solutions, Inc.

12410 Milestone Center Drive
5th Floor
Germantown, MD 20876

email: michael.davis@conduent.com
tel: 703.395.1264

July 27, 2018

Jesse Rosario
Senior Contract Services Officer
Contract and Purchasing Services Division
County of Sacramento
9660 Ecology Lane
Sacramento, CA 95827

RE: County of Sacramento, Red Light Photo Enforcement System, RFP #8494

Dear Mr. Rosario:

Conduent State & Local Solutions, Inc. (Conduent) is pleased to submit our proposal in response to RFP #8494 for the County of Sacramento's (County) Red Light Photo Enforcement System. Our comprehensive response is based on more than 24 years of experience as an industry leader in red light and photo speed enforcement. Our response to this RFP reflects the technical approaches and operational practices Conduent has refined over dozens of such projects, many similar to yours.

Conduent has a history as the most active, experienced, and successful company in the photo enforcement industry, and is also the largest provider of technology services to state and local governments in the United States. We have successfully implemented, managed, and operated automated photo enforcement programs across 13 states, the District of Columbia, 3 Canadian provinces, and Saudi Arabia; processing approximately 20 million photo enforcement and parking enforcement citations, and collecting over \$800 million in payments for clients.

Our goal is to make roads safer for every citizen. Our latest generation DriveSafe™ camera system will deliver the most advanced digital camera technology for your Red Light Photo Enforcement System. Our solution will include the latest enhancements in violation processing software with the next generation of Citeweb™, as well as our industry exclusive data integration tool, Conduent Business Intelligence (CBI). This tool will help to manage camera activity, provide dashboard reporting, and deliver valuable alerts.

With nearly 3,000 employees located throughout the state, Conduent's California presence is considerable. Clients include many city and county governments for which the company manages information technology services, and programs in such industries as parking and photo radar enforcement, transportation, education and healthcare. We also manage the state's Electronic Benefit Transfer (EBT)

operation, Medicaid Management Information System (MMIS) system, and child support State Disbursement Unit (SDU), some of the largest statewide government operations.

We insist on providing the best overall solution and proactively seek cost-saving strategies while maintaining the highest level of service. In our Cost Proposal, we carefully consider today's economic climate and its impact on the County while delivering maximum value for the requested solution and services. Per the RFP instructions, we have submitted our proposal electronically through the Public Purchase website, and have submitted/mailed the required photos and videos via a DVD. Conduent has developed our proposal response in accordance with all RFP requirements, including:

- Addendum 1, released June 28, 2018
- Addendum 2, released July 2, 2018
- Addendum 3, released July 10, 2018

Our principal contact for any questions or clarifications pertaining to this proposal submission is:

Scott Stewart
Senior Sales Executive
Conduent State & Local Solutions, Inc.
6949 Hillhurst Court
Rancho Cucamonga, CA 91739
909-948-0776
Scott.stewart@conduent.com

As Vice President, I am authorized to bind Conduent contractually. I personally assure you that the Conduent Team is fully dedicated to providing a leading-edge and low-risk Red Light Photo Enforcement System that offers the best value to the County of Sacramento.

Sincerely,



Michael M. Davis

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1 Background and Experience [RFP VI.1]

REQUIREMENT: RFP Section VI.1

1. Provide a description of your background and experience in the supply, implementation, and continuing maintenance of the hardware, software, and support services needed for automated red light enforcement systems. Provide your firm's number of years in service, years of photo enforcement service on a national level, years of photo enforcement service in California, and the total number of agencies in California that you are currently providing photo enforcement services.

Having been in the forefront of red light photo enforcement for more than two decades, Conduent offers the County of Sacramento the most qualified, experienced, and low-risk partner in the red light photo enforcement industry.

The County's Red Light Photo Enforcement System program demands a company that has proven its ability to deliver photo enforcement projects—from installing and managing a sizeable deployment of red light cameras to efficiently processing and mailing millions of violations through customer adjudication and presenting accurate court packages for our enforcement customers to win in courts, all with outstanding customer service to the public.

As an industry leader and innovator in photo enforcement solutions, Conduent State & Local Solutions, Inc.'s (Conduent's) stable financial history and decades of transportation experience serve as a foundation for the future of the County's red light enforcement system. We describe how our company experience and background make us your ideal choice.

- Photo enforcement industry pioneer with more than 24 years of experience in photo enforcement systems and services and 30 years of violations processing experience
- Have provided photo enforcement services in California since 1994, when we first implemented the red light enforcement program for the Los Angeles Metropolitan Transit Authority, a contract we still maintain and operate today

Background and Experience

Conduent is the one of the largest photo enforcement providers with programs across 13 states, several Canadian provinces, and Saudi Arabia. In addition to 30 years of violations processing experience, including all aspects of back office processing, we support an extensive array of photo enforcement systems with more than 1,500 individual systems under contract in 2017.

Our 24 years of experience with red light and photo speed camera systems includes installing and operating cameras and supporting systems with accurate detection, exceptional image quality, and proven non-invasive detection mechanisms, all supported by our easy-to-use, plug and play back office system, Citeweb™.

Across the country, our contracts range from focused red light camera operations to multifaceted traffic signal enforcement programs to back office operations. No other company has demonstrated this long-term commitment to operating and supporting red light violation camera systems across North America. We design and operate programs tailored to each client's needs and the applicable legislative framework. We have an extensive track record of delivering and integrating red light and photo speed violation camera systems and services for the most visible clients in the United States. Major jurisdictions using our systems include the Los Angeles Transportation Authority; Denver, Colorado; Providence, Rhode Island; Delaware Department of Transportation; Wilmington, Delaware; Montgomery County, Maryland; Rockville, Maryland; Garland, Texas; and Winnipeg, Canada.

As examples, we have implemented some of the largest and most complex red light and photo enforcement projects in the country, including:

- **Largest Turnkey Speed Enforcement Program in North America – Montgomery County, Maryland.** With 72 active speed cameras and 50 red light cameras in operation today and the requirement for the provision of turnkey maintenance, violation processing, noticing, payment processing, and customer service support, Montgomery County’s Safe Speed Program is the largest, most complex speed program in North America. We implemented this successful program in a 21 calendar-day deadline.
- **The Only Two Active Statewide Speed Enforcement Programs in the United States – Maryland State Highway Administration SafeZones and Illinois DOT Work Zone Safety.** We were selected in separate, competitive procurements by both the Maryland State Highway Administration (SHA) and the Illinois DOT to provide turnkey automated speed enforcement services for their state highway programs. No other vendor has an operational statewide speed program today. Both programs have been successfully renewed after competitive procurements. Our Maryland SHA program is extremely successful and was completely implemented within a 36-day deadline.
- **One of the Largest Turnkey Digital Red Light Programs in the United States – Delaware Department of Transportation (DelDOT) Electronic Red Light Safety Program (ERLSP).** In 2014 Conduent successfully installed 51 rear camera systems and 14 front camera systems when awarded the DelDOT ERLSP contract, previously performed by American Traffic Solutions. After what the client deemed a successful implementation coupled with outstanding performance by the 65 red light cameras, DelDOT staff approved an amendment for 51 additional rear camera systems to be installed, doubling the number of rear camera systems on the project. Conduent completed the installation of all 51 rear camera systems in March 2017, wrapping up installation four months prior to the scheduled end date. Today we operate 116 red light camera systems on the DelDOT ERLSP project, providing all end-to-end services on behalf of the client.
- **Largest Turnkey Digital Red Light Program in the United States – City of Chicago, Illinois.** Conduent was contracted by the City of Chicago in 2013 to take over their current vendor, Redflex’s, equipment, implement to our new equipment, and support, maintain, and repair an Automated Red Light Enforcement Program consisting of 352 red light enforcement systems across Chicago. The Program operates 24/7/365 and the services include:
 - Transition existing maintenance, supply new hardware, software, and communications
 - Local processing center
 - Maintain all video captured
 - Web portal for administrative hearing review of images and video
 - Dashboards and data analytics
 - Initial verification and storage of digital images and electronic data to be provided for City processing

Red Light and Photo Enforcement Experience

Conduent brings more than 20 years of experience providing automated red light and photo enforcement services. We have a proven track record of implementing and operating successful automated red light and photo speed enforcement transportation programs throughout the country. Our contracts range from automated enforcement system support to back office only operations to full turnkey programs. Our strategy is to partner with our clients to develop a program that meets their needs and provides for the best possible customer experience. Our loyal customers understand this, which is why we have the highest renewal rate in the industry.

In addition to the experience of our organization, we will provide the County with personnel who have the authority to resolve issues and take action related to project or staff performance, engendering a culture of individual accountability, responsibility, and customer focus. Our team of photo enforcement professionals, described in Proposal Section 2, Detailed Requirements, stands ready to support the program and offer their extensive, hands-on experience. We combine the niche skills of our experienced team with the strength of program management to ensure the execution of a successful project.

Our overall ability to support the County’s program is demonstrated by our success supporting some of the largest and most complex automated red light and photo enforcement programs throughout North America, as evidenced by the extensive list of customers in Table 1-1.

Table 1-1. North American Photo Enforcement Projects

Location	Client Since	Type of Service	Type of Equipment	Type of System
Beverly Hills, CA	2015 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	DriveSafe™	17 red light approaches
Los Angeles Metropolitan Transit Authority	1994 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	DriveSafe™ (85) and RLCS1 (18)	103 approaches
City of Aurora, CO	2005 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	RLCS1	14 red light approaches
Denver, CO	1998 – Present	<ul style="list-style-type: none"> Red Light and Speed Enforcement Full Offense Notice Processing 	DriveSafe™ for both	<ul style="list-style-type: none"> 4 red light cameras 5 photo speed vans
Sheridan, CO	2010 – Present	<ul style="list-style-type: none"> Red Light and Speed Enforcement Full Offense Notice Processing 	DriveSafe™ and GS11	<ul style="list-style-type: none"> 2 red light approaches 1 photo speed van
Delaware Department of Transportation	2014 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	DriveSafe™	102 approaches
City of Wilmington, DE	2000 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	19 RLCS1 and 15 GS11	34 red light approaches

Location	Client Since	Type of Service	Type of Equipment	Type of System
City of Manatee, FL	2012 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	RLCS1	10 red light approaches
City of Miami Beach, FL	2010 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	RLCS1	10 red light approaches
Chicago, IL	2013 – Present	<ul style="list-style-type: none"> Red Light Enforcement Initial Offense Processing 	DriveSafe™	300 approaches
State of Illinois	2000 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	RS-GS11	Statewide work zone speed enforcement
Wood Dale, IL	1996 – Present	<ul style="list-style-type: none"> Rail Crossing and Red Light Enforcement 	DriveSafe™	1 rail crossing
Baltimore City, MD	2017 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	DriveSafe™	51 red light cameras
Baltimore County, MD	2003 – Present	<ul style="list-style-type: none"> Red Light and Speed Enforcement Full Offense Notice Processing 	RLCS1 and Vitronic	<ul style="list-style-type: none"> 8 fixed speed cameras 29 portable speed cameras 10 red light cameras
Bowie, MD	2009 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	Vitronic	8 portable speed
Charles County, MD	2012 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	Vitronic	4 portable
Chevy Chase, MD	2007 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	Vitronic	4 fixed speed approaches
Frederick, MD	2010 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	Vitronic	6 portable
Gaithersburg, MD	2007 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	Vitronic and GS11	<ul style="list-style-type: none"> 2 fixed speed cameras 5 portable speed cameras 2 mobile speed cameras
Howard County, MD	2011 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	Vitronic	4 (2 mobile and 2 portable)

Location	Client Since	Type of Service	Type of Equipment	Type of System
Hyattsville, MD	2011 – Present	<ul style="list-style-type: none"> • Speed Enforcement • Full Offense Notice Processing 	Vitronic	2 portable speed
Montgomery County, MD	2007 – Present	<ul style="list-style-type: none"> • Red Light and Speed Enforcement • Full Offense Notice Processing 	Vitronic, DriveSafe™, and GS11	<ul style="list-style-type: none"> • 50 red light cameras • 77 speed cameras (38 fixed, 34 portable, and 5 speed vans)
Prince George's County, MD	2014 – Present	<ul style="list-style-type: none"> • Red Light and CrossSafe Enforcement • Full Offense Notice Processing 	DriveSafe™ and Motobix	<ul style="list-style-type: none"> • 46 red light cameras • 20 school bus cameras
Rockville, MD	2007 – Present	<ul style="list-style-type: none"> • Red Light and Speed Enforcement • Full Offense Notice Processing 	RLCS1, Vitronic, and GS11	<ul style="list-style-type: none"> • 8 fixed speed • 2 mobile radar vans • 7 portable camera units • 10 red light
State of MD Statewide Work Zone Speed	2010 – Present	<ul style="list-style-type: none"> • Speed Enforcement • Full Offense Notice Processing 	Vitronic	7 mobile units
Takoma Park, MD	2008 – Present	<ul style="list-style-type: none"> • Speed Enforcement • Full Offense Notice Processing 	Vitronic and GS11	<ul style="list-style-type: none"> • 5 fixed speed • 3 portable speed
Raleigh, NC	2003 – Present	<ul style="list-style-type: none"> • Red Light Enforcement • Full Offense Notice Processing 	GS11 and MCS	16 fixed cameras at 15 approaches
Suffolk County, NY	2010 – Present	<ul style="list-style-type: none"> • Red Light Enforcement • Full Offense Notice Processing 	RLCS1 and DriveSafe™	215 approaches
City of Beaverton, OR	2018 – 2028	<ul style="list-style-type: none"> • Red Light Enforcement • Mobile Speed Enforcement • Full Offense Notice processing 	DriveSafe™	<ul style="list-style-type: none"> • 8 red light approaches • 2 mobile speed vans
City of Portland, OR	1995 – Present	<ul style="list-style-type: none"> • Red Light and Speed Enforcement • Full Offense Notice Processing 	DriveSafe™, GS11, and RLCS1	<ul style="list-style-type: none"> • 11 red light approaches • 3 mobile speed vans • 8 fixed pole speed locations
Philadelphia, PA	2013 – Present	<ul style="list-style-type: none"> • Red Light Enforcement • Full Offense Notice Processing 	DriveSafe™	130 red light cameras

Location	Client Since	Type of Service	Type of Equipment	Type of System
City of Providence, RI	2004 – Present	<ul style="list-style-type: none"> Red light and Speed Enforcement Full Offense Notice Processing 	DriveSafe™ and MCS	<ul style="list-style-type: none"> 25 red light cameras 5 portable speed
City of Garland, TX	2003 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	DriveSafe™	12 approaches
Fairfax, VA	2013 – Present	<ul style="list-style-type: none"> Red Light Enforcement Full Offense Notice Processing 	DriveSafe™	10 red light cameras
Camrose, AB	1995 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	GS11	1 mobile speed
Fort McMurray, AB	1998 – Present	<ul style="list-style-type: none"> Red Light, Speed on Green, and Speed Enforcement Full Offense Notice Processing 	DriveSafe™ and GS11	<ul style="list-style-type: none"> 8 intersection safety cameras 1 mobile
Fort Saskatchewan, AB	2008 – Present	<ul style="list-style-type: none"> Red Light, Speed on Green, and Speed Enforcement Full Offense Notice Processing 	DriveSafe™ and GS11 and Dragoncam	<ul style="list-style-type: none"> 7 intersection safety cameras 2 mobile speed
Red Deer, AB	2000 – Present	<ul style="list-style-type: none"> Red Light, Speed on Green, and Speed Enforcement Full Offense Notice Processing 	DriveSafe™ and Vitronic	<ul style="list-style-type: none"> 4 red light cameras 3 mobile speed
Winnipeg, MB	2002 – Present	<ul style="list-style-type: none"> Red Light, Speed on Green, and Speed Enforcement Full Offense Notice Processing 	GTC/GS11, Dragoncam	<ul style="list-style-type: none"> 33 intersection safety cameras 16 mobile speed
Province of Saskatchewan, SK	2013 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	Vitronic	3 mobile speed
Saskatchewan Government Insurance	2013 – Present	<ul style="list-style-type: none"> Speed Enforcement Full Offense Notice Processing 	Vitronic	8 mobile speed

Firm Information

Table 1-2 provides our required firm information.

Table 1-2. Firm Information

Requirement	Response
Number of years in service	Incorporated in New York in 1963, Conduent State & Local Solutions, Inc. has been providing innovative solutions to our clients for more than 55 years, including being a photo enforcement industry pioneer with more than 24 years of experience in photo enforcement systems and services and 30 years of violations processing experience.
Years of photo enforcement service on a national level	As stated, we have more than 24 years of experience in photo enforcement systems and services. Our company is the one of the largest photo enforcement providers with programs across 13 states, several Canadian provinces, and Saudi Arabia. In addition to 30 years of violations processing experience, including all aspects of back office processing, we support an extensive array of photo enforcement systems with more than 1,500 individual systems under contract in 2017.
Years of photo enforcement service in California	We have provided photo enforcement services in California since 1994, when we first implemented the red light enforcement program for the Los Angeles Metropolitan Transit Authority, a contract we still maintain and operate today.
Total number of agencies in California that we are currently providing photo enforcement services	We are currently providing photo enforcement services for 2 California agencies: Beverly Hills, 2015 – Present Los Angeles Metropolitan Transit Authority, 1994 – Present

2 Detailed Requirements [RFP VI.2]

REQUIREMENT: RFP Section VI.2

2. Proposers are required to provide a detailed written response to each of the Detailed Requirements above (Sections I, II, III and IV), in the order listed in the RFP. In addition, identify the Project Manager and provide a brief resume. Furnish the name of ALL sub vendors, as well as an explanation of the service they provide.

Our staff and subcontractor stand ready to provide high-quality services for the County's Red Light Photo Enforcement System, as described in our responses to the detailed requirements.

In addition to the experience of our organization, which we detailed in Proposal Section 1, Background and Experience, we provide responses that describe our ability to meet or exceed your Detailed Requirements throughout our proposal. Along with our technical skills as a company, we are pleased to provide the County with personnel who have the authority to resolve issues and take action related to project or staff performance, engendering a culture of individual accountability, responsibility, and customer focus. Our team of red light enforcement professionals stands ready to support the program and offer their extensive, hands-on experience. We combine the niche skills of our experienced team with the strength of program management to ensure the execution of a successful project.

- Our proposed Project Manager has nearly five years of experience managing a similar program in San Francisco
- Our team of Subject Matter Experts provides a broad range of experience and expertise
- Our proposed subcontractors have experience working with us on similar projects

Detailed Requirements

In the following proposal sections, we provide a detailed written response to each of the Detailed Requirements in RFP Sections I, II, III and IV, in the order listed in the RFP.

Staff

It is critical for the County to engage a partner who can provide highly qualified staff for this project. Conduent provides a team of highly qualified, experienced professionals ready to serve the needs of your Red Light Photo Enforcement System program. We developed our proposed organization, shown in Figure 2-1, to offer you successful, highly experienced, and highly valuable professionals in positions in which they have excelled in some of the highest profile photo enforcement programs in the country. No other bidder can offer our level of program-specific knowledge and experience.

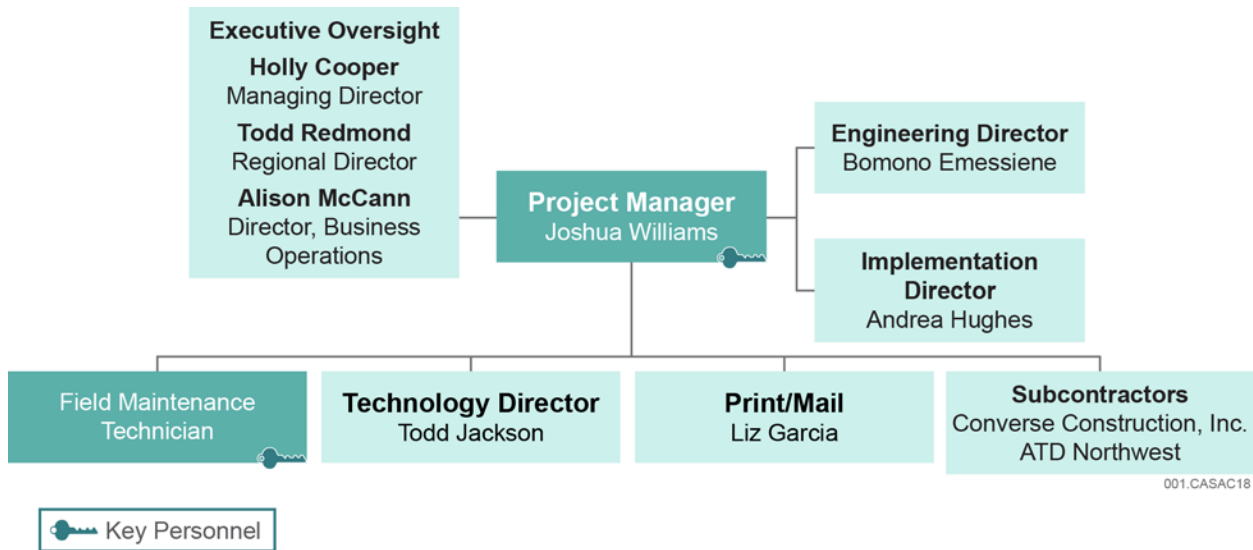


Figure 2-1. Organizational Chart

Our proven team works cohesively within the organizational structure to provide successful services for the County.

Project Manager Joshua Williams

Joshua Williams offers nearly a decade of experience with criminal justice and government law enforcement programs, including nearly five years of experience managing Conduent’s \$9,500,000 Automated Enforcement contract from the San Francisco Municipal Transportation Agency (SFMTA). Josh leads a team comprised of processors and field service technicians and liaises with SFMTA on any needs or changes within the system including upgrades, repairs, and policy changes. He collaborates with San Francisco Police Department (SFPD) officers who approve red light camera citations and testify at trial. Josh evaluates repair and troubleshooting requirements for camera locations; obtains estimates and letters to proceed and follows up proactively to ensure a timely work schedule, limiting camera down time; reviews and prepares evidence packets for traffic trials; and provides testimony in trials as the technical expert and custodian of records as needed. He also analyzes departmental finances and compiles monthly metric reports and prepares monthly contract compliance and system performance reports for SFMTA. His resume is provided at the end of this proposal section.

Field Maintenance Technician

After contract award, we will designate a dedicated Field Maintenance Technician (FMT) who will support the Sacramento Metropolitan Program. Our FMT will have no ancillary duties once 25 systems are operational and will be available on-site within 12 hours of any reported system problems in the field.

Additional Personnel

Our project manager and FST are supported by additional personnel who offer the County a wealth of experience and expertise.

Engineering Director Bomono Emessiene

Bomono Emessiene is an Electronics/Electrical Engineer with 14 years of experience in product design, development, testing, requirement analysis, performance and defect analysis. He has more than 10 years of engineering management experience in the Department of Defense and private industries and more than four years of experience in overseeing large and complex implementations of photo enforcement projects (300+ individual systems per year—red light, speed, rail crossing, fixed, and mobile) in the continental United States and overseas.

Implementation Director Andrea Hughes

Andrea Hughes has extensive experience in operational staff management, project delivery, training and development, human resources, and customer service. She brings almost 20 years of photo enforcement experience and more than a decade of photo enforcement implementation experience, having implemented photo enforcement projects throughout the country including in Manatee County, Florida; Suffolk County, New York; Montgomery County, Maryland; Denver, Colorado; and Portland, Oregon, among others. She was also responsible for the implementation of the photo enforcement program for the State of Illinois' Work Zone Speed program and the Maryland SHA Work Zone Pilot.

Technology Director Todd Jackson

Todd Jackson is the Director of Technology for our Public Safety Solutions group and is an expert on automated photo enforcement systems with more than 16 years of experience in highly technical fields. He has more than 13 years of hands-on experience in operations management and technical engineering within the transportation technology sector. He currently leads a group focused on new and emerging technologies bringing technical solutions to solve today and tomorrow's technical challenges while providing support on new client initiatives.

Print/Mail Manager Liz Garcia

Liz Garcia is an experienced Operations Manager with more than 20 years of experience in the transportation industry. Liz oversees a team of customer service and processors that currently serve the Los Angeles Metro and Beverly Hills Red Light Photo Enforcement programs, overseeing all aspects of operational SLAs and print and mail while ensuring quality and compliance. In addition, Liz addresses customer concerns when escalated from the Customer Service Department. She diligently addresses concerns and communicates daily with law enforcement agencies and court to address any issues and assists with procedural requirements. In addition, she oversees court packet preparation and delivery to officers to ensure adequate time is provided to officers for court packet review before court trial presentation.

Executive Oversight

In addition to our skilled project personnel, our Executive Oversight team offers guidance and support to the Red Light Photo Enforcement System Program and includes recognized and proven industry professionals.

Managing Director Holly Cooper is a particularly experienced operational manager and director who brings more than 15 years of management experience to our team. Holly has been with Conduent since 2013, where she has implemented numerous high profile, complex photo enforcement programs such as the Chicago Red Light Program, the largest red light program in the United States. Her management acumen was essential to the implementation of such a successful large scale operation, with 352 locations implemented not only on-time, but \$1.5M under budget.

Regional Director Todd Redmond is an accomplished transportation industry manager with more than 15 years of experience in operations, profit and loss oversight, risk management, and multichannel service delivery. A results-oriented, decisive leader with proven success running complex transportation programs within the transportation and government sector, Todd has been with Conduent since 2005 and has helped shape the strategic vision for our business by acting as a senior advisor on emerging trends in public transportation.

Director, Business Operations Alison McCann has served as our photo enforcement centralized processing manager since 2009, and currently provides oversight for the processing of 27 contracts across the U.S. She successfully implemented the \$30 million Winnipeg, Canada contract in 90 days and was awarded Best Team Player 2002 for her contribution to the Hawaii implementation and Outstanding Client Relations 2003 for her management of the Winnipeg program. For Sacramento, she will also provide training services.

Subcontractors

Our subcontractors support our operations team, and play a vital role through ensuring that your program receives the unique support – focused on in-depth expertise – that each subcontractor provides to ensure overall project success. Our approach to the use of subcontractors is to create a stronger overall solution by applying specialized expertise where it can serve best, and then integrating subcontractors into a single, unified Conduent team for delivering a high level of service performance.

By partnering with subcontractors that are experts in their respective fields, we offer you a comprehensive solution that operates at the highest caliber of efficiency and reliability for project stakeholders. We carefully selected our subcontractors for their recognized expertise and leadership in performing their respective role, as well as their commitment to working as an integrated team conducting transitions, and maintaining successful operations.

Converse Construction, Inc.

Based in Redding, Converse Construction, Inc. (CCI) is a Certified Federal and State Disabled Veteran Business Enterprise and a Certified Small Business in the State of California. With more than 10 years of experience, CCI's certified professional engineers have experience in project engineering, testing, controls and building. CCI relevant projects include:

- 3 Caltrans repeater/communications system contracts at 9 sites – Caltrans – General Contractor
- Electrical, controls, pumps, UV, drum filters, telemetry, and generators – State of CA Fish and Wildlife Nimbus Fish Hatcher and Mt. Shasta Fish Hatchery
- Permits, highway work, fiber optics, electrical, antennas – Conduit Weigh Stations at Peralta, Grapevine, Santa Nella, and Cottonwood (for 2017 only; CCI has worked on these systems in Utah, Arizona, and California)
- Installation of LED lights in Natural Rock tunnel on HW 70– Caltrans – General Contractor
- Parking Guidance Systems in Los Angeles – LA Metro – General Contractor

ATD Northwest

ATD Northwest (ATD) is a video traffic engineering specialty firm that has been assisting civil engineers for more than 30 years to gather and reduce crucial data from the field through the use of modern video collection techniques. They were the first to pioneer high-speed, real-time license plate capture and have performed more than 500 red light video validation studies for companies over the years.

ATD has partnered with Conduent for the past 25 years in safely and accurately collecting red light video validation in cities all across the U.S.

Resume

On the following pages, we provide the resume for our proposed project manager, Joshua Williams.

JOSHUA WILLIAMS – PROJECT MANAGER

SUMMARY OF QUALIFICATIONS

- Nearly five years of experience as Conduent’s project manager for San Francisco’s red light program
- Nearly a decade of experience with criminal justice and government law enforcement programs

PROFESSIONAL EXPERIENCE

Conduent **2013 – Present**

Program Manager

- Manage \$9,500,000 Automated Enforcement subcontract from the San Francisco Municipal Transportation Agency (SFMTA), leading a team comprised of processors and field service technicians
- Analyze departmental finances and compile monthly metric reports to corporate as needed
- Assist in budgetary planning and modeling for current and future fiscal quarters
- Interface with management, finance, and legal in negotiating contract amendments/extensions, as well as RFP submissions for future subcontracts
- Collaborate with San Francisco Police Department (SFPD) officers who approve red light camera citations and testify at trial; review and prepare evidence packets for traffic trials, provide testimony in trials as the technical expert and custodian of records as needed
- Liaise with client at SFMTA on any needs or changes within the system including upgrades, repairs, policy changes, etc.
- Prepare monthly contract compliance reports for SFMTA, as well as system performance reports
- Evaluate repair and troubleshooting requirements for camera locations; obtain estimates/letters to proceed and follow up proactively to ensure a timely work schedule, limiting camera ‘down time’
- Assist Field Service Technicians with camera maintenance and repair as needed

San Francisco State University, Criminal Justice Department **2011 – 2015**

Research and Teaching Assistant

- Proofread student essays for spelling, grammar, content, and strength of argument; provided constructive criticism for student to utilize in improving their writing skills
- Conducted academic research as needed
- Extensively evaluated court documentation and transcripts; developed electronic copies of transcript using a smart phone camera and converting to pdf format
- Worked on a project that required the evaluation and interpretation of a police investigation, developed a consultation plan suggesting how a plaintiff proceed in a civil case against the Church of Scientology

San Francisco District Attorney’s Office **2010 – 2011**

Intern – Victim Compensation Department

- Assisted claims specialists in requesting documents from medical service providers, government agencies, and other pertinent sources
- Developed monthly victim services newsletter using Microsoft publisher to inform staff of monthly changes to victim’s compensation program rules and statutes
- Evaluated police reports and medical records, compared them with program statutes, and presented recommendations to claim specialists for case adjudication
- Assisted with administrative duties as needed

Iris Electronics **2006 – 2010**

Office Manager and Inside Sales Representative

- Daily usage of Quickbooks Pro and Microsoft Office Suite; managed all data entry and follow-up of AP/AR data; paid bills, issued checks, conducted credit card reconciliation
- Managed day to day operations of the office; main point of contact for non-technical client phone calls/emails
- Coordinated tracking schedule for orders and repairs; fulfilled all shipping and receiving needs
- Completely redesigned company website; troubleshoot office computer and network issues as needed

EDUCATION

Bachelor of Arts, Criminal Justice Studies, San Francisco State University

2.1 Statement of Services [RFP I]

REQUIREMENT: RFP Section I

I. Statement of Services

The County intends to contract with a qualified vendor for comprehensive and fully integrated red light traffic safety management services. The County currently manages the Red Light Photo Enforcement Program for the City of Sacramento under a Memorandum of Understanding. The vendor will deploy traffic safety camera equipment at designated principal intersections throughout the County and City of Sacramento, covering one to four approaches at each intersection. At selected approaches, up to six (6) lanes, including right and left turn lanes will require traffic safety camera enforcement. The contracted services shall include all hardware, software, installation, maintenance, operation, and all back-office processing of violations as specified below.

The vendor shall retain ownership of the equipment.

Proposers will indicate their ability to provide each of these services, briefly describing in the written proposal response their approach to each function.

We will combine state-of-the-art technology with efficient operations and maintenance to help deliver the County of Sacramento with an automated red light enforcement program that reduces the amount of collisions associated with red light runners.

Through the release of its RFP for the continuation of a Red Light Photo Enforcement System, the County has reaffirmed its' position in the benefits of using automated photo enforcement as a force multiplier in mitigating traffic collisions. As the County has seen the number of collisions fall at enforced intersections from 621 to just 82 collisions in 2016, it is absolutely clear that automated enforcement is working.

Our goal is to build upon the success realized thus far and create a long-term partnership with the County of Sacramento, making it a safer place to work, live, and play.

Proposed Solution

We will use our years of industry experience to deploy a solution that meets or exceeds the County's expectations and requirements.

We will implement our latest, DriveSafe™ (DSS) Red Light Enforcement System (Table 2-1). We have over 1,000 DriveSafe™ systems deployed throughout North America ensuring the County they are getting a proven enforcement tool with impeccable performance as we have seen controllable issuance rates as high as 98%. Our systems will cover up to 6 lanes per approach, including left and right turn lanes as required. Unlike competitive models, our Gen3 DriveSafe™ system can cover all 6 lanes with 1 system, in 1 compact enclosure, reducing the system's footprint and making the solution more aesthetically appealing. Our next-generation DSS Systems provide innovative capabilities to help supplement the regions' Vision Zero goal, using data-driven analytics and superior technology to support its efforts in eliminating traffic fatalities and serious injuries by 2027.

Conduent Advantage

- Proven and trusted partner to some of the largest, most complex red light enforcement contracts in North America
- State-of-the-art technology, field operational excellence and back office processing to maximize event capture and issuance while calming traffic to ensure a safe environment for all citizens.
- We Build Longstanding Successful Programs. Many years of overall photo enforcement experience across 13 states and Canada.
- Focus on Innovation. We can weave new technologies, such as video analytics and gunshot detection, into the program to evolve across the projected 6 years, allowing you to maximize your investment.

Table 2-1. DriveSafe™ (DSS) Red Light Enforcement System

Camera Type Description	Proposed Solution
Fixed Pole	<p>DriveSafe™ Red Light Enforcement System (Tracking RADAR)</p> <p>The DriveSafe™ (DSS) system combines a 3DHD tracking radar, two camera systems each with 24 megapixels of resolution to capture clear front and rear images, and a 4K ultra-high definition video camera to capture violation video clips.</p> <p>The tracking RADAR can identify up to 256 objects at one time across six lanes resulting in more violation event detections than competing technologies can deliver.</p> <p>Through a GPU-powered processor, the systems run next generation artificial intelligence for instantaneous video analytics that can be used to benefit the County with violation validation, advanced violation detection (block the box), or to identify behavior raising safety concerns like pedestrians illegally crossing. In addition we can offer active license plate recognition across all lanes of enforcement.</p> <p>The County can achieve multi-functionality from the camera infrastructure for public safety, remote video surveillance and traffic monitoring. A swivel pan-tilt is available for additional versatility for first responders.</p>

Our proprietary, secure, and fully web-enabled citation processing system and database, Citeweb™, ensures accurate and efficient issuance of violations. We also offer the County the industry’s most sophisticated data analytics software, Conduent Business Intelligence, with dashboards that provide real time camera functionality status and on demand program performance against key performance indicators. This gives authorized users immediate feedback on many operational program metrics using any web enabled device, allowing for instant decisions to drive real results. Along with the data you’ll receive using our dashboards, Citeweb™ also offers full ad-hoc reporting in addition to our traditional reporting suite.

Installation, Maintenance & Operation

We have more than two decades of large-scale automated traffic enforcement program experience, which includes the installation, maintenance and operation of systems. Paired with our company’s proven project management methods, we support some of the country’s largest, most complex programs with the highest degree of efficiency, producing superior results.

Conduent will design, construct, and install all required equipment, including our DriveSafe™ camera systems, at the intersections provided by the County. Our designs and installation will conform to all federal, state, county, and city construction standards. We will work diligently to limit any adverse effects on traffic signals, street maintenance and operation, and roadways. Our project implementation team will manage the camera installation effort, tightly coordinated with back office customization to achieve installation according to the schedule. Conduent is in a unique position to minimize downtime and flawlessly implement the upgrade of the current intersections as proven by our recent experience in successfully implementing and or retrofitting over 400 systems in the past 2 years.

Our maintenance program uses a customized approach specifically designed to provide the County with a service-based solution that focuses on the unique requirements of the system and the program. This program is designed to provide maximum site uptime and optimal performance. This includes all maintenance policies, practices, and procedures to provide applicable preventive, predictive, and corrective maintenance for the systems.

We carefully manage and execute maintenance activities to minimize intrusion on the enforcement environment. Preventive and corrective maintenance practices keep the systems active and operational.

Our primary maintenance goal is to make sure that every system within the production environment is generating clear, accurate, and complete events and verifying that the events are digitally transferred to the back-office in an efficient and timely manner.

Effective project management is essential to the operation of any successful project. Conduent believes a strong, high performance team is key to driving results and ensuring project success. Sustaining synergy, participation, and cooperation among all project team members is a critical piece to a true teaming relationship as is promoting open lines of communication and soliciting input from the entire team during the project.

Our ongoing relationship with many of our red light/photo enforcement customers continues to validate our guiding business philosophy: that our customers are vital team members and their contribution throughout the project helps ensure the best possible performance and business results. When that cooperation takes place, we all succeed.

Using this philosophy, we build strong teaming relationships between our customers, our subcontractors, and the Conduent project team in the entities we partner with. We also promote active communication between our project team members and their appropriate counterparts. We believe that only by working with key County stakeholders can we ensure the red light enforcement program is reducing traffic accidents and meeting the County's ongoing operational goals.

Summary

We are excited at the opportunity to partner with the County of Sacramento. Conduent employs over 900 people in Northern California, over 700 of which are in Sacramento County alone. We pride ourselves in making valuable contributions both socially and economically to the communities we serve. In choosing Conduent, the County would team with a principled, financially stable company with an already significant business presence in the region and one of the most tenured, innovative and respected companies in the public safety space. Together, we can help make the streets of Sacramento County safer for all drivers, pedestrians, and citizens.

2.1.1 Site Survey [RFP I.1]

REQUIREMENT: RFP Section I.1

1. Site Survey:

The successful vendor will work with the County to deploy to twenty-three (23) active intersections, with twenty-five (25) enforcement sites and can be expanded up to 40 intersections under this contract. These additional intersections will be chosen in part based on quantitative assessment of the frequency of red light violations and collisions. As part of this process, the vendor will develop baseline data for each candidate intersection by monitoring the frequency of red light violations. This data will support both intersection and approach selection and will serve as baseline information for project evaluation purposes. The vendor will be responsible for providing up to three (3) video validation sessions for each prospective or existing conversion site selection. Video validation sessions will record the vehicle traffic at a specific approach for 16-24 hours and include an analysis which lists the number of vehicles clearly running the red signal at 0.1, 0.2, 0.3 seconds and above for all lanes intended to be monitored by Red Light Cameras (RLC). It will also include a total traffic count for all lanes intended to be monitored by RLC.

The success of a program transitioning to new technology requires an experienced team who can work with the County to ensure a smooth implementation.

Site Analysis

With an experienced project engineer and team, we study key aspects of the intersection before moving into the design phase for any enforced intersection approach. These key aspects include number of lanes, volume of traffic, and road speed limit, to name a few. Several key questions must be answered before we move into the design phase for any enforced intersection approach:

- How many lanes?
- How many traffic lights must be monitored?
- Are there turn lanes?
- Is there heavy truck traffic?
- Is this a high-volume thoroughfare, a main artery, or a special enforcement zone, such as a school zone or near a hospital?
- What is the speed limit on this road?
- What are the Business Rules defining a violation?
- What are the County guidelines for locations of photo enforcement equipment?

Our engineers and image quality specialists conduct a detailed site review of the intersection as part of the design and engineering process and then recommend the correct camera configuration. Based on the number and types of lanes to be enforced, these configurations can be designed to cover up to six lanes of traffic, including left-turn and right-turn lane violations.

When intersections, approaches, and sections of roadways are reviewed for violation enforcement, we have found that no two are ever alike. Our experienced project manager and the team we have assembled understand this at project startup and know that we will adjust plans and procedures to meet your criteria for installation and construction.

Our team will start by reviewing the existing 23 active intersections and making a determination on how best to install the DriveSafe™ system to maximize enforcement.

Video Validation Survey

We will assist the County with intersection selection and development of a baseline of red light violations for all new intersections, up to 40 total intersections, with three video validations for each perspective intersection. To assist the County and Conduent in the final evaluation and selection of candidate intersections when the program expands, we will contract with ATD Northwest, a company specializing in video traffic surveillance to perform validation of red light violations at each approach. ATD Northwest has partnered with us before for many of the large-scale programs we serve that require video validation, including Montgomery County, Maryland, the Maryland State Highway Administration, and Philadelphia, Pennsylvania.

At the approach to be enforced, the equipment will be set up to observe the approach stop bar and controlling signal head simultaneously. Their engineers will record traffic at each approach for 16 hours. They will then analyze data to determine total volume of traffic in the approach on a minute-by-minute basis and count the number of violators for a specific period of time. Violations can be measured with respect to the current legal criteria by determining whether the suspect vehicle crosses the stop bar within

0.1 second, 0.2 second, 0.3 seconds after the stop signal is activated. The signal head can also be evaluated as to length of time each phase of the signal head is active.

An evaluation of the approach determines traffic volume in relationship to signal timing. This study will inform the County if most traffic arrives just as the signal changes to red, whether the signal changes when there is very little traffic approaching, or if the queue has emptied when the signal changes to red.

Video Validation Report

We will generate a final report with data from the validation survey, as demonstrated in Table 2-2, which contains typical summary report data layout. Each approach that has been evaluated will include our recommendations for validity of enforcing the approaches. The report will list the number of vehicles that ran the red light, time of each violation, red signal seconds, and lanes that the red light violation occurred. The report will also include total traffic count for lanes that you intend to monitor by the red light camera system. This video validation study will become the baseline for selection of approaches and the tool to evaluate the program's impact in the future.

Table 2-2. Typical Validation Report Output: Summary Report

Category	Detail
Intersection	Keller Springs @ Knoll Trail
Dir.	WB
Date	2/19/2018
Total Violations	12
Thru Violations	12
Left Turn Violations	0
0.00	1
0.01	3
0.02	2
0.03	6
%	50%
Data Hours	6AM – 12PM

Other Factors Affecting Site Selection and Location

Conduent acknowledges that part of our responsibility is to keep abreast of recent geometric or traffic signal design changes that have been made, geometric or traffic signal design changes that may be scheduled, engineering evaluations that indicate such changes may substantially alter the need for camera enforcement, road or utility work anticipated within the first year of camera operation, and/or traffic pattern changes resulting from development, construction detours, or similar events anticipated during the first year of operations. The County can rest assured that we will make it our business to stay aware of any and all factors that could potentially affect the effectiveness of our solution or its success shaping responsible driving behaviors on the community's streets.

2.1.1.1 Camera Site and Installation and Removal [RFP I.1.1]

REQUIREMENT: RFP Section I.1.1

1. Camera Site and Installation and Removal:

For the predetermined intersections, the successful vendor will deploy red light enforcement equipment meeting or exceeding the minimum standards specified in this RFP. Working with the City/County Departments of Transportation and/or State Department of Transportation, the successful vendor will be responsible for all permit acquisition and associated fees, site design, construction, installation and maintenance of the equipment and the removal of all equipment at the end or termination of this contract. The vendor shall provide and adhere to a strict timeline for conversion of the existing twenty-five (25) locations to their equipment as well as the removal of their equipment at the end or termination of this contract. The timeline will be presented by the proposers. The County will assess penalties for not meeting the established timeline. The City/County will provide signage for approaches. Removal of the vendor's equipment upon termination of this contract will not exceed 60 days, permits pending.

Conduent will design, construct, and install all required equipment, including our DriveSafe™ camera systems, at the 25 locations provided by the County within the proposed timeline provided in this proposal.

Our implementation team has decades of experience in the photo enforcement industry. Prior to starting construction, our experienced team will work with the City/County Department of Transportation and/or State Department of Transportation to secure and pay for all permits required by the County. Our designs and installation will conform to all federal, state, county, and city construction standards. Conduent has proven successful in implementing red light cameras across California including the cities Beverly Hills and Los Angeles and previously West Hollywood, San Francisco, and Sacramento. We will work diligently to limit any adverse effects on traffic signals, street maintenance and operation, and roadways. We acknowledge that the County will provide signage for approaches.

Conduent will be responsible for securing all appropriate permits, as well as assessing easements and gaining approvals in a timely manner from government agencies, utility companies, and private owners. Understanding the efforts required to upgrade an automated photo enforcement system, Conduent offers the County a unique approach to this implementation. We combine the focus and niche skills of an experienced and dedicated implementation team, with the strength of local program management and local subcontractors, to ensure a successful upgrade.

Conduent will take responsibility for removing any and all equipment for our DriveSafe™ camera system if prompted to do so by the County within 60 days of notification after contract termination, permits pending. We acknowledge that the County will assess penalties for not meeting the established timeline.

2.1.1.2 Service and Maintenance [RFP I.1.2]

REQUIREMENT: RFP Section I.1.2

2. Service and Maintenance:

The servicing and maintenance of red light camera enforcement equipment will be the exclusive responsibility of the vendor. The vendor's response to any equipment malfunctions must occur within a two (2) hour period of their notification; repairs must be fully functional within a twenty-four (24) hour period and disposition of completed repair(s) provided immediately to the County. Proposer shall agree liquidated damages payable to the County e.g. any repairs exceeding twenty-four (24) hours will result in a 1/30th of the monthly fee for that enforcement site, for every twenty-four (24) hours beyond the first twenty-four (24) hours. The County shall be notified immediately upon any equipment malfunction. The County will require one dedicated, local Program Manager and one dedicated Field Maintenance Technician for the Sacramento Metropolitan Program, with no ancillary duties, once twenty-five (25) systems are operational. The Field Maintenance Technician shall be available on-site within twelve (12) hours of any reported system problem in the field.

Any enforcement site that is determined to be down or offline in any given month shall be responded to and fully operational within twenty-four (24) hours of notification from the County. In the event that a site is not fully operational within twenty-four (24) hours of reporting the incident, the vendor shall credit the monthly invoice in the amount of one thirtieth (1/30th) of the fixed monthly fee for the downed approach for each day the approach is down, including the initial day of nonoperation. These penalties will not be accrued in the event of power outages, vehicular collisions and/or acts of vandalism.

Conduent will employ a local dedicated project manager and dedicated field service technician for the County's program. The technician will ensure that all equipment is properly installed and maintained on an ongoing basis. Additionally, our national maintenance support team will be available to assist as needed. We will implement a comprehensive maintenance program that ensures the operational uptime of the program and meets the requirements by responding, diagnosing, and replacing any malfunctioning equipment. Every repair or replacement will be noted in our computerized maintenance management system (CMMS).

Preventative Maintenance Program

Preventive maintenance includes the visual inspection, cleaning, adjustment, electronic inspection, and calibration of installed components and the areas surrounding those components. Our maintenance program delivers a blend of preventive maintenance tasks that are specific to the unique needs of your program.

Our field maintenance service team perform the following preventive maintenance activities:

- Daily real-time system remote monitoring support
- Onsite fixed preventive maintenance support
- Annual system calibration certification as needed

Timing of Preventative Maintenance and Emergency Repairs

The onsite preventive maintenance check is our opportunity to provide a hands-on evaluation of each site. As part of these checks the technicians completely clean and service the camera system. Onsite checks are performed on a bi-monthly basis and include an in-depth analysis of the camera system. All tasks associated with this service will be recorded within the CMMS. Recorded data pertaining to these checks will be provided to the County in the form of completion reports.

Electronic Maintenance Log

CMMS allows us to easily log and track information related to the servicing of all of the County's equipment. These logs will record all maintenance activity related to the calibration, repair, and preventative maintenance of the equipment. This information will be continually archived to ensure a backup exists. Records will be made available to the County as requested.

Records of Maintenance and Repair

Conduent provides complete maintenance services for all aspects of our photo red light enforcement programs. We pride ourselves on our high standards of service and maintenance. In many of our programs, such as the City of Chicago Photo Enforcement program, our average operational uptime is 99 percent. Our average of 1 percent downtime is due to scheduled maintenance, testing, and repairs that require our technicians to take the system offline.

We currently provide maintenance services supporting more than 1,200 red light photo enforcement camera systems in North America. Of these, more than 700 of these systems are the latest generation

DriveSafe™ Camera system that is proposed for the County. The following is a sampling of our customers:

- Beverly Hills, California
- LA MTA
- Suffolk County, New York
- Montgomery County, Maryland
- Chicago, Illinois
- Philadelphia, Pennsylvania
- Delaware DOT
- Denver, Colorado
- Manatee County, Florida
- Prince George's County, Maryland
- Providence, Rhode Island
- Wilmington, Delaware
- Aurora, Colorado
- Portland, Oregon

Response Time for Equipment Malfunctions

The County will be notified immediately upon equipment malfunction. Conduent will set up a maintenance program that can respond to any equipment malfunctions within a two hour period of their notification and on-site within 12 hours if a problem cannot be resolved remotely. Repairs and malfunctions will be completed to return a system to full functionality within a 24-hour period. We will input detailed records into CMMS for every repair and maintenance activity. These records will be made available immediately to the County.

Conduent agrees to liquidated damages payable to the County, e.g., any repairs exceeding 24 hours will result in a 1/30th of the monthly fee for that enforcement site, for every 24 hours beyond the first 24 hours.

Any enforcement site that is determined to be down or offline in any given month shall be responded to and operation fully restored within 24 hours of notification by the County. In the event that a site is not fully operational within 24 hours of reporting the incident, Conduent shall credit the monthly invoice in the amount of 1/30th of the fixed monthly fee for the downed approach for each day the approach is down, including the initial day of nonoperation. These penalties will not be accrued in the event of power outages, vehicular collisions, and/or acts of vandalism.

2.1.2 Data and Statistical Reporting [RFP I.2]

REQUIREMENT: RFP Section I.2

2. Data and Statistical Reporting:

All data collected is property of the County. Access and release without prior written approval by the County is prohibited. The successful vendor must provide a means for the County to run a monthly summary program matrix that will include, at a minimum, the following:

1. Hours of use per camera by operational site, data collected by each camera at each site, offenses recorded by each camera by site.
2. The data collected from each camera location to show the prosecutable image rate (e.g. the number of prosecutable notices issued compared to the number of events captured)
3. The monthly report shall indicate the following:
 - a. The number of events detected, citations issued and prosecutable image rate by location and in total.
 - b. The total number of violations recorded and percentage of total vehicle traffic counts by approach and/or lane.
 - c. The total number and percentage of rejected images by reason per camera.
 - d. Total number of vehicles triggering the camera for photo enforced approach.

Conduent has made a substantial investment in our hardware and software in order to offer our clients a flexible, scalable, secure, and comprehensive statistics package and reporting infrastructure.

Violation data is transferred to the Citeweb™ platform for reporting. Our Citeweb™ platform's reporting capabilities enable authorized users to access these statistics in pre-defined reports or through ad hoc reporting. Reporting does not run against the production database and will be available 24/7. We look forward to working with the County to develop reports and make modifications as needed to our existing library of reports.

Reporting currently includes financial information, program progress, monitoring, evaluation, and other such reports as may be required by the County. Once a report has been selected to run, data returns in less than a minute in a fully populated and formatted report. A variety of output formats are available for each report including .pdf, .csv, .rtf and HTML as appropriate.

Using our Citeweb™ violation management platform, the County has access to system reports from any internet-enabled workstation. Users simply log on with their unique ID and password and select the name of the desired reports. A variety of programmable report parameters are available to assist in identifying only pertinent data.

Conduent's Citeweb™ violation management platform has solid audit trails for all events from issuance through final disposition, including reads and edits to each citation. This unique solution retains a detailed and chronological history of all transactions, including user, date/time, to ensure full accountability with extensive audit reporting functions so the County has transparency into their program. Ad hoc reporting is available upon request and access to our SAP Business Objects platform can be given to the County if requested for County trained personnel to create ad hoc reports. Our library of reports includes all of the information required by RFP Section 2.5. Conduent will work with the County to make any desired report modifications during contract implementation.

Key features of the reporting module include the ability to:

- Run reports for multiple date parameters by simply entering a date range
- Save and print reports
- Display output data in various forms including a number of charts, graphs, and histograms
- Provide program level reporting, as well as location and lane-specific reporting
- Define access to reports by individual as defined by the County
- Access the module 24/7/365

Citeweb™'s reporting module is very user friendly and extremely intuitive. With Citeweb™'s reporting module, the County and Conduent team leadership have the information required to:

- Measure daily, weekly, monthly, and annual performance
- Immediately identify camera-related issues in the field and take corrective action
- Immediately identify processing, accuracy, or name and address acquisition errors/failures and take corrective action
- Analyze all violation data by date, location, speed, lane, time of day, license plate, etc.

Figures 2-2 through 2-4 provide example reports that have been designed for our clients' specific needs. Conduent works with each client to develop customized reporting for your purposes. Our database stores all of the listed requirements and all required reports can be generated. These exhibits are examples of:

- Hours of use per camera by operational site, data collected by each camera at each site, offenses recorded by each camera by site (Client Summary Report)
- The data collected from each camera location to show the prosecutable image rate (e.g., the number of prosecutable notices issued compared to the number of events captured) (Client Summary Report)
- The number of events detected, citations issued and prosecutable image rate by location and in total (Client Summary Report)
- The total number of violations recorded and percentage of total vehicle traffic counts by approach and/or lane (Data Summary Report and Lane Issued Report)
- The total number and percentage of rejected images by reason per camera (Client Summary Report)
- Total number of vehicles triggering the camera for photo enforced approach (Client Summary Report)

Location Description	Total Vehicle Passes	Total Speed on Green Offenses	Total Speed on Green Issued	Total Red Light Offenses	Total Red Light Issued
Site 601 - HWY 15 SW BND @ HWY 21	86823	42	22	5	3
Site 602 - HWY 15 NE BND @ 101 ST	121840	28	9	20	2
Site 603 - HWY 21 SW BND @ 84 ST	153912	180	106	14	5
Site 604 - HWY 21 NE BND @ Southfort Blvd	55646	70	39	0	0
Site 605 - 99 AV NE BND @ 95 ST	73005	482	328	9	9
Site 606 - HWY 15 SW BND @ 114 ST	128845	662	364	3	3
Site 607 - HWY 15 NE BND @ 114 ST	128833	753	454	9	3
Site 608 - HWY 21 NE BND @ HWY 15	180555	34	8	13	0
Site 609 - HWY 21 NE BND turn lane @ HWY 15	76035	0	0	102	34
Total		2251	1330	175	59

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Figure 2-2. Data Summary Report

The Data Summary Report that displays total vehicle passes, total type of offence, and total issued for each type. This report can be customized by lane.

Client Summary Report By Location

BeverlyHillsRL

From 01/01/18 to 01/08/18

Location: 6044 WB Wilshire Boulevard @ Whittier Drive

Days of Enforcement in Period	8	
Hours Enforced in Period	192.00	
<hr style="border-top: 1px dashed black;"/>		
Events	43	
Possible Violations / % of Events	11	25.58 %
Violations Mailed / % of Possible Violations	8	72.73 %
In Process / % of Possible Violations	0	0.00 %
Police Rejects / % of Possible Violations	3	27.27 %
Non Violations / % of Events	32	74.42 %

Non Violations	Count	% of Total Violations
No Violation Occurred	1	3.13%
Not Issued - PD	2	6.25%
Test Shot	29	90.63%

TOTAL: 32

Rejects (Uncontrollable)	Count	% of Total Uncontrollables
Driver Obstructed	1	33.33%
No Plate	2	66.67%

TOTAL: 3

Violations Mailed	Count	% of Total Violations
First Mail Pending Or Issued	8	100.00%

TOTAL: 8

Violations Mailed as % of Controllable Only: 100.00 %

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Figure 2-3. Client Summary Report Example

The Client Summary Report can be run by location or for the program as a whole. This comprehensive report provides a snapshot for a defined period of time of events, the number issued and mailed, and the number and reason for possible violations that were voided.

Issued By Location/Lane

ChicagoRL

From 01/01/18 to 01/08/18

Location	Code	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5
0 N. Ashland Ave	1911	1	5	5	0	0
0 North Hamlin Boulevard	1901	3	13	2	0	0
1 East 63rd St	2714	26	14	0	0	0
1 East 75th Street	2624	124	15	0	0	0
1 East 79th Street	2654	124	84	0	0	0
1 North Halsted Street	1872	9	12	9	0	0
1 S. Western Ave	1931	9	3	1	0	0
1 South Halsted Street	1871	0	18	3	0	0
100 North Cicero Avenue	1892	19	9	3	0	0
100 West Chicago Avenue	1963	13	19	9	0	0
100 West Chicago Avenue	1964	3	9	6	0	0
1000 West Foster Ave	1134	8	8	0	0	0
1000 West Hollywood Ave	1343	14	8	0	0	0
1000 West Hollywood Ave	1344	34	7	11	1	0
11100 South Halsted St	2422	5	30	39	4	0
11900 South Halsted	2402	48	15	1	0	0
1200 N. HALSTED	1711	29	13	0	0	0
1200 North Ashland Avenue	1791	32	20	4	0	0
1200 North Pulaski Road	1801	0	20	1	0	0
1200 North Pulaski Road	1802	1	22	3	0	0
1200 S. Kostner	2321	7	17	8	0	0
1200 South Canal Street	2291	7	22	6	4	0
1200 South Pulaski Road	2311	18	12	5	0	0
1200 West Devon Ave	1123	19	5	0	0	0
1200 West Foster Ave	1113	15	8	0	0	0
1300 W Irving Park Road	1093	19	10	1	0	0
140 W. KINZIE	1923	12	6	0	0	0
150 North Sacramento Boulevard	1821	6	4	0	0	0
150 North Sacramento Boulevard	1822	1	12	0	0	0
1600 East 79th St	2464	6	5	3	0	0
1600 N Pulaski Avenue	1992	5	3	0	0	0
1600 N. Kostner	2011	2	0	0	0	0
1600 North Halsted Street	1761	15	16	2	0	0

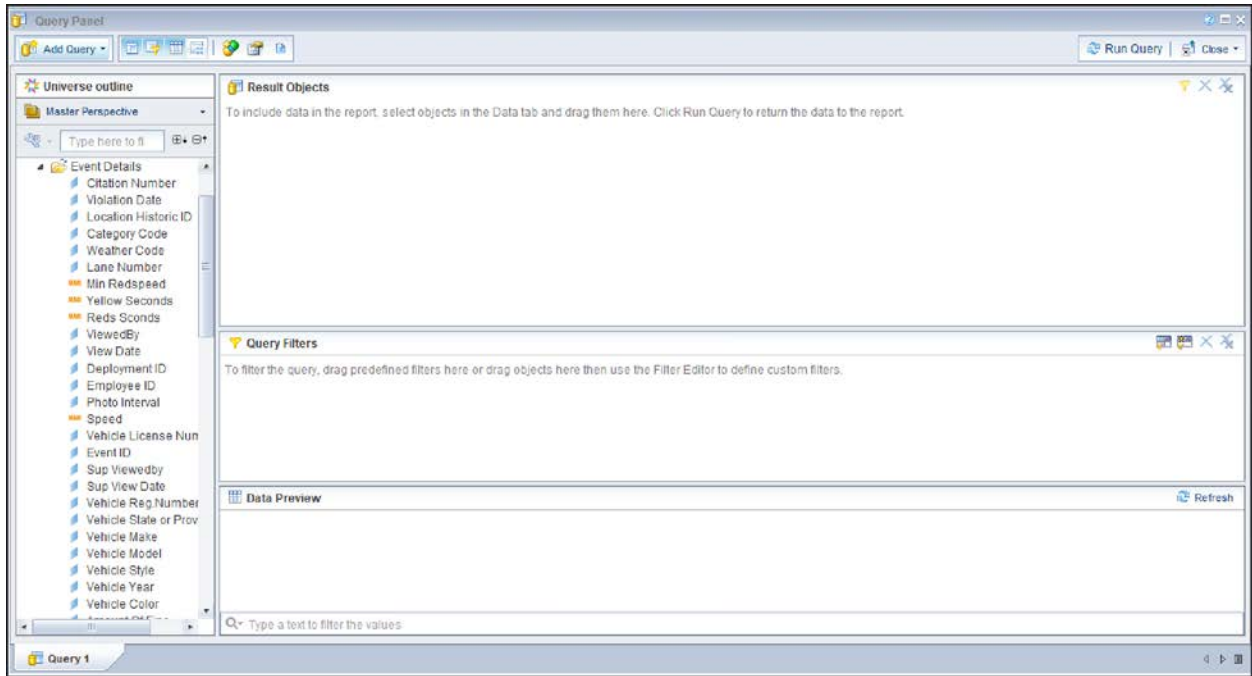
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Figure 2-4. Lane Issued Report

The Lane Issued Report displays the number of citations issued at each location by lane.

These reports are available to authorized personnel through Citeweb™ and through Business Objects for ad hoc reports. Reports are updated either real time or near real time. Updates are continuously provided to the Data Warehouse so reports do not need to run against the production database, increasing performance for your daily activities. Once reports are selected in the reports module, the results return in under one minute.

Citeweb™'s Data Warehouse ad hoc reporting is displayed in Figure 2-5. Classes and Objects are listed on the left hand side of the screen for the user to select as a parameter or a report output. If selected as a parameter the user has the ability to define the filter type.



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Figure 2-5. Business Objects Ad Hoc Reporting
Business Objects lists the Classes and Objects to define individual reports.

Figure 2-6 shows multiple graphical displays that can be generated to display statistical analysis of data over time at a glance.

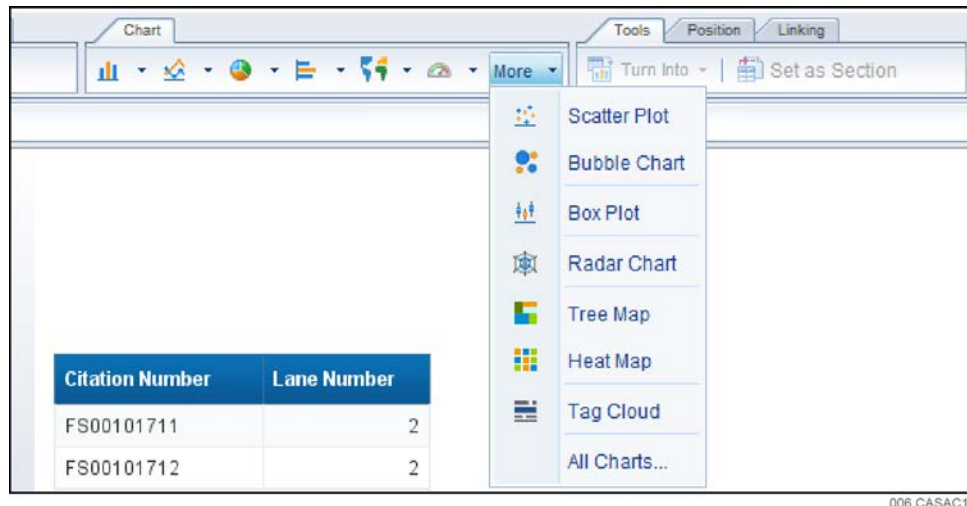


Figure 2-6. Business Objects Graphical Ad Hoc Reporting
Business Objects' report output can be displayed in numerous graphs/charts.

We acknowledge that all data collected is property of the County, and that access and release without prior written approval by the County is prohibited.

2.II Scope of Work [RFP II]

REQUIREMENT: RFP Section II

II. Scope of Work

The County will have the right, at its sole discretion, to add or move any services/equipment to meet its changing needs. Any addition or removal of any services/equipment will be completed by the vendor.

The County intends to acquire "turnkey services" as outlined below. Proposers will describe in detail, in their written proposal

Conduent's proposed turnkey solution to supply, implement, and maintain an automated red light enforcement system is detailed on the following pages.

2.II.1 Assistance with Intersection Selection [RFP II]

REQUIREMENT: RFP Section II

- Assistance with intersection selection, including establishment of baseline counts of red light violations at any additional intersections selected beyond the existing twenty-five (25) approaches. This data should enable the County to determine the best locations for continuing an automated traffic safety camera enforcement program.

Having installed more than 2,000 camera systems worldwide, our experience assisting in the data collection needed for the County to make an informed decision on new locations will help the program grow with confidence.

We will assist the County with intersection selection and development of a baseline of red light violations for new intersections. Once a list of potential sites is compiled, we will contract with our subcontractor, a company specializing in video traffic surveillance, to perform validation of red light violations at each

approach. Conduent will provide the results of this baseline review to assist the County in the final evaluation and selection of candidate intersections.

2.II.2 Site Design, Installation, Maintenance, and Operation of Automated Camera Systems [RFP II]

REQUIREMENT: RFP Section II

- Site design, installation, maintenance and operation of automated camera systems at all selected intersections. If a new site is identified, it will operate in "warning" status for the first 30 days of operation pursuant to 21455.5 (b) CVC and for testing. Existing sites are not subject to the 30 day warning status. A "new site" is any site where a camera has not previously been installed and/or no 30 day warning period has been implemented for that site.

Conduent will design, construct, and install all required equipment, including our DriveSafe™ camera systems, at the intersections identified by the County. Our implementation team has decades of experience in the photo enforcement industry. Upon completion of installation our maintenance team will take over control of each system and our violation processing platform, Citeweb™, will begin its automated process of content retrieval of violations from each camera for processing by the County. A dedicated project manager and field service technician will ensure a smooth operation leading to a successful program.

When a new intersection is approved and equipment installed at the selected approaches, a 30 day warning period will begin. At the end of the 30 day period, the County will complete a site acceptance and the new site will be placed into enforcement mode.

2.II.3 Reinstallation in the Event of a Knockdown [RFP II]

REQUIREMENT: RFP Section II

- Vendor shall be solely responsible for reinstallation in the event of a knockdown. The vendor shall be solely responsible for all costs associated with reinstallation/movement of photo enforcement equipment/infrastructure as needed for roadway maintenance/construction completed in the City and/or County.

In the event of a system knockdown, Conduent will take responsibility for reinstallation of infrastructure and equipment needed to return the system to full operation. In addition to knockdowns, Conduent will be responsible for the reinstallation or movement of equipment for needed roadway maintenance/construction completed in the City and County.

2.II.4 Process and Submit all Photos and Video [RFP II]

REQUIREMENT: RFP Section II

- Vendor will process all photos and video and submit to the County within five (5) calendar days of any system activation for review and processing by the county. Vendor shall provide access to ALL events via secure website to the Sacramento County Sheriff's Department. Review and issuance of all prospective violations will be completed by the Sacramento County Sheriff's Department. All printing and mailing shall be provided by the vendor at no cost to the County. Vendors will propose their ability to process and sort events based on current business practices and as acceptable to the Sacramento County Sheriff's Department.

Conduent is proud to present our latest advancement in back end processing to enhance our industry leading established Citeweb™ violation management platform.

Citeweb™ is available 24/7 from any internet enabled workstation, whether in the workplace or at home, and is a full end to end processing software application specifically designed and built for photo enforced citations.

Our turnkey solution will exceed the County's needs. Our technology is second to none and our expertise is the deepest in the industry. Starting with our front-end technology, our DriveSafe™ red light camera system combines a smart radar for vehicle tracking with 24 megapixel images and a high definition video to record all necessary components of a violation. When a vehicle drives through the intersection during a red phase, the system will trigger the video and still image camera to record photos of the vehicle before the stop line, into the intersection both front and rear, a plate crop, a face crop, and a license plate read. Additionally, all the relevant violation information will be embedded onto the data bars of the photographs.

Completed violations will be securely transmitted over VPN to Conduent's processing facility within 24 to 48 hours of event capture. The violations are uploaded into the database the same day well within the five (5) calendar day requirement. Once they are stored in the database they are ready for review and issuance by the County Sheriff's Department.

Per the instructions in the RFP Section titled *Confidential Information/Public Record (RFP Page 14)*, the information in this proposal section has been removed, and placed in a separate document titled *Confidential Material*.

Once the event is approved from Verify Review it advances to Client Review. The same functions are available in this module as in Verify Review.

The Citation History section displays all account data and a permanent audit trail of every transaction associated with a citation, for future inquiry and research. Conduent provides Citation History on every webpage, as shown in Figure 2-7, which captures comprehensive and complete information on every action taken on the citation throughout the citation lifecycle and follow the administrative, payment, and noticing audit trails on citations. The Citation History page is an excellent tool for presentation to prove the accountability of processing.

The Citation History page provides for an almost limitless number of history transactions. The page is designed to allow staff to backtrack from the current status through the history of transactions and events that have taken place on the citation. For each online transaction, the system lists the transaction type (payment, hearing, etc.), transaction date and time, user ID of the person who processed the transaction, and all other codes and information applicable to the transaction.

History				
Date/Time	User ID	Queue	Action	Comment
06/22/2018 10:56:42	atisonkambeltz	Police Review Supervisor	Claim	
06/20/2018 17:16:31	ddeeppti	Police Review Supervisor	Claim	
06/20/2018 17:05:40	DemotUser1	Police Review Supervisor	Claim	
06/20/2018 16:44:29	demouser1	Police Review Supervisor	Claim	
06/20/2018 11:30:30	jsalera	Police Review	Reject	Police Review - Sent to Police Review(Supervisor)
06/20/2018 11:30:23	jsalera	Police Review	Claim	
06/20/2018 09:58:27	ddeeppti	Citation Module	Claim	
06/20/2018 09:58:12	ddeeppti	DMV Not Found	Accept	Owner First Name Update from NULL to RORY, Owner Last Name Update from NULL to GILMORE, Owner Address1 Update from NULL to AWESOME, Owner City Update from NULL to STARS HOLLOW, Owner State Update from NULL to IN, Owner Zip Code Update from NULL to 78945
06/20/2018 09:58:12	ddeeppti	DMV Not Found	Accept	DMV Not Found Sent to Police Review
06/20/2018 09:54:18	ddeeppti	DMV Not Found	Claim	
06/20/2018 09:54:01	ddeeppti	DMV Not Found	Claim	
05/31/2018 13:45:26	DMVimport	DMV.Job	DMV Import	Return - No Hit
05/30/2018 17:00:38	DMVexport	DMV.Job	DMV Export	Request
05/30/2018 17:00:38	Auto Sched	DMV	Auto Scheduler	Sent to DMV
05/30/2018 10:44:07	LanceLepchuk	System	Data Modification	DMV No Hit Review - Orig status: 200 New Status: 100

Showing 1 to 15 of 20 entries

Previous 1 2 Next

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Figure 2-7. History

On every page the History section contains a record of all processing transactions performed on a citation.

The Conduent Citeweb™ system is designed to attach the fine amount and approver’s electronic signature automatically to a citation when the authorized user selects Accept in Citeweb™. The approved citation status is then updated to “Ready to Print” and is moved into a queue for printing.

We prepare mail for posting and transport it to the U.S. Post Office from our Los Angeles office. Conduent tracks citation ticket numbers from each printed batch to track all citation packages and ensures they have been properly prepared, printed, and mailed. We also perform the following mailing functions:

- Collate citation ticket packages confirming the citation (mailed copy) and the accuracy of the citation images
- Fold citations and insert into envelopes
- Insert the payment return envelope and inserts if required
- Prepare the mail via USPS
- Track and record, for each citation, a confirmation of printing, postage, and mailing
- Transport to the post office via a certified courier
- All undeliverable mail is returned for processing in accordance with the Business Rules

Citeweb™ is designed to image and catalog each document associated with a citation and make it easily accessible to the end user. The front and back of all notice components are attached to each citation as a pdf after printing has been confirmed.

2.II.5 Access DMV Database [RFP II]

REQUIREMENT: RFP Section II

- Ability to access DMV database to provide information of the registered vehicle owner and possible matches of Drivers Licenses for comparison to vehicle owner.

Conduent maintains a direct connection to the California Department of Motor Vehicles and we are able to provide an average hit rate of 96 percent. We maintain relationships with DMV agencies in all 50 states, the District of Columbia, and NLETS, as well as maintain a strategic partner status in good standing with NLETS. Through these relationships, including direct access to CA DMV, we are able to maintain a 96 percent hit rate on in-state DMV requests and a 94 percent hit rate on out-of-state DMV requests.

In California, we utilize a direct electronic link to the state DMV database, as depicted in Figure 2-8— with plate information submitted and returned in real time through the Citeweb™ DMV Lookup module.

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Figure 2-8. Direct Access DMV Lookup
The Citeweb™ DMV Lookup module accesses the CA DMV directly and updates the citation with all required fields.

We will retain all DMV information for the sole purpose of processing red light violations per CVC 21455.5(e)(2) and destroy confidential information per CVC 21455.5(e)(3).

2.II.6 On-line Internet Viewing Capability [RFP II]

REQUIREMENT: RFP Section II

- Maintenance of the vendor's on-line Internet viewing capability for use by the County, court personnel and violators who receive a citation in the mail.

We maintain our on-line Internet viewing capability for use by the County, court personnel, and violators who receive a citation in the mail. We operate our Citeweb™ system on the most reliable equipment available in the market, minimizing the possibility of component failure. We have designed our hardware and communications architecture to incorporate rapid and cost-effective recovery capabilities. We incorporate the latest in preventive maintenance technologies into the hardware infrastructure environment to reduce the possibility of hardware failure. Further; online hardware diagnostic tools provide monitoring, early detection, and reporting of any impending network, server, or storage area network (SAN) component failure.

Data center staff perform maintenance on all critical hardware and communications equipment that support the operation of the Citeweb™ system. We use preventive maintenance procedures on every critical hardware component on a regular basis and at a minimum once per quarter, scheduling such maintenance strategically to avoid interfering with Citeweb™ operations or adversely affecting levels of performance.

Hardware vendor maintenance support contracts provide 24/7 on-going preventive maintenance and rapid response (within four hours) for any component failure. For any hardware component where vendor contracts are not available, third-party maintenance contracts are established to guarantee uninterrupted service. The data center provides permanent office space for field engineering and support personnel of its primary hardware vendors including Hewlett Packard, EMC, and Cisco. These vendors maintain a complete spare parts inventory on-site at our data center.

Our solution provides an operating environment with the highest available levels of reliability and serviceability, reducing the potential for equipment failures while ensuring system integrity and performance.

2.II.7 Expert Testimony [RFP II]

REQUIREMENT: RFP Section II

- Provision of expert testimony at contested Court hearings until judicial notice is taken. If the vendor's employee(s) are not employed within the State of California, they will not be bound by a subpoena. The county will not provide additional compensation for vendor's employees required to attend court pursuant to a subpoena.

Conduent is fully compliant with the requirement, offering the experience and support of an expert witness to ensure court cases are defended vigorously and successfully. We will provide you with a trained resource to support the County's program at contested court hearings for no additional compensation. Conduent's proposed program manager has extensive experience in testifying on behalf of our California clients as he has performed these duties for the last five years.

Conduent technicians also provide expert testimony on the accuracy, calibration, maintenance, repair documentation, technical operation, reliability, and related equipment effectiveness to support the County's prosecution of contested violations. To obtain the designation of expert witness, the technician must complete rigorous training in the operation, maintenance, and technology behind the camera, flash unit, detection methodology, and connection to the County's intersection controllers for red light enforcement.

Our system allows the expert witness to view all citation information – including violation images – directly in the adjudication office from any workstation with Internet access.

2.II.8 Public Information Kiosk/Computer [RFP II]

REQUIREMENT: RFP Section II

- The selected vendor shall provide a public information kiosk/computer capable of allowing violators to review violation images and information at the Sacramento County Sheriff's Department, 2101 Hurley Way and the Carol Miller Justice Center, 301 Bicentennial Circle, Sacramento. The locations of the kiosks may change at the discretion of the County.

Conduent agrees to provide the requested kiosks/computers at this or future locations that are capable of allowing violators to review their violation images, videos, and information through the Public Portal as described in Proposal Section 2.III.2, Citation Processing System.

2.II.9 Statistical Reports [RFP II]

REQUIREMENT: RFP Section II

- Provision of statistical reports of program operations that are SB1303 compliant to the Judicial Council.

Using Citeweb™ and additional subsystems we will generate the mandated reports that are SB1303 compliant to the Judicial Council, as we complete now for our Beverly Hills and Los Angeles clients. Figure 2-9 illustrates the report we provided for the Los Angeles Metropolitan Transit Authority generated for 2017.



To remain in compliance with California Vehicle Code 21455.5 (i) Conduent State & Local Solutions, Inc. and our contracted Government Agency has produced this report for the Judicial Counsel for the calendar year 2017:

Government Agency:

Metropolitan Transportation Authority

The number of alleged violations in 2017 captured by the systems they operate:

102,628

The number of citations issued in 2017 by a law enforcement agency based on information collected from the automated traffic enforcement system:

29,513 Citations filed with the Court

For citations identified in paragraphs (2), the number of violations that involved traveling straight through the intersection, turning right, and turning left (if known)

Straight: 9,794

Right: 12,937

Left: 6,782

The number and percentage of citations that are dismissed by the court:

Information not available.

The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement system:

Information not available.

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Figure 2-9. LAMTA Judicial report 2017, CA SB1303 report
Reports are provided to each of our California contracts.

2.II.10 Initial and Annual Training of County Staff [RFP II]

REQUIREMENT: RFP Section II

- Initial and annual training of County staff involved in the operation of the Program. Training will consist of current Field Service Technician training, legal updates and technology enhancements/improvements. The annual training will occur accordingly to the county's personnel's needs, and may vary from year to year.

Conduent is committed to providing initial and annual training of County and associated staff involved in the operation of the Photo Enforcement Program throughout the lifetime of the Program, including additional training for new staff assigned to the Program.

Training is a key component of any program's success. The County is implementing the latest technology to foster safe roads, and it is important that County employees and all associated officials who support the Program are fully trained. The foundation for our training curriculum has already been developed, which will accelerate the training process. We will customize our training curriculum to meet the County's specific needs regarding any and all Sacramento-specific requirements prior to training beginning.

We will conduct training for current Field Service Technicians, as well as training for legal updates and technology enhancements/improvements. Conduent trains all designated County and associated officials at no additional cost, and we conduct new-hire and ongoing refresher sessions as required, also at no additional cost to the County. County staff is given contact information for the project manager and are encouraged to contact them directly with any questions. In addition, all trained staff members receive a copy of the training manual as a reference guide after completing the formal training sessions. Our existing approach to training is discussed in more detail below.

Hands-on Training

Hands-on training is a vital component of our training curriculum. It is essential that all individuals involved with the program understand the technology and processes involved with the red light enforcement camera equipment and system. We limit the size of our training classes so that trainees can benefit from personalized attention, ask questions freely, and receive hands-on experience with the various systems being taught. Users' retention and adoption levels, comprehension, and comfort level are vastly improved when they have the opportunity to learn by doing.

Trainees can use Web-enabled computers for inquiry, interpretation of reports and screens, and review of user documentation. By customizing the training, we are able to easily provide trainees clear insight into the County's camera operations, interface to the County's traffic signal equipment, camera maintenance, violation processing, and program performance. We also review and discuss the numerous options available for reporting to assist in managing operations, monitoring performance, and providing quality assurance.

The new-hire and refresher curriculum includes a program overview and information on camera equipment and operation and citation processing software. Conduent provides all training materials for the onsite classroom training. We provide in-depth, hands-on training on the use of our photo enforcement equipment and violation processing system to County employees and others who make use of the system. All designated staff will have working knowledge of the traffic safety camera technology, its operation, and its requirements for compliance with the County's ordinances.

Citation Processing System Training

New system users receive classroom training and hands-on experience, while refresher courses are customized for specific training objectives. The new-hire user training course follows the outline below.

1. Red Light Camera Technology
 - a. Program Summary
 - b. Common Questions
 - c. Overview of DriveSafe™ Red Light camera system from a technical and operational view
2. Software Processes
 - a. Processing
 - b. Citation Tracking
3. CiteWeb™ Inquiry
 - a. Lookup by Citation
 - b. Lookup by Deployment
4. CiteWeb™ Law Enforcement Approval
 - a. Approve
 - b. Disapprove
5. CiteWeb™ Reports
 - a. Generate Report
 - b. Financial/Statistical Reporting

Training Materials and Certification

An important component in the new-user training cycle is the availability of materials for use in training sessions and for later reference. Conduent provides the County with hard and soft copies of training materials, which are customized with curricula designed for you. We maintain and update these materials as required.

The new-hire training is structured to provide trainees with a general understanding of how the program works and to increase program awareness and staff confidence and integrity. As described above, our training curriculum includes an overview of camera technology and violation processing systems. A certificate of completion is only issued to trainees who successfully complete the course.

As a provider of comprehensive photo enforcement services, we maintain training curricula and approaches that supplement the basic topics of equipment, software, and customer service. We design the manuals to provide the user with fundamental knowledge of the hardware and software, as well as information that is critical to the user's duties.

2.II.11 Computer Hardware and Software [RFP II]

REQUIREMENT: RFP Section II

- Provide and maintain computer hardware and software needed to process citations for a minimum of 6 workstations at the County offices currently located at 2101 Hurley Way, Sacramento. This equipment and software will be updated and replaced at a minimum of every three (3) years, to include current technology. The initial provided equipment shall meet the minimum technical standards:
 - Windows 10 operating system
 - 7th Gen Intel® Core™ i5-7400 processor
 - Smart quad-core, eight-way processing performance – Intel Turbo Boost Technology delivers dynamic extra power when you need it, while increasing energy efficiency when you don't.
 - 12GB system memory for full-power multitasking
 - Plenty of high-bandwidth RAM to smoothly run your games and photo- and video-editing applications, as well as multiple programs and browser tabs all at once.
 - DVD/CD burner
 - Reads and writes to a variety of media formats, including DVD+R/RW, DVD-R/RW and CD-R/RW.
 - 1TB hard drive for ample file storage space
 - Holds a significant collection of digital photos, music, HD videos and DVD-quality movies.
 - 7200 rpm spindle speed enables rapid read/write times for handling large files and complex applications.
 - Built-in media reader for simple photo transfer:
 - Supports Multi Media Card, SD, Multi Media Card plus, SDHC and SDXC memory card formats.
 - 2 USB 3.0 ports maximize the latest high-speed devices
 - Also includes 4 USB 2.0 ports to connect more accessories and peripherals. The USB 3.0 ports are backward-compatible with USB 2.0 devices (at 2.0 speeds).
 - Wireless and wired network connectivity
 - Built-in high-speed wireless LAN connects to your network on the most common Wi-Fi standards. Gigabit Ethernet LAN port plugs into wired networks.
 - Bluetooth 4.0 interface syncs with compatible devices
 - Wirelessly transfer photos, music and other media between the desktop and your Bluetooth-enabled cell phone or MP3 player, or connect Bluetooth wireless accessories.
 - Basic software package included
 - Trial of Microsoft Office.
 - Additional ports
 - Microphone and headphone jacks
 - HDMI output
 - 2 monitors per station min 24" or larger - high definition.
 - Startech 2 port DVVGA Monitor USB KVM switch w/ Audio and USB 2.0 Hub
 - Two (2) licenses for Acrobat Pro Full
 - Ongoing technical and system support including anti-virus protection with updates.
 - Five (5) of the latest iPad with a 10.5 inch screen/Pro 64GB WiFi/Cellular. Data plan to facilitate courtroom processes, suggesting an unlimited plan to avoid overage charges

Conduent agrees to provide the requested computers, monitors, ancillary equipment, software, and iPads that meet or exceed the requirements listed.

2.II.12 Monthly Physical Site Inspections/Maintenance [RFP II]

REQUIREMENT: RFP Section II

- Provide monthly physical site inspections/maintenance in addition to daily remote inspections and provide hard copies of inspection logs. These inspections include testing the equipment to confirm all cameras fire in proper sequence, pictures and video are combined and stored on each unit and then successfully transmitted to the servers. As part of the proposal, proposer shall provide sample Field Service Technician logs for daily and monthly equipment tests and servicing.

Preventive Maintenance

Preventive maintenance includes the visual inspection, cleaning, adjustment, electronic inspection, and calibration of installed components and the areas surrounding those installed components and are

included in our turnkey proposal price. Our maintenance program delivers a blend of preventive maintenance tasks that are specific to the unique needs of your program. Our understanding of the policies and guidelines that are required when performing preventive maintenance provides us with an advantage of delivering this custom approach.

All preventive maintenance activities that we perform to support your system will be carefully documented and tracked. One of the fundamental mandates within our team is that no task is considered complete until it is wholly and accurately documented in our Computerized Maintenance Management System (CMMS). This mandate enables us to provide you with a monthly report to include all maintenance activities performed, all system errors identified, and overall system availability.

Our field maintenance service team performs the following preventive maintenance activities:

- Real-Time System Remote Monitoring Support
- Onsite Fixed Preventive Maintenance Support

We use the manufacturer's recommended service intervals combined with reviews of component failure rates tracked by CMMS to develop preventive maintenance schedules. Corrective maintenance is less likely with effective and properly balanced preventive maintenance.

The onsite preventive maintenance check is our opportunity to provide a hands-on evaluation of each site. As part of these checks the technicians completely clean and service the camera system.

The technician will perform the following service while onsite:

- Complete internal and external cleaning of the camera system and the surrounding area.
- Close examination of the interconnections between the different site subsystems. This includes ensuring that all contacts and connections between the camera, detection, flash, power, and communication system are properly seated and are free of corrosion.
- System performance test, which includes the proper activation of all subsystems including the system alignment, radar, and internal computer to ensure operational effectiveness.
- A physical inspection of applicable system parameters to ensure accurate enforcement data. This includes an examination of the internal settings.
- Effective communication with the County to ensure that the camera systems are placed in and out of deployment quickly and test shots are completed to maintain uptime.

All tasks associated with this service will be recorded within the CMMS. Recorded data pertaining to these checks will be provided to the County in an electronic or hard copy report that clearly shows the expected and completed service in addition to any unexpected services.

Figure 2-10 represents a sample monthly preventive maintenance schedule report using the CMMS report module. This is not a simple check of the system to validate operation, but a detailed check list to ensure thorough maintenance is completed for maximum uptime. Daily remote logs and monthly onsite preventative maintenance logs will be provided to the County.

Figure 2-10. Monthly Preventative Maintenance Work Order
A detailed monthly preventative maintenance work order is automatically generated by the system for the technician to complete.

Our preventive maintenance program begins with a daily monitoring of every camera system. Our qualified technicians perform daily monitoring that consists of a comprehensive real-time evaluation of site issuance and production. Technicians are able to ensure that sites are performing up to specification by verifying the following:

- Production of complete event packages ensuring all applicable images, videos, and statistical data elements are being generated.
- Production of quality event packages to ensure applicable images and videos are clear and citable. Citable images will have readable license plates with precise framing, focusing, and vehicle positioning. Image quality is verified during various time periods ensuring quality image generation in both dark and light environments and across all lanes of traffic.
- Acquisition of accurate system settings to ensure that each location has the correct data elements specific to that location. Settings include, but are not limited to; location name, location ID, enforcement status, lane designation, and several other data elements within the actual camera systems.
- Verification of connectivity to ensure the camera system is effectively producing events and that said events are being quickly downloaded to the back office.

Daily remote checks are completed by trained and qualified staff. The red light site check shown in Table 2-3 is an example of an extensive list, and covers the minimum list of items that are verified during a remote system check:

Table 2-3. Red Light Site Check

Item	Detail
Approach Information	<ul style="list-style-type: none"> • Begin Service Time • System Date/Time • Location Code • Location Description • Amber time
Firmware	<ul style="list-style-type: none"> • APPL • MFM
General Data Acquisition	<ul style="list-style-type: none"> • Total Violations • Total Vehicles (Does it update) • Last Vehicle Speed (Does it update) • Last event time • Phase Cycle • System Uptime • Uptime • Offline (previous day) • Offline (Current)
Image Review – Day/Night	<ul style="list-style-type: none"> • Can you see all applicable lanes of traffic? (Yes/No) • Can you see traffic signal? (Yes/No) • Can you read the vehicle license plate clearly? (Yes/No) • Can you determine vehicle make and model? (Yes/No) • Are there any obstructions within the camera view? (Yes/No) • Is the stop bar visible? (Yes/No) • Interval B shot position • Video Review – Day/Night • Can you see all applicable lanes of traffic? (Yes/No) • Can you see traffic signal? (Yes/No) • Are there any obstructions within the camera view? (Yes/No) • Is the stop bar visible? (Yes/No) • Verify Video Length
Hard Drive	<ul style="list-style-type: none"> • Errors • Resets • File system State
Test Shot Review	<ul style="list-style-type: none"> • View last image. Did test shot image generate? (Yes/No) • Record event time • Confirmation
Is corrective maintenance required? (Yes/No)	
Create a follow-up work order. Record work order number	
Record Completion Time	

Remote monitoring is completed on a daily basis and recorded within the CMMS to provide historical documentation for audit purposes. All remote monitoring work orders will be used for data analysis and trending.

2.III Specifications [RFP III]

REQUIREMENT: RFP Section III

III. Specifications

Proposal responses must clearly show compliance with the following minimum requirements. The County will reject without further consideration those applications that are not clearly responsive to these minimum requirements.

Conduent is excited to be offering the County of Sacramento a solution that will perform red light photo enforcement, along with many other capabilities, that will all help with Vision Zero Sacramento. This offering includes the latest in available artificial intelligence architecture and is integrated with the best available components into a single sleek enclosure to ensure a successful program.

Per the instructions in the RFP Section titled *Confidential Information/Public Record (RFP Page 14)*, the information in this proposal section has been removed, and placed in a separate document titled *Confidential Material*.

Automated System Diagnostics

The DriveSafe™ Gen³ system runs an extensive watchdog program to constantly verify system operation. In the event a malfunction occurs, the system performs several tasks. First it records the malfunction to the error logs and saves it to the hard drive, second the alert is picked up by the CBI platform generates an automated alert via email to the assigned technician, third it begins to perform automated troubleshooting to try and resolve the issue. This advanced operation ensures the highest possible uptime and fastest response time to detect problems. The technician after notification can login to review the logs and diagnose the problem without the need to be onsite.

Multi-Platform and Apple Compatible

Our camera system allows for secure remote access to each and every site through a secure broadband connection. Authorized personnel can complete remote downloads, verify calibration and can shut down the camera system using any major web browser including mobile devices (Figure 2-14).

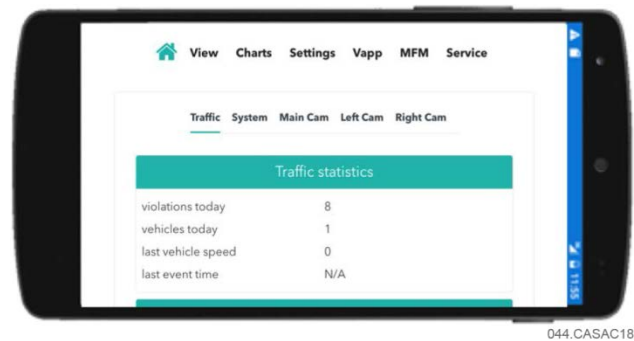


Figure 2-14. Web Interface to DriveSafe™ System
The DriveSafe™ systems web interface is browser and device friendly and allows authorized users to easily access and configure settings.

Onboard GPS for Accurate Mapping and Location Data Verification

The DriveSafe™ Gen³ has an integrated GPS unit to automatically populate its location. This data is downloaded by our CBI dashboard to map the location of each camera and report on the status of each

device Figure 2-15. In addition, a camera's GPS coordinates can be used to cross reference the location code and settings as an additional validation.

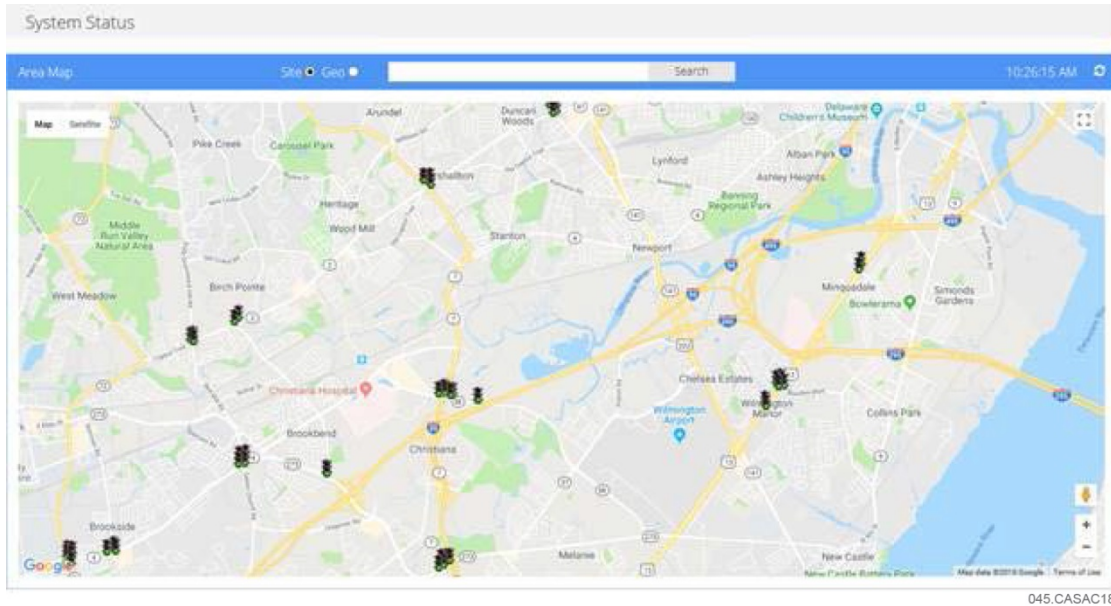


Figure 2-15. GPS reporting is used to map each device.

The DriveSafe™ cameras integrated GPS module automatically plots the latitude and longitude of the device and this data is picked up by our CBI platform to map each systems location.

Per the instructions in the RFP Section titled *Confidential Information/Public Record (RFP Page 14)*, the information in this proposal section has been removed, and placed in a separate document titled *Confidential Material*.

2.III.1 Dual Photo Automated Red Light Camera Equipment [RFP III, 1.0]

REQUIREMENT: RFP Section III, 1.0

1.0 The vendor must be able to deploy dual photo automated Red Light Camera equipment in accordance with the following standards.

Our proposed Dual DriveSafe™ (DSS) automated red light enforcement system is the culmination of more than 30 years experience with photo traffic safety technologies. Our DriveSafe™ system is an evolutionary step forward from previous generation systems, and has the following distinct advantages over other vendors' best offerings:

- The DriveSafe™ system has both a front and rear **high resolution camera** with 24 megapixels. These high-resolution cameras allow the vehicle's make, model, license plate, and driver to be clearly identified across up to **6 lane roadways**.
- All of the DriveSafe™ camera system components are enclosed within a **secure and compact** housing to minimize environmental impact and reduce vandalism. The versatility of our lightweight design allows us to install the camera system on existing infrastructure in order to drastically reduce implementation times and costs. This will streamline installation and minimize additional street furniture.

- Rather than install intrusive in-road sensors our system uses completely **non-invasive** detection technology. The innovative 3DHD high-definition multidimensional radar (HDMR) is capable of simultaneously monitoring multiple vehicles in live traffic while clearly segregating clustered vehicles across **multiple lanes**.
- Our DriveSafe™ camera system records clear 4K **ultra-high-definition** videos of each violation using a specialized High Dynamic Range (HDR) camera. The innovative HDR video technology accentuates the brightest and darkest areas of an image resulting in crystal-clear video regardless of whether it is day or night.
- Combining advanced detection and camera technology the system is capable of recording **multiple violations**, even those that occur simultaneously or concurrently.
- Advanced real-time video analytics that in the future could be provided by the DriveSafe™ camera system; such as automated right-turn violation validation or block the box enforcement for red light configurations, and active license plate recognition just to mention a few.
- Complemented with the use of the latest version of Citeweb™ and its subsystems for processing, our DriveSafe™ camera system, and the Enforcement Dashboard, we will meet or exceed all of the County's requirements in the program wide upgrade.

The Dual DriveSafe™ camera system and vehicle detection is capable of being deployed in the existing pole locations at existing approaches in the County limiting the needed construction and disruption to the County's roadways.

2.III.1.1 High Resolution Digital Cameras and HD Video Cameras [RFP III, 1.1]

REQUIREMENT: RFP Section III, 1.1

1.1 The system must utilize high resolution digital cameras and HD video cameras with real time viewing capability. The proposer shall archive all events in HD quality video for a period of thirty (30) days and shall be exportable to the County, at the County's request. The system shall capture a set of four images of the violation, as well as a video clip which captures the signal light cycling through all phases and the violator committing the violation. The still images will be as follows: (1) The first image shall clearly show the scene from the rear, a clear view of the vehicle behind the limit line prior to committing the violation, and the signal head displaying a red light was red; (2) the second image shall clearly show the scene from the rear and the violator vehicle inside the intersection and show the traffic signal is still red. The license plate number and details must be clearly visible in photos 1 or 2; (3) the third image will show a clear photo of the driver of the vehicle; and (4) the fourth image will clearly show either the front or rear license plate. The license plate number and details must be clearly visible in image four. A separate close-up image of the plate may be verified through extraction of one of the two rear views or the driver photo and the redaction of any visible passengers.

Conduent's DSS camera system captures 4 images and a video of every violation. Image and video sets are stored in our secure data storage facility in the same HD format as the camera generates them. Images and video will be stored for a minimum of 30 days and can be exported to the County on request. The crop of the driver image is taken from one of the front images and the crop of license plate is taken from any of the four (4) environment images depending on the quality of the license plate. Conduent has submitted separately a DVD of our compliance to this requirement.

2.III.1.2 Image Set Requirements [RFP III, 1.2]

REQUIREMENT: RFP Section III, 1.2

1.2 The image sets must contain the following information:

1. Sequential numbering of events.
2. Amber light time must be measured in real time, and recorded on one of the violation images. A pre-programmed amber light time on violation images WILL NOT be acceptable.
3. Data information must be gathered at the same time as the photo and or video. (Data: items 4, 5, 6, and 7 below)
4. Location information.
5. The day, month and year of the violation.
6. The time of the violation in hours, minutes and seconds per Pacific Standard Times.
7. The amount of time that has elapsed since the light turned red, measurable in hundredths of a second.
8. Imprint all the information/data along the bottom or top edge of the image-such data shall not obstruct the violation image.
9. Color digital images are required.
10. The system shall not round times up or down, but shall truncate to the hundredths of a second.

An easily customized data bar clearly displays violation information and is embedded at the bottom of each color digital image, as shown in Table 2-4. Should the County wish to modify its specific requirements for the data bar we can easily adjust system settings to accommodate customer changes. Data from the violation is gathered at the same time the photo and video are taken. The recorded times for light phases on the databars are truncated to the hundredths of a second.

A unique image number is assigned to each violation and is embedded on the data bar of the image and captured in a statistics file on the camera. This statistics file can prove that the numbers of violations images captured match the number indicated by the statistics file ensuring transparency into the program. All data is encrypted at the time of the violation to ensure secure data and maintain chain of custody.

Table 2-4. Data Bar Compliance Matrix

Requirement	Compliance Image 1	Compliance Image 2	Note
Unique Event Number	Yes	Yes	Sequentially numbered and never repeating.
Time into Amber Phase	Yes	Yes	Recorded in real time. The time resolution is truncated to 0.01 seconds.
Location Information	Yes	Yes	Can include a location code and a description.
Date	Yes	Yes	Includes the day, month, and year.
Time	Yes	Yes	Includes the hours, minutes, and seconds in PST.
Time Into Red Phase	Yes	Yes	Recorded in real time. The time resolution is truncated to 0.01 seconds.

An example of a databar is shown in Figure 2-18. This data bar is placed at the bottom of the image in such a way that it does not block or obscure any critical data on the violation image.

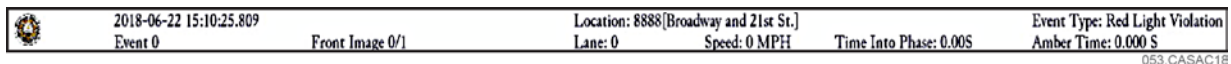


Figure 2-18. Typical Data Bar

This is an example of the data bar that appears at the bottom of each image.

2.III.1.3 Example Violation Photos and Videos [RFP III, 1.3]

REQUIREMENT: RFP Section III, 1.3

1.3 Proposers shall submit four example sets of violation photos (one before the limit line and one after the limit line, front and rear-face and plate shots) and associated violation video, under the following conditions: (1) daytime - fair conditions, (2) daytime - rain or fog, (3) nighttime - fair conditions, and (4) nighttime, rain or fog.

The DriveSafe™ camera is designed for better image capture in all weather conditions and extremely clear photos of vehicles, environments, and license plates. Additionally, the color, high definition HDR video camera has extensive design improvements in image quality and capabilities to automatically adapt to the lighting conditions for an unmistakable depiction of a violation during the day and night in all-weather conditions.

The system uses a low intensity flash to illuminate the vehicle and license plate in the recorded images. The flashes are positioned to limit the glare produced by license plate covers, and other countermeasures. The system's superior imaging performs admirably in varying lighting and weather conditions and is therefore the right technology for the County's photo enforcement program.

As indicated in RFP Section VI. Proposal Format and required submittal number 3, Conduent has submitted separately a DVD containing the four example image sets of violation photos.

2.III.1.4 Data Stored and Transmitted Securely [RFP III, 1.4]

REQUIREMENT: RFP Section III, 1.4

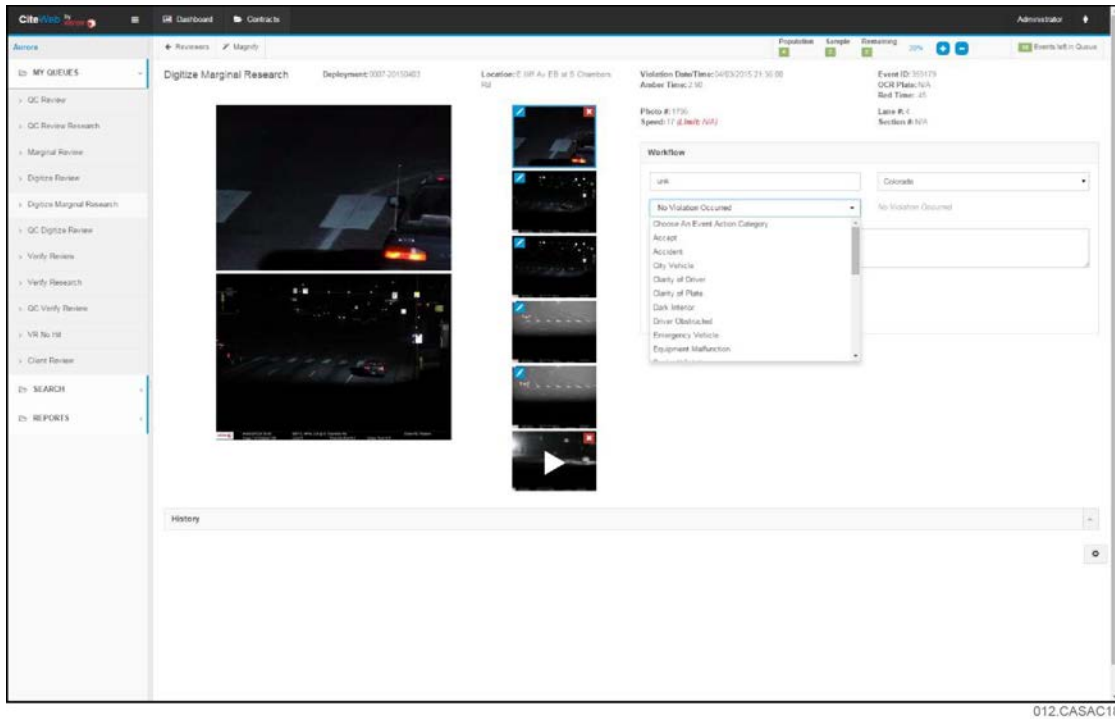
1.4 From point of data capture, all photos and accompanying video sequences shall be stored and transmitted securely must be capable of secure storage and transmission. The proposer shall maintain a chain of custody for all evidence. Proposers shall briefly describe their approach to maintaining security of evidence and demonstrate security of evidence has been accepted as reliable and credible in California courts. The proposer shall make all events, including all rejects (including non-violations) in the processing database readily accessible to the County for secondary review and audit. Proposer shall provide specific and detailed information on how their database allows for secondary review and audit of all camera events.

Each DriveSafe™ Camera System has sufficient computer and associated equipment to record, document, and track red light enforcement data for record keeping and court purposes.

Properly documenting the evidence of a violation is essential to any program's integrity and requires the right technology. Our camera system is not only capable of recording high-resolution images and high-definition video of a violation, but it also safeguards that data for record keeping and adjudication purposes. The images and video are embedded with a data bar that includes crucial data, such as the date, time, location, and amber phase duration, immediately at the time of the violation. The violation evidence is instantly encrypted using industry standards such as advanced encryption standard. Lastly, the case file is transmitted to our centralized violation management platform, Citeweb™, using a highly secure virtual private network (VPN). Our evidence packages have stood up to the rigors of California courts due to our proven ability at maintaining chain of custody.

A full and detailed description of the Citeweb™ database can be found in Proposal Section 2.III.2, Citation Processing System.

If the event fails to meet the required issuance criteria as defined by the Business Rules, it is rejected with an appropriately defined reject code and placed into one of the Research queues where supervisors verify the rejects and, if appropriate, return the event in to the review process (Figure 2-19).



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Figure 2-19. Digitize Research Screen

Supervisors are able to update the reject code to a correct code, edit the face or plate image, accept the reject code, or accept the event. Sample sets are provided and can be increased to review more events.

Auditing of events can be completed through our Advanced Search functionality. Citeweb™ is a relational database and allows for the County to search and sort by many fields. Figure 2-20 is an example of the Search functionality. Search results are displayed and have a hyperlink to the Citation Display screen where all data, images, and video can be researched. Not only are all of the returned fields sortable, but the information can be exported to excel for further analysis.

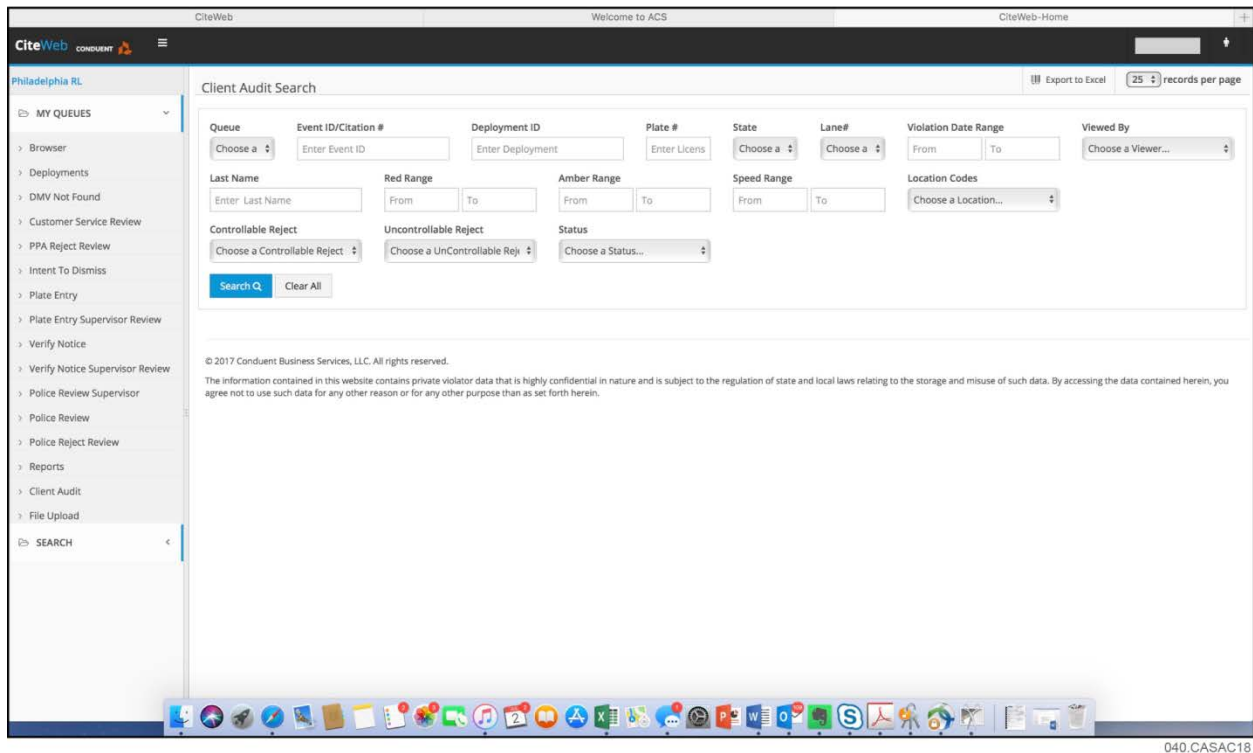


Figure 2-20. Search Functionality

Citeweb™'s enhanced search has more fields to select from, provides sortable results, and can be exported to excel.

Once the data has been exported to excel new columns can be added to document comments and audit findings.

2.III.1.5 Evidence Package [RFP III, 1.5]

REQUIREMENT: RFP Section III, 1.5

1.5 At the County's request, the proposer shall produce an evidence package within five (5) business days of request. The evidence package shall consist of all photographic and video evidence of the citation. Proposer will provide all media storage devices for said evidence. Proposer shall pay liquidated damages payable to the County for failure to provide evidence package within the five (5) business day requirement e.g. the County will be credited \$150 for each court package shipped more than five (5) days and if the vendor is unable to meet the service commitment for pre-processed images for reasons within their control, the County will be credited \$30 for each pre-processed image that has a delivery date exceeding five (5) days.

Properly documenting the evidence of a violation is essential to any program's integrity, and requires the right technology. Our camera system is not only capable of recording high-resolution images and high-definition video of a violation, but it also safeguards that data for record keeping and adjudication purposes. The images and video are embedded with a data bar that includes crucial data, such as the date, time, location, and amber phase duration, immediately at the time of the violation. The violation evidence is combined into a single case file and is instantly encrypted using industry standards such as advanced encryption standard. Lastly, the case file is transmitted to our centralized violation management platform, Citeweb™, using a highly secure virtual private network (VPN). Our evidence packages have stood up to the rigors of California courts.

Conduent provides the County with required elements for court packages that include all details and items necessary to properly conduct hearings. The hearing evidence packages are submitted to all government

agencies designated by the County in printed or electronic format. During contract implementation Conduent will work with the County to design an approved evidence package and agree to pay liquidated damages for packages not provided within the required timeframe. We suggest evidence packages include at a minimum:

- Digital image of the first and second violation photograph which contains the date, time, and location of the alleged violation
- Digital image of the driver's photograph
- Digital image of the license plate tag
- The video clip of the violation
- Field service technician log indicating the good working order of the red light camera system at the time of the violation
- Additional information as required by the County
- A copy of the Certificate of Mailing

Conduent is committed to supporting the County in providing adjudication management consistent with current California law and any future changes or additions to the laws governing automated enforcement systems, all at no cost to the County. For the County, we will provide the necessary documentation within five (5) days after receipt of notification of the upcoming trial date.

2.III.1.6 Camera Enclosures [RFP III, 1.6]

REQUIREMENT: RFP Section III, 1.6

1.6 Camera enclosures must be tamperproof and waterproof to ensure 100% clear images. Camera enclosures must be as small as possible and use as little power as possible. Self-contained systems not requiring a separate roadside enclosure are preferred. State the size of the camera system enclosure and the normal power draw of the system. Camera enclosures must be designed in such a fashion that maintenance, and other operations can be accomplished easily and quickly without creating a public safety hazard. Explain typical maintenance procedures. Proposer shall state installation and construction times for a camera system.

The DriveSafe™ camera system housing has been carefully designed based upon years of maintenance and installation experience. The sealed unit enables remote configuration, alignment, and troubleshooting to expedite installation and minimize onsite maintenance checks.

The DriveSafe™ camera system enclosure is designed to be completely sealed and 100% waterproof, while maintaining a secure housing to help prevent vandalism. The secure locks and tamper proof screws open the enclosures if internal maintenance is needed. Figure 2-21 shows two examples of our proposed solution camera housing. The pillar version allows for 360 degree Pan Tilt and Zoom (PTZ) for use by the City and County of Sacramento for security reasons. Both enclosures support full remote support for alignment, focus, and configuration of the cameras, minimizing the need for a technician to be roadside for anything but routine maintenance and cleaning. The housing design limits the technician's time roadside reducing the possibility of a public safety hazard.

DriveSafe™ Enclosure

- Sealed water tight unit
- Small size: 20" high x 8" diameter
- Lexan tube provides great impact resistance to vandals
- 60W average power consumption

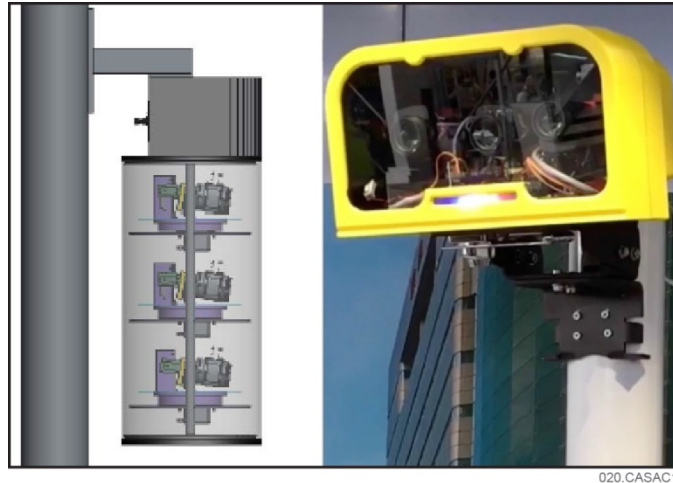


Figure 2-21. Two Versions of the DriveSafe-Red Light Camera System™ Enclosure
The camera housing is built to provide resistance to weather and protect against vandals.

The ruggedness of the enclosure is achieved through several design features. The housing is built to not only provide resistance to weather, but also protect against vandals. The thick Lexan walls of the pillar housing provide superior impact resistance without compromising image quality or functionality.

To ensure operational uptime in environmental conditions around the world, the enclosure has passive cooling and an integrated heater that ensure the system stays in optimal operating conditions. The unit is sealed with no doors or openings available, eliminating leverage points or obvious entry points.

Typical Maintenance Procedures

Typical onsite maintenance includes visual inspection, cleaning, validating power, radar inspection, and onsite calibration of installed components through the Graphical User Interface (GUI). Our maintenance program delivers a blend of preventive maintenance tasks that are specific to the unique needs of your program.

Our field maintenance service team performs the following preventive maintenance activities:

- Daily real-time system remote monitoring support
- Onsite preventive maintenance service
- Annual System Calibration Certification as needed

Construction and Installation Highlights

Conduent will design, construct, and install all required equipment, including our DriveSafe camera systems, at the intersections provided by the County. The Conduent engineering team has reviewed the existing approaches that will be upgraded to the DriveSafe™ camera system and a detailed implementation plan has been prepared to ensure a smooth upgrade into a seamless operations.

Our implementation team has decades of experience in the photo enforcement industry. Prior to starting construction, our experienced team will secure and pay for all permits required by the County and City of Sacramento and the California Department of Transportation. Our designs and installation will conform

with all federal, state, county, and city construction standards. We will work diligently to limit the amount of time our team is roadside so limited disruption to traffic is achieved. The typical roadside installation and construction timeline for a camera is approximately seven (7) days.

2.III.1.7 Detection Technologies [RFP III, 1.7]

REQUIREMENT: RFP Section III, 1.7

1.7 The proposer shall be able to utilize a range of detection technologies, including standard embedded sensors, radar, standard induction loop, or video detection technology. Proposer shall specify method of detection and camera activation.

Accurate, Precise, and Completely Non-invasive Vehicle Detection

Our DriveSafe™ camera system detects vehicles using a non-invasive and smart 3DHD (3-dimensional high definition) antenna, as seen in Figure 2-22. The 3DHD measures the precise range, speed, angle, and other parameters by transmitting and then analyzing the radio waves that are reflected by vehicles. These parameters, in combination with advanced filtering algorithms, allow the 3DHD antenna to accurately track each individual vehicle on the roadway. The 3DHD antenna has been thoroughly tested and independently shown to be accurate to within plus or minus one mile per hour (± 1 mph).

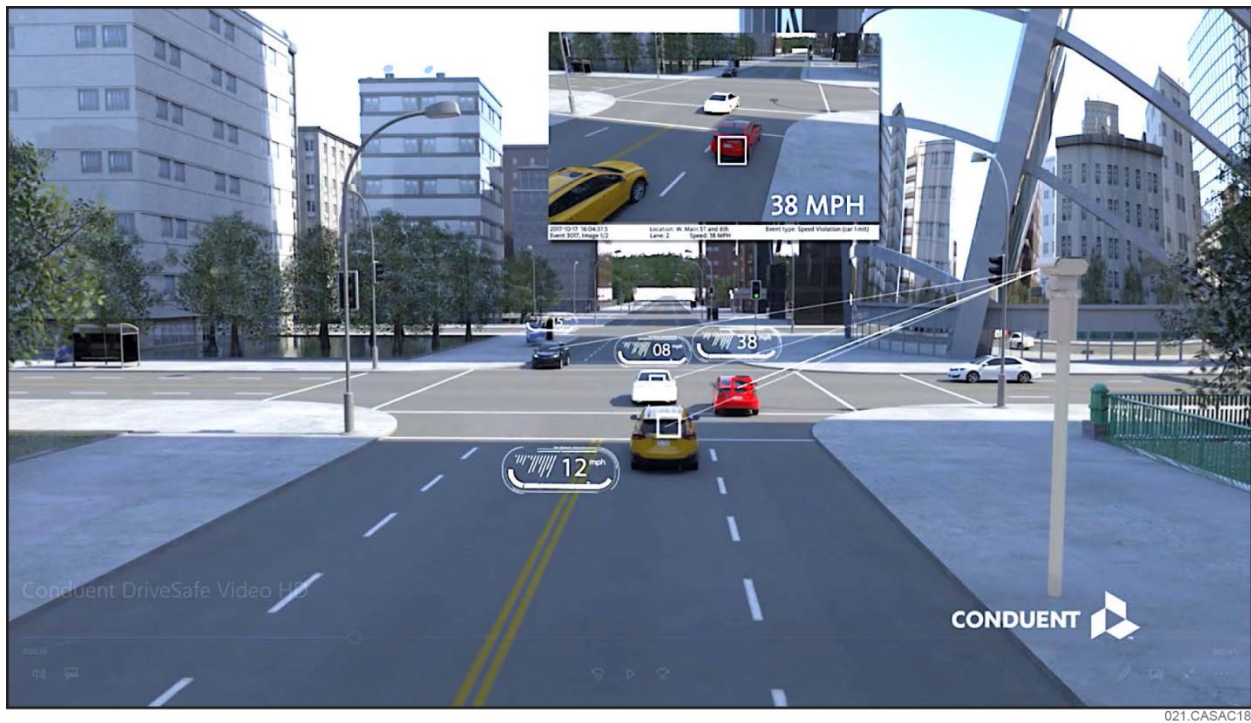


Figure 2-22. 3DHD Radar Overview
Visual representation of 3DHD radar.

Multiple violations, including those that occur simultaneously and concurrently, are capable of being captured by our camera system in live traffic in distinguishing clustered vehicles. This is possible because of the technology combination of the 3DHD radar and the high-resolution system. Once the radar detects the individual violating vehicles, it signals the system to activate the cameras. The DriveSafe™ red light camera system is capable of working with multiple detection types however, the proposed 3DHD

detection technology has been proven to have a higher and more accurate capture rate than other detection methods on the market.

2.III.1.8 Back Office Processing Database [RFP III, 1.8]

REQUIREMENT: RFP Section III, 1.8

1.8 If requested by the County, the newly selected vendor must be capable of integrating into its back office processing database, images, video and data from the current vendor for all open citations for the past 5 years. If a new vendor is awarded this contract, such new vendor will assume responsibility for supporting all previously issued citations to include all applicable customer service and court support to the extent requested by the County. The proposer will also make available all data, images and video in a usable format to the incoming vendor at the end or termination of this contract, as the outgoing vendor.

Conduent has the demonstrated ability and experience transitioning seamlessly from any vendor to our own system. As an example, we played an active role in the transfer of data and payment processing services for the City of Denver after their agreement with Redflex ended and we took over as vendor-of-choice. Conduent engineers successfully uploaded data provided by Redflex for all open and unpaid citations. We assumed ownership of the Redflex PO Box, and processed all payments received from that PO Box into our Citeweb™ system for a period of six months after the Redflex agreement ended. We tracked and reported on all Redflex payments received, and deposited the receipts into the City's bank account. Without the integration of that database, Denver would not have been able to reconcile the outstanding receivables after Redflex terminated payment-processing activity. Further, Conduent continues to provide customer service on all open Redflex citations and supports Court services by providing full evidence packages as required. We will bring the same high standard of service to the County if selected in this RFP process.

Our pricing includes all costs associated with supporting the County for all open citations for the past five (5) years as indicated in the request for proposal. Conduent agrees to provide all data, images, and video in a usable format to the incoming vendor at the end of this contract.

To ensure accurate and successful data conversion, our team will employ a rigorous review and quality assurance process. The process has been developed and refined over 20 years and more than 100 conversions. Thorough database analyses and impact assessments are conducted to confirm the total quality, integrity, and performance capacity of the database. Accuracy is ensured through careful planning, verification of conversion results, and reviews and sign-offs by our management team and the County's staff. Careful timing of conversion activities is a key element in the seamless transition, as business must continue uninterrupted throughout the conversion period. These appropriately timed conversion activities will be accomplished and completed during standard non-working hours.

Our conversion team consists of experienced automated traffic enforcement management systems personnel with extensive conversion experience. A dedicated support group will be assigned to complete the conversion of the County's current speed violation data files to Citeweb™. The data conversion project consists of major tasks for each phase of system migration, including data preparation steps, actual data conversion, and cutover of the production data from the existing systems to ours for acceptance testing. The last tasks are a post-conversion audit to ensure the integrity and validity of the converted data, and evaluate the conversion process itself.

2.III.2 Citation Processing System [RFP III, 2.0]

REQUIREMENT: RFP Section III, 2.0

2.0 The proposer must be able to provide a strong, fully web enabled and fully secure citation processing system that includes data processing, prompt delivery of all data to the Sacramento County Sheriff's Department for violation review and citation authorization. The proposer's system must be Apple compatible as the County utilizes Apple products and operating systems (iPads and iPhones, iOS) to routinely access the system from remote locations. Proposer must provide maintenance of secure Internet-based violation viewing system.

While image capturing technology is critical for any photo enforcement program, the manner in which images are processed is equally as important. Accordingly, Conduent offers you our proprietary, secure, and fully web-enabled processing system and database – Citeweb™.

Event data and images are transmitted daily to our Data Center and loaded into our backend processing system, Citeweb™, for processing. Our proposed camera systems generate secured violation evidence that is securely communicated to Citeweb™. The configuration of a red light camera includes a wired or wireless connection for electronic transfer of violation data. The violation data is transferred using file transfer protocol (FTP) across a Cisco Virtual Private Network (VPN) router. Our global network support team will monitor these connections and perform ongoing support of this network. A Cisco Enterprise Router protects the security of these images during the download process. In addition, the violation data is secured through multiple levels of security and encryption to ensure the integrity of each violation.

Citeweb™ allows the County to set parameters for data access at its own discretion. In addition, secure record keeping and thorough evidence storage procedures are critical for valid, prosecutable citation issuance. To ensure accuracy, we use sequentially numbered events, digital encryption, and proper violation and data storage. Our digital cameras insert all violation data directly onto the image and then encrypt the entire image at the moment of capture. These images are sent digitally encrypted to our data center using secure connections where they are stored on the storage-area network (SAN) and are fully backed up and recoverable. Furthermore, the data center is monitored around the clock and only authorized personnel have access to violation images. Our encryption security can be demonstrated in court to ensure an image's reliability as evidence, and the sequential violation numbers act as built-in audit trails.

Per the instructions in the RFP Section titled Confidential Information/Public Record (RFP Page 14), the information in this proposal section has been removed, and placed in a separate document titled Confidential Material.

2.III.2.1 Website Viewing Capability [RFP III, 2.1]

REQUIREMENT: RFP Section III, 2.1

2.1 The proposer must be able to provide secure, internet-based, website viewing capability to members of the public who receive mailed citations and in support of Sheriff and Court operations. Proposers must describe in their written proposal their ability and experience to meet this requirement. The public must have the ability to view the citation, the photos and/or video of the violation on the website 24/7.

Conduent offers the County an online self-service website as a value-added customer service component. On each citation mailed, Conduent prints a personal identification number (PIN). The randomly generated PIN and citation number combination ensures that only the holder of the citation will be able to access the images and video. By entering the PIN at the secure Internet website, citizens:

- View enlarged color images of the alleged violation that show greater detail than possible on a printed citation
- Obtain information the County would like to add to the website
- Receive a link on the website to the County's payment portal

Conduent strongly believes that this added service offering, with its 24/7/365 online access, offers unsurpassed convenience to the citizens of Sacramento. It dramatically reduces the need for viewing appointments and can improve collection rates through the Pay-by-Web functionality if added, and lessens the burden of scheduling hearings with the Court.

The screen images shown in Figures 2-31 and 2-32 show screenshots of customer service websites currently in place for Portland.

INFO FAQ CITATIONS

Get Home Safe

One light. One speed limit. One stop at a time.

[PRY / VIEW CITATIONS](#)

IMPROVING SAFETY THROUGH ENFORCEMENT

Expanding enforcement through proven automated solutions to foster safe streets.



Safer People

For many communities, your safety is a major concern. Automated enforcement fosters safe streets and provides customized solutions to fit the jurisdiction's safety concerns by positioning cameras to protect pedestrians, cyclists, and children in high risk areas and locations with safety specific needs.



Latest Tech

Integrating industry best practices and technology into the jurisdiction's existing road safety plan. Comprehensive and innovative technological solutions customized to help achieve the road safety visions and goals of the jurisdiction.



Safer Roads

Vision Zero is a multinational road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries in road traffic. Automated enforcement is an added tool that jurisdictions use to help achieve their Vision Zero goals.



Proven Success

National research has demonstrated the life-saving impact of automated enforcement programs. In cities that turned on red light cameras there were 21 percent fewer fatal red light running crashes per capita.

Statistical information from the IIHS, July 2016.

FAQ

What is an Automated Speed Enforcement Program?

Automated Speed Enforcement is a safety program focused on changing driver behavior in school, residential, and construction work zones through a comprehensive effort involving engineering, education and enforcement.

What is an Automated Red Light Enforcement Program?

Automated Red Light Enforcement is a safety program focused on changing driver behavior at red light intersection through a comprehensive effort involving engineering, education and enforcement.

What other Automated Enforcement Programs are there?

Automated rail crossing enforcement, automated wrong way movement enforcement, and overnight restricted movement enforcement are other safety programs that focus on changing driver behavior through a comprehensive effort involving engineering, education and enforcement.

How does Speed Enforcement Work?

Automated speed enforcement systems are comprised of a speed measurement device, camera, and a computer. Speed measuring devices identify motorists traveling over the posted speed limit. Cameras capture license plate images of violations and computers record all of the relevant data associated with the violation.

How does Red Light Enforcement Work?

Cameras monitor intersection approaches through advanced detection and imaging technology. A camera takes two images of the vehicle progressing through the red light. Technicians review each violation before a citation is mailed to ensure that the vehicle is in violation.

Who receives & pays for the Citation?

Citations are mailed to the owner, registrant and/or driver of the vehicle in accordance with state or local guidelines. The owner, registrant and/or driver is legally liable to pay the fine through online secure portals or at the jurisdiction as applicable.

How do we ensure the cameras are functioning properly?

The system is tested daily to ensure correct operation of the vehicle sensors and peripherals. The results of the test are analyzed by technicians for accuracy and errors. If any major errors occur, the system will automatically cease enforcement.

WELCOME

Please Login Below

Login

Required information can be found on your printed notice.

Conduent is a trademark of Conduent Business Services, LLC in the United States and/or other countries.

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Figure 2-31. Self-Service Website Sample.

The portal allows a citizen to enter the citation number and PIN to enter our secure website to view color images of the violation.

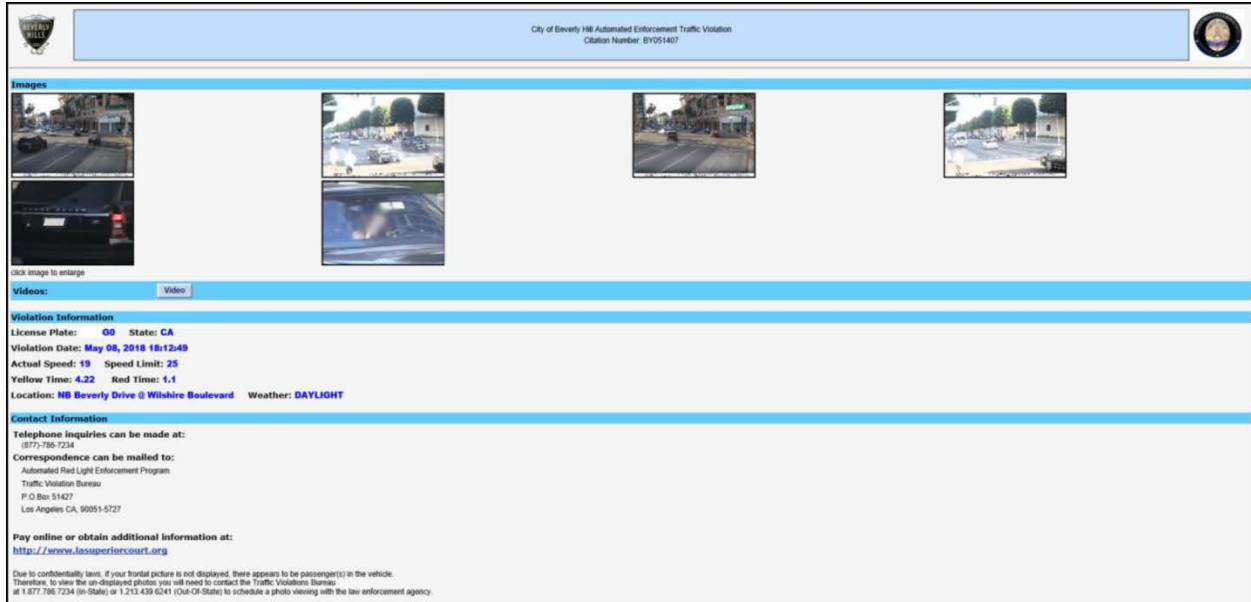


Figure 2-32. Self-Service Website Sample.
Once citizens log in, they can view and enlarge their images and play their video with a click of a button.

2.III.2.2 Amber Deviation Warning System [RFP III, 2.2]

REQUIREMENT: RFP Section III, 2.2

2.2 The proposer must provide an amber deviation warning system that is capable of notifying the County in the event there is a deviation from preset amber times, during any signal phasing, recorded at any approach.

The complete solution that Conduent is proposing to the County is truly a comprehensive design that has been improved upon over many years to meet each of our customers' requirements and to put in industry safeguards. The solution starts with capturing traffic log data, safeguard settings, recording and charting data, and finally generating alerts through our analytics platform. We leverage this standard solution to drive the amber deviation warning system and demonstrate the sophistication of our overall solution.

The DriveSafe™ camera system is designed to provide a full history of all system inputs from the traffic controller and vehicle detection. As the signal light phases are registered, the start and stop time is recorded in the traffic log for green, yellow, and red phases. The traffic log records every vehicle pass with the lane number, speed, and light phase that passes through the detection. Figure 2-33 is an example sample of a traffic log displaying the information listed.

Traffic Log – detailed log of all vehicles:

1. Shows what type of pass is
 - a. S – Speed Violation
 - b. R – Red light violation
 - c. P – non violation passing vehicle
 - d. X – vehicle enters the detection and stops
 - e. T – Test shot
 - f. L – Light phase (1- Green, 2- Yellow, 3 –Red)

2. Can sort by date, time, and type to determine when each test shot was taken
3. Can sort by speed to find the highest, lowest, and number of vehicles speeding by incremental speed
4. ESN – Event serial number indicating a violation

type	time	lane	speed_quality	speed	phase	time_into_phase	esn
R	2015-09-01 01:02:18.596	1	0	19	3	10239	35
R	2015-09-01 01:02:18.645	2	0	19	3	10239	35
L	2015-09-01 11:27:44.020	1	1	0	0	0	0
L	2015-09-01 11:27:46.734	1	2	0	0	0	0
L	2015-09-01 11:27:51.492	1	3	0	0	4757	0
X	2015-09-01 11:33:04.035	1	78	4	3	3125	0
R	2015-09-01 11:35:25.007	2	0	18	3	4530	2
R	2015-09-01 11:48:20.234	2	0	18	3	10239	4
R	2015-09-01 11:48:20.235	1	0	17	3	10239	4
P	2015-09-01 11:56:39.015	1	0	15	3	10239	0
P	2015-09-01 12:07:11.386	2	0	13	3	10239	0
P	2015-09-01 12:13:16.396	3	0	10	3	10239	0
P	2015-09-01 12:13:20.697	2	0	6	3	10239	0
R	2015-09-01 12:14:26.408	3	0	16	3	10239	5
R	2015-09-01 12:14:26.958	2	0	17	3	10239	6
P	2015-09-01 12:16:17.427	3	0	8	3	10239	0
P	2015-09-01 12:16:22.476	3	0	5	3	10239	0
X	2015-09-01 12:16:21.427	2	78	6	3	10239	0

Figure 2-33. Traffic Log

The traffic log shows the details of all vehicle passes, violations, and light phases and is downloaded and used for reporting and alerting.

The DriveSafe™ system has a very detailed lane configuration setup screen to optimize setup and maximize performance. In the lane specific setup screen (Figure 2-34) there is a setting for minimum yellow time. This setting is used to configure a minimum amount of time that the amber light must be on to go into enforcement. In the screen below, the setting is 4.2 seconds. If the amber light measured by the camera is only 4.1 seconds, the system will not go into enforcement and no violation photos can be captured.

lane	lane_1	lane_2	lane_3
logical lane name	3	2	1
special monitoring options	0	0	0
lane signal channel	1	1	2
signal configuration	0	0	0
signal fault monitoring	0	0	0
rail cross signal	0	0	0
min yellow in 10th sec	42	42	30
Min time yellow phase must be measured to go into enforcement			0
speed adj factor in 128th	128	128	128

Figure 2-34. Minimum Amber Time Setting

The DriveSafe camera system has a setting used to configure the camera for the minimum amber time that must be measured prior to automatically activating enforcement.

This configuration safeguards the system from capturing violations if the required amber time is not met. To ensure the program is aware of anomalies like this, the DriveSafe™ camera system has a status indicator on the home screen to show if measured amber times are meeting the time configured in the settings. There is also a chart (Figure 2-35) that will display based on a date range any amber times that are short, and how short the measurement recorded was from the min amber time settings. The technician, after seeing the amber time deviation, can run this chart and validate the frequency and size of the deviation.

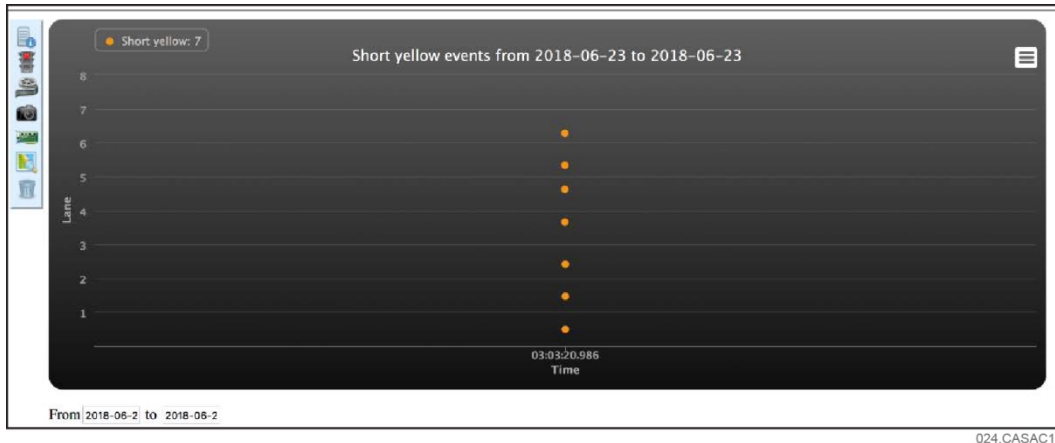


Figure 2-35. Amber Time Tracking on Drive Safe
The DriveSafe camera system has a chart to show if any measurements were not within the configured setting.

Conduent Business Intelligence Enforcement Analytics (CBI)

Conduent is excited to offer our Conduent Business Intelligence (CBI) analytics application to the County to run the photo enforcement dashboards. CBI is a valuable part of our analytics suite, which has become a time saving tool for our photo enforcement customers to analyze and manage their programs. We believe you will find that this tool puts more real-time data at your fingertips for key red light program metrics in addition to the required amber deviation.

CBI will integrate with the DriveSafe™ red light camera for site data, Citeweb™ for operational data, and with our maintenance system for system performance/maintenance data. The enforcement dashboard will display integrated data to track key performance indicators (KPIs) like issuance rates, uptimes, violations rates, and alerts like amber time deviation.

Conduent Analytics for Transportation

- Universal view of your program at your fingertips
- Intuitive visualizations and single click drill-downs to underlying data
- Key performance indicators tie to actionable alerts
- Red light management tool
- Scalable to other county data sources

Finally, all CBI output can be modified on the fly to make the analytics more accurate for the user. These user configured modifications include but are not limited to:

- Dashboard visualizations that are available in tabular, graphical, or geocoded views
- Refinement criteria based on geo-spatial, chronological, and/or operational data
- The dashboard views; based on current or historical views when tracking performance

Your CBI dashboard also has drill-down capabilities allowing the user to instantly view the detail supporting the aggregate dashboard view. In this way, anomalies or trends discovered via the broad view can be quickly drilled into and analyzed. Each KPI can be set to alert the user, either on-scene (local) or remotely through a mobile device via email or SMS (standard messaging service). The KPI can be set at a rate or limit that will trigger the alert if reached. For this example, an alert can be set to provide notification when an amber deviation is detected.

The availability of data at your fingertips is something that we believe will set us apart from the competition. The amount of data supplied and how it is displayed in the dashboard and reports make tracking the program’s success efficient and effective. This is a benefit only Conduent can provide. Listed are a few of the modules available.

1. DriveSafe™ Incident Details Screen (shown in Figure 2-36)
 - a. Shows date and time of all test shots based on date
 - b. Shows date and time of all violations with access to images
 - c. Shows all speeds for violations
 - d. Shows amber time for each event
 - e. Ability to sort by date and time, event number, violation type, speed, and lane
 - f. This screen can be used to measure the test shot to test shot deployment time, beginning test shot time, first violation time, and last violation time
 - g. With power-on test shot set to on, the first test shot for this deployment can be used for the power up time, and the second for the test shot that coincides to deployment log

Time	Event	Type	Speed	Lane	T.I.P	Yellow Time	Img A	Img B	Video	Face A	Face B
2015-09-04 06:59:13.270	2094	TestShot	25	2	0.0	0.000					
2015-09-04 09:25:50.550	2095	TestShot	7	2	411.6	9.171					
2015-09-04 09:29:37.090	2096	Speed	12	2	638.1	9.171					
2015-09-04 09:29:37.090	2097	TestShot	12	2	638.1	9.171					
2015-09-04 09:47:11.990	2098	Speed	22	3	1023.9	9.171					
2015-09-04 09:47:11.990	2099	Speed	21	1	1023.9	9.171					

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Figure 2-36. Incident Detail Screen

The screen can be used to view all test shots and violation images and data captured during a deployment.

2. Lane Scatter Graph – Graphical representation of vehicle passes by lane over time (Figure 2-37)
 - a. Shows a green dot for every passing vehicle
 - b. Shows a red dot for every violation
 - c. Shows total vehicle counts and violations for a deployment
 - d. By hovering the mouse over any dot, you can get the date, time, and speed of the vehicle



Figure 2-37. Lane Scatter Graph

This graph shows all vehicles tracked in each lane and the violations over a deployment.

3. Violation by Lane Histogram Graph (Figure 2-38)
 - a. Displays overall traffic count by lane. Exact number is displayed by hovering over the green bar.
 - b. Displays overall violation count by lane. Exact number is displayed by hovering over the red bar.

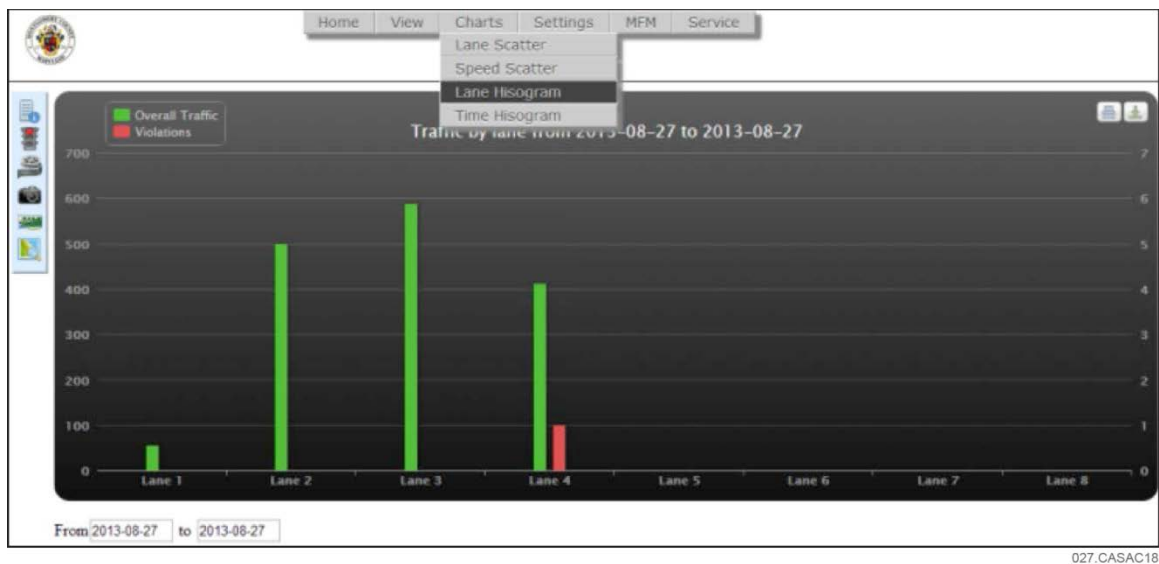


Figure 2-38. Violation Histogram by Lane

This graph shows the number of vehicle passes and violation from a deployment by lane tracked.

Once data has uploaded from the camera, additional statistical analysis is performed through dashboards and reports. CBI provides a whole new way to manage the program and perform statistical analysis.

The enforcement dashboard will display integrated data to track KPI's like amber deviation, issuance rates, uptimes, violations rates, etc. Each KPI can be set to alert the user, either on-scene (local) or remotely through a mobile device via email or SMS.

A few examples of how CBI can be used for statistical analysis are shown in a few sample screens. With the ratios view, seen in Figure 2-39, we attempt to normalize violation volume across standard measures and traffic counts.

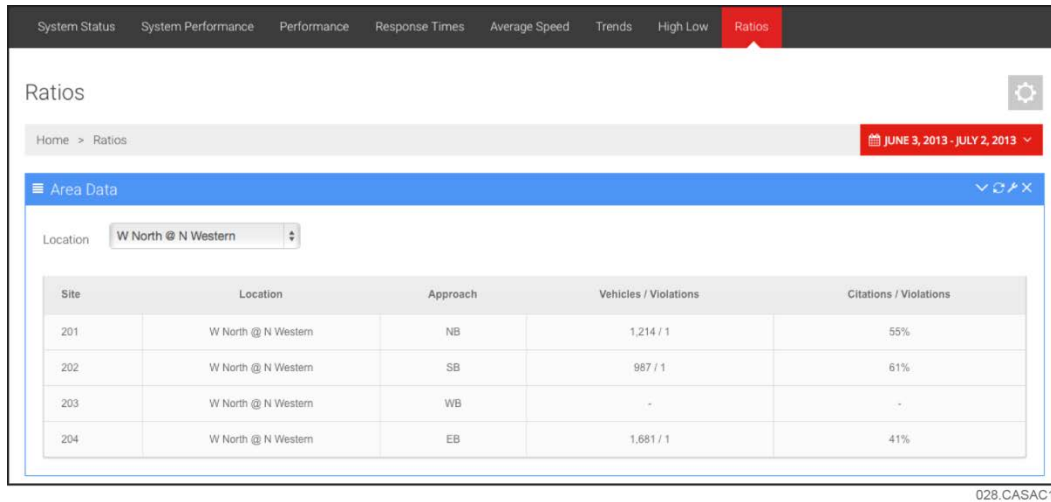


Figure 2-39. Ratio Analytics to Track Performance
User can easily determine through ratios how sites perform over time through Vehicle/Violations and Citations/Violations.

Average Speeds

This view, shown in Figure 2-40, is an example of a speed survey. This function allows the County to obtain real time speed surveys from pre-existing equipment, and 85th percentile speed calculations measure real-time statistics per approach, per date range, per your criteria. This real time data will provide the County with the crucial information necessary to design new traffic systems.

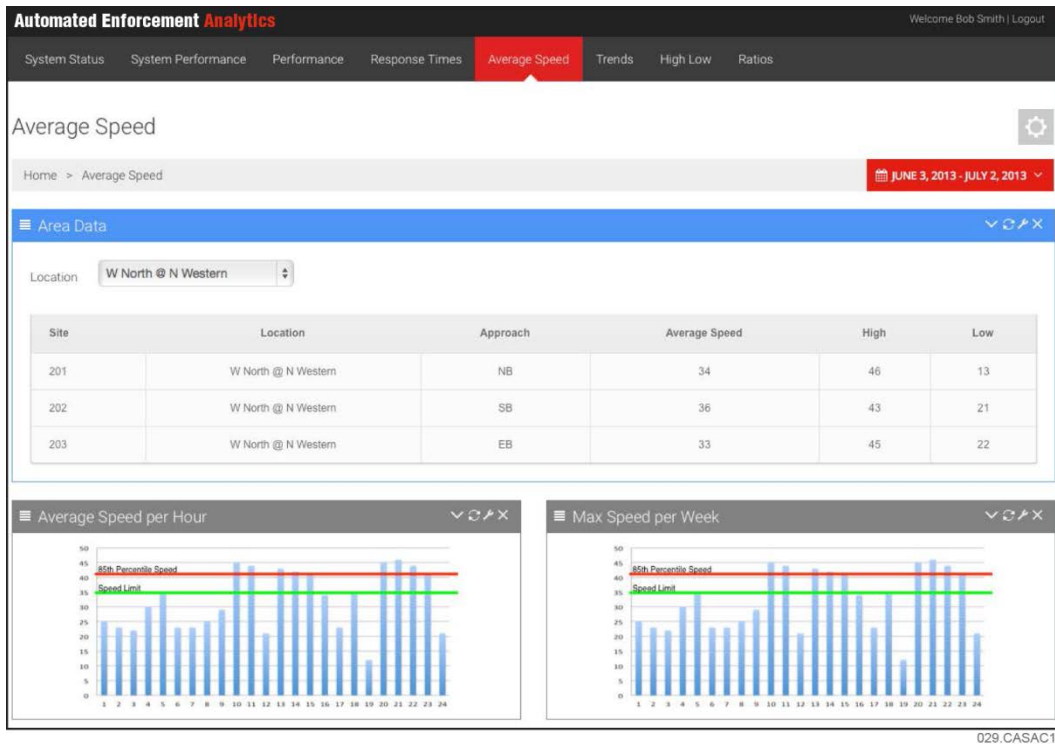


Figure 2-40. Average Speed

User can monitor traffic trends based on the average speed per hour or week. This data shows speeds against the posted speed limit and 85 percentile speeds.

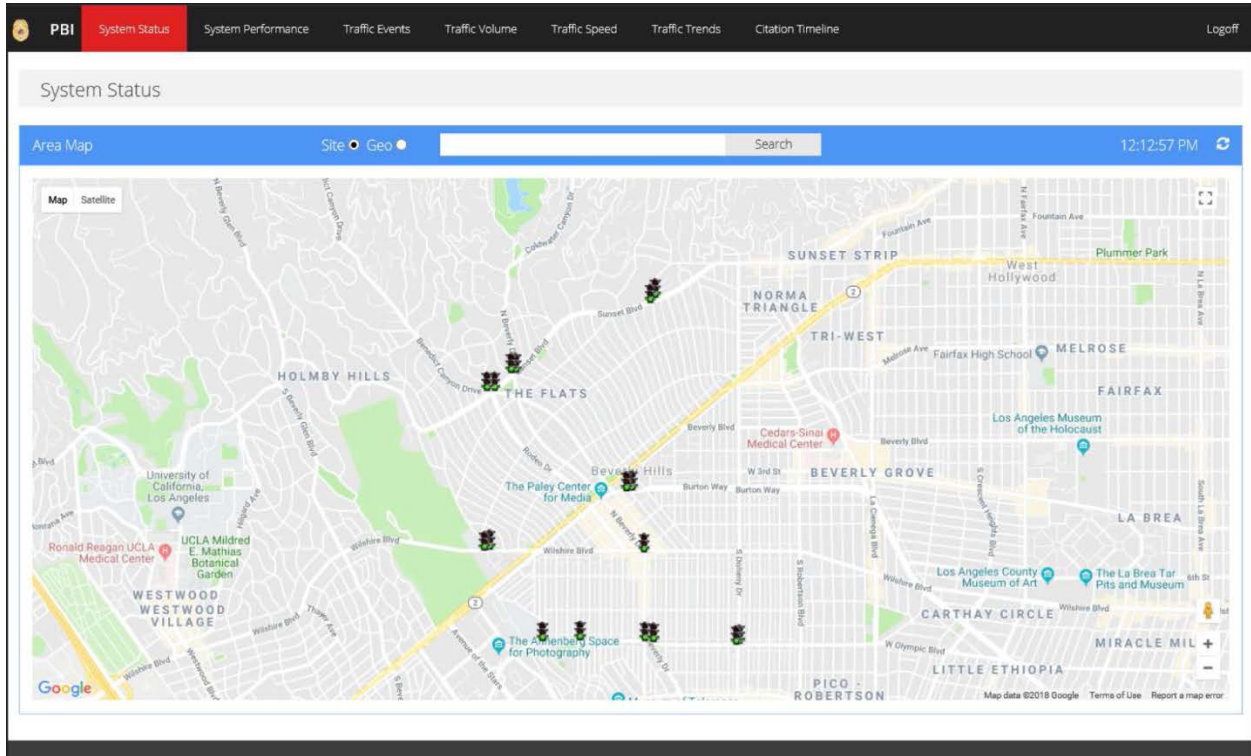
CBI Visual Aspects

The primary dashboard view is our field view dashboard (Figure 2-41). This view is an interactive map of the County, and will display all of the County's red light systems by location, specifications, and real-time status. Each camera will be depicted on the easy to navigate map with red, yellow, or green icons; clearly indicating their real-time status.

Specifically:

- The traffic lights represent the location and status of each red light camera. Green lights indicate normal operation, yellow lights indicate service needed but still in operation, red lights indicate a problem that is impacting enforcement.
- If you click the traffic light, CBI will display a pop-up with the camera specifics and maintenance record. In addition the actual camera view is available by clicking the camera IP address.

- Alerts: when a camera site goes yellow or red, or routine maintenance is late on a green camera, CBI by default sends an alert through our alarm functionality. Here, minor alerts such as maintenance due maybe restricted to dashboard displays and reporting, while more serious alerts like a camera pole knockdown (red) or systems not functioning properly (yellow) can be sent directly to management and maintenance staff through their smart phone, tablet, PC, or similar intelligent mobile device.



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Figure 2-41. CBI System Status Screen

The user can access this screen to see where each red light system's location is and the status of the enforcement camera.

By selecting a traffic light or vehicle icon, the status of that enforcement system can be determined. In Figure 2-42 the selected traffic light had a Red light displayed and the status of the site shows the camera is no longer communicating and may be down.

The screenshot shows a mobile application interface with a map at the top and a data table below. The table lists traffic light sites with columns for Type, Site, Asset, Approach, Last Response Time, and IP Address. A third table below shows a history of alerts with columns for Date / Time and Alert Type, accompanied by color-coded status indicators (red, yellow, green).

Type	Site	Asset	Approach	Last Response Time	IP Address	Show History	Show Feed
DS:RL	301	5219637	NB	6/10/2013 15:34:30	172.25.12.18	Show History	Show Feed
DS:RL	302	5219678	SB	6/10/2013 15:34:37	172.25.12.19	Show History	Show Feed
ATS	303	877345	EB	6/10/2013 18:19:58	172.25.12.20	Show History	Show Feed

Date / Time	Alert Type	Status
6/10/2013 23:19:07	No response to polling.	Red
6/10/2013 22:17:10	No response to polling.	Red
6/10/2013 21:18:22	No response to polling.	Red
6/10/2013 21:18:22	No response to polling.	Red
6/10/2013 21:18:22	No response to polling.	Red
6/10/2013 20:17:39	No response to polling.	Red
6/10/2013 19:19:35	Possible communications failure.	Yellow
6/10/2013 18:19:58	Success.	Green
6/10/2013 17:29:52	Success.	Green

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Figure 2-42. CBI System Status Drill Down Screen

The user can select the status of the camera to see why it would be displaying a red or yellow status.

The County receives a text alert from CBI within 30 minutes of issue resolution that the site is operational again. Figure 2-43 shows the approach and actual live camera view. This feature is available from any location and device (computer, tablet, smartphone) with an internet connection.

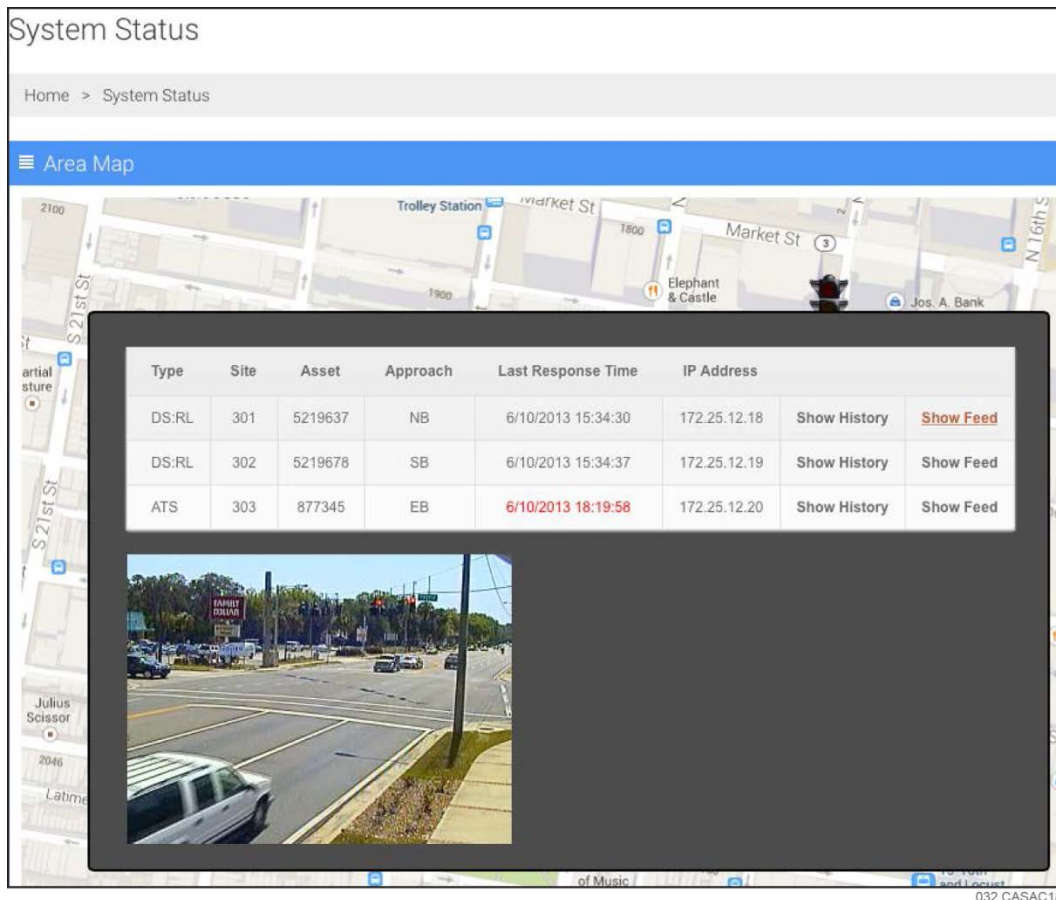


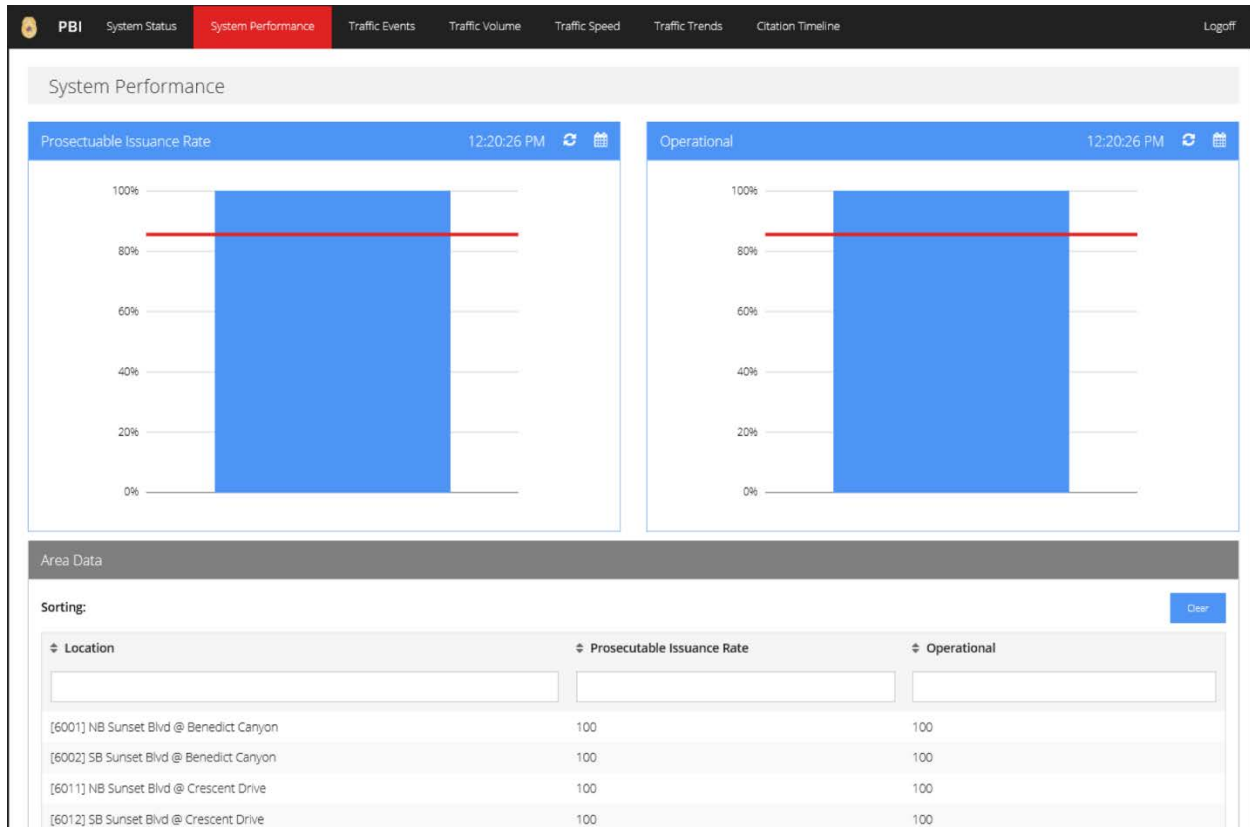
Figure 2-43. Live Video Feed

From the System Status screen, the user can select a live feed from any camera.

The CBI instance will result in a safer and more efficient County. This application will help the County make data-driven decisions and will lower the cost and risk of manually generated reports.

Performance

The County determines the threshold for alerts to trigger for the prosecutable issuance rate and up time criteria for this performance dashboard view. In our example, shown as Figure 2-44, the screen has a red line indicating the program target. The blue bar represents current performance along with the time of the most recent update. Below the status bars, the individual site data can be accessed to drill down on what sites may be affecting the program performance.



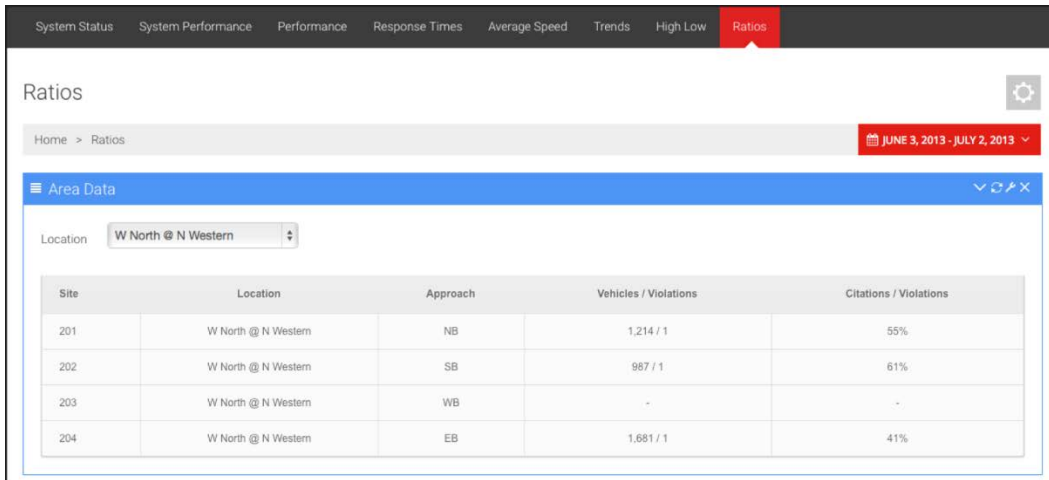
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Figure 2-44. System Performance Screen

The system performance screen allows users to monitor the status of the program. Data can be merged for complete program performance.

Ratios

With the ratios view, illustrated in Figure 2-45, we attempt to normalize violation volume across standard measures and traffic counts. An otherwise low violation site might have far less traffic and seem like a relatively safe site, but once the data is normalized by comparing it to traffic volume, one might see there is a disproportionate amount of violations for the traffic. This might demonstrate that perhaps there is an engineering improvement that could be implemented that would reduce dangerous conditions. This information could remain hidden without a flexible analytics tool like CBI. Maybe there are other ratios you want to see, such as the straight-line comparison of citations to violations, or perhaps how many locals run lights relative to non-locals. This information could be used to develop a more targeted public outreach campaign.



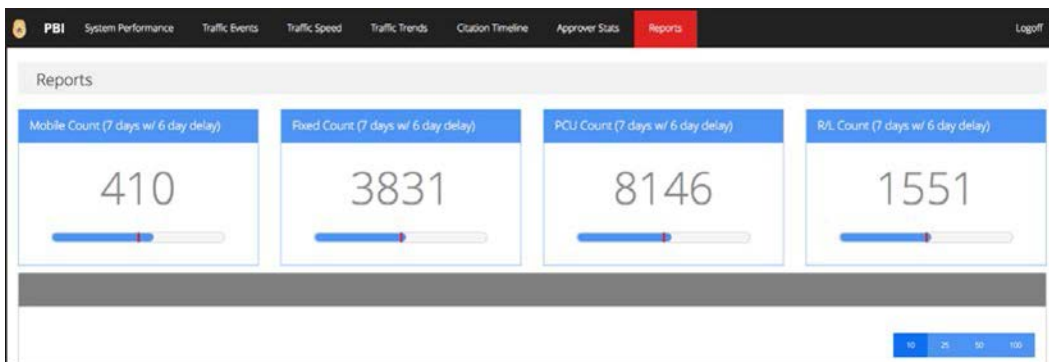
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Figure 2-45. Ratio Analytics to track performance
User can easily determine through ratios how sites perform over time through vehicle/violations and citations/violations.

Finally, trending analytics are strongest and most accurate when they are based on an extensive period of time or instances. Simply put, trending analytical results based on a week’s worth of data are not as viable or accurate as those based on a year’s worth of the same data points. Therefore, CBI retains its centralized database from “go-live” forward, providing the County the ability to trend their KPIs over the long term to substantiate the trend and validate the findings.

Reports

The CBI report tab tracks certain program performance monitors. The example in Figure 2-46 shows the expected violation volume with the red line and the blue bar representing the actual performance for the last seven days.



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Figure 2-46. Reports
Reports view provides addition KPI monitors for volumes based on enforcement.

The CBI dashboard and reports are customizable and can be easily tailored to your needs, including, but not limited to: maintenance staff, operators, and County government via a CBI web site dashboard, which is integrated with Citeweb™ (single sign on) and tracked based on login for audit purposes. Output and queries can be obtained/completed remotely via PC, smart-phone, or tablet computer, allowing your staff

to view a dashboard or report real time as needed, or receive a system, program, or site alert. Finally, as CBI demonstrates its capabilities, functionality, and value, the County will be able to manage their program with access to data and analytics in a faster and more robust fashion.

The amount of data that the DriveSafe™ camera system captures and the power of the dashboard will provide the fastest notification of an amber time deviation. Conduent will work with the County on a format for the amber time deviation notification and make it available to the County. In addition, a report will be created and provided showing any time the amber time varies within a week or monthly summary.

2.IV Additional Requirements [RFP IV]

REQUIREMENT: RFP Section IV

IV. Additional Requirements

Proposal responses must clearly show compliance with the following additional requirements.

Our comprehensive response to the additional requirements can be found on the following pages.

2.IV.1 References [RFP IV, 1.0]

REQUIREMENT: RFP Section IV, 1.0

1.0 The proposer must provide references from three (3) other cities, counties, or states to document successful deployment of vendor's proposed red light camera enforcement solution (submit RFP Appendix H). Proposers will demonstrate the ability to operate systems within the State of California. The references must be operating a fully outsourced program using the same or similar equipment and technology proposed herein. One reference should be from a city of a similar size to City and County of Sacramento. Proposers shall provide points of contact for each reference, together with the number of red light photo enforcement approaches deployed with the high resolution digital camera technology.

First-hand accounts of our capabilities, available through our references, provide you with valuable insight into the depth, breadth, and quality of our experience, and also serve as a testament to our reliability, integrity, and credibility as your partner. The confidence that is gained through these references that detail our long and successful history in this industry further strengthens our proven abilities we offer the County. Our references provide assurance that we can meet your needs and speak to our abilities in red light photo enforcement system programs.

We are pleased to present you with three customer references that show a range of experience and capability for your required scope of work. Our references are operating fully outsourced programs using the same or similar equipment and technology we have proposed for Sacramento. Two of our references are from cities of a similar size to the City and County of Sacramento, and two of our references demonstrate our ability to operate systems within the State of California.

Table 2-5 provides a listing of our references, as well as a point of contact and the number of red light photo enforcement approaches deployed with high resolution digital camera technology.

Table 2-5. References

Reference	Point of Contact	Red Light Approaches Deployed
Los Angeles Metropolitan Transit Authority (LAMTA)	Mr. Abdul Zohbi, Manager of Systems Safety and Photo Enforcement 213.922.2114	103 active approaches
City of Beverly Hills	Sergeant Jay Kim 310.550.4951	17 red light approaches
City of Portland, Oregon	Sergeant David Abrahamson 503.823.2151	11 active red light cameras 3 mobile speed systems

As required, in Proposal Section 4, Appendices, we have also submitted a completed RFP Appendix H form with all required reference information.

2.IV.2 Subcontracted Turnkey Services [RFP IV, 2.0]

REQUIREMENT: RFP Section IV, 2.0

2.0 Proposer must clearly state if any of the "turnkey services" listed in Section II, Scope of Work, are subcontracted to a third party. This includes site design, installation and maintenance; processing and transmitting data via a secure website; legal access to the DMV database; and the ability to create and provide statistical reports to the Sacramento Sheriff's Department. Subcontracting is acceptable for design and construction, not for operation of the program.

The required turnkey services listed in Section II, Scope of Work are provided by Conduent with the support of our subcontractors for electrical and construction installation at the red light approaches and site design. An additional subcontractor / vendor will be utilized if the County elects to add additional approaches and video validation is required. Data transmission is maintained by Conduent and the ISP provider will be determined based on approaches and services offered. All operational aspects of the program including; maintenance, processing DMV database access, creating statistical reporting, and providing print and mail services are provided by Conduent internal teams.

2.IV.3 Project Timeline [RFP IV, 3.0]

REQUIREMENT: RFP Section IV, 3.0

3.0 Project Timeline: Proposers will supply a detailed project timeline showing sequential and concurrent activities to be undertaken to result in a fully operational system.

Conduent has the experience, solution, and team to work with the County of Sacramento and deliver industry leading photo speed enforcement equipment and services. We have the technology, staff, and back-end processing that consistently results in a successful traffic enforcement program. Our state-of-the-art technology, and experienced, project staff combine to form an unmatched turn-key solution. For the timeline and milestone project schedule, please refer to the attached implementation plan.

Conduent has the skills and experience in implementation and project management to ensure timely and successful delivery without interruption of service or unnecessary risk to the program. The Conduent project management plan encompasses all the steps, procedures and processes necessary to implement and manage an effective program. The implementation team tracks steps according to schedule and communicates any variances and outstanding issues immediately. Weekly implementation team conference calls provide management with progress reports on each phase of the implementation. Any

potential slippage in schedules is identified, and adjustments made so that the overall project timeline is not compromised. To maintain this level of oversight and coordination there are rigorous, predetermined quality control reviews. We have quality control review points designed to manage the implementation process on a daily basis.

Our management plan ensures we have the right team with the experience and expertise to meet and exceed the County's requirements. The details of our management plan include bringing in members from our organization that have implemented and managed numerous photo programs in the United States. Our solution and expert team will mitigate any potential risks and prevent delays and errors that could otherwise negatively impact the implementation.

Our seamless logistical methodology, the command and control procedures that exist within our system, and our complete knowledge of the amount of resources needed to operate the County's program are what set us apart from other vendors. Our project management approach provides the steps and procedures to monitor and track all quality control requirements. Our normal process is to exceed minimum requirements as we recognize quality control equates to integrity of data and process.

Timeline and Milestone Project Schedule

The cornerstone of any implementation plan is its Implementation Project Schedule, which summarizes the work breakdown structure of tasks to be performed, sequences those tasks, assigns responsibility for the task and establishes target dates against which progress can be measured. For the County of Sacramento Photo Enforcement Program, several key milestones will drive the overall schedule and sequencing of events. As required, we are submitting a comprehensive Draft Project Timeline/Plan and Draft Termination/Decommission Project Timeline/Plan depicting all minor and major work tasks requested by the County. The detailed plans showing the timelines of sequential and concurrent activities to be undertaken can be found at the end of this proposal section.

Staff Involvement

The County can be certain that we have the knowledge, expertise, and lessons learned to deliver the fastest possible startup with the lowest risk. Not only are we a vendor that has delivered multiple programs of similar size and complexity, but we are also a company with vast, intimate knowledge of the Photo Enforcement market.

Our project management approach allows us to work closely with the County and our subcontracting team to ensure the County's needs are met. During implementation, our senior implementation manager meets weekly with the County to review the task list. In these meetings, she reviews the status and identifies solutions to any challenges.

Proven Implementation Successes

Our capability to provide the County with a complete turnkey enforcement solution is demonstrated by our success converting and operating automated photo enforcement programs throughout the United States. We possess a comprehensive and proven understanding of how to set up, transition, and support complex, large, and legal photo enforcement program while transitioning varying competitor's

equipment. Table 2-6 provides examples of our successful conversions for red light enforcement programs where we have successfully worked transitioning our competitor’s equipment.

Table 2-6. Conduent Red Light Conversion Programs

Contract	# of red light approaches transitioned	Process data from competitor’s cameras	Data migration	Year transitioned
Chicago	352	Yes	Yes	2013/2014
Philadelphia	118	No	Yes	2014
Delaware DOT	51	No	Yes	2014/2015
Beverly Hills	15	No	Yes*	2015
Rockville	10	No	Yes	2012
Montgomery County	40	No	Yes	2012
Fairfax	5	No	No	2014
Prince George’s County	29	No	No	2014
Denver	4	No	Yes	2009

*We process court packages only.

Implementation Methodology

Conduent accomplishes the detailed work required for a successful implementation of a Photo Enforcement Program by carefully following our proven implementation methodology. The Program Implementation Plan we have developed for the County of Sacramento is guided by three main principles:

1. Safe and on-time implementation with **high quality work** products that are properly tested during the process
2. **Disciplined approach** to requirements, specifications, design and approval by the County
3. Parallel activities by different teams coordinated by strong project management for **quick and efficient installation** that minimizes disruption to ongoing operations

Our methodology is guided by three main principles:

- High quality work
- Disciplined approach
- On schedule, quick and efficient installation

Conduent is committed to conduct business in accordance with federal, state, and local laws and regulations and contract obligations.

Our project controls begin with the initial project planning process and continue until project completion so that the entire project remains on schedule, even if unexpected deviations occur. Our intended project monitoring and control process is further discussed below.

Monitor Project Progress. Our Implementation Project Manager will track data on current project status of activities for all tasks and for all project participants on a weekly basis. The information normally includes:

- Status of tasks (not started, started, completed)
- Status of milestones

- Progress (percentage complete or estimate to complete)
- Actual start and end dates

Status information is applied to the schedule, where necessary actions items are documented and summarized in an action log or added directly to the work plan.

Analyze Variances. After recording status information, the project management team analyzes the impact of any deviations that impact the baseline schedule in a positive or negative way. We look for:

- Tasks on the critical path or related tasks that moving away from or improvement on the original project delivery date
- Critically late tasks
- Resource over-commitments
- Too many tasks started but too few completed

Revise / Adjust the Project. After analyzing variances, the management team takes corrective actions for the remainder of the project by updating the plan. Depending on the nature and extent of the variances, there are two ways of addressing the remainder of the project:

- Revise the plan by making relatively minor corrections, but keep the major milestone dates, resource usage and cost within the original limits
- Re-plan the balance of the project by performing the following steps as necessary:
 - Add resources or extend work hours
 - Make adjustments to the remaining scope of work
 - Reconfigure the plan (do not re-estimate without justification and client approval)
 - Increase productivity by identifying and eliminating bottlenecks

Figure 2-47 depicts our general process for monitoring and controlling the implementation process.

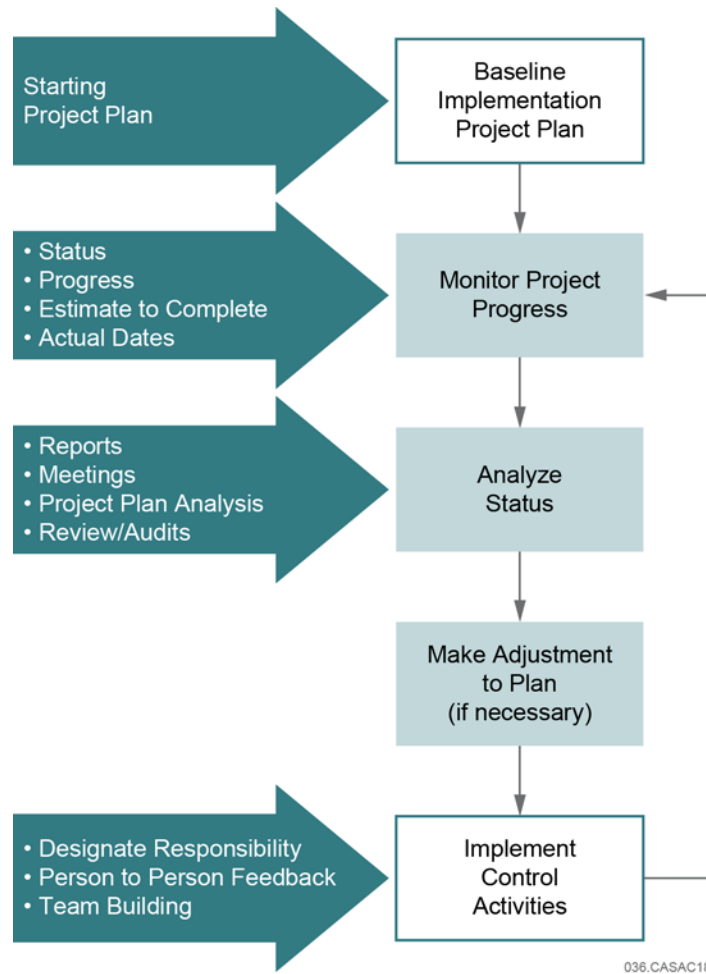


Figure 2-47. Project Monitoring and Control Process Overview

Our proven process ensures the success of the County’s Red Light Photo Enforcement System.

2.IV.4 Six Lanes of Enforcement [RFP IV, 4.0]

REQUIREMENT: RFP Section IV, 4.0

4.0 Six Lanes of Enforcement: Describe the system’s ability to accurately capture violations at approaches with up to six lanes in one direction, including possible left and right turning lanes.

Conduent’s DriveSafe™ camera system is designed around our customers’ needs, which include enforcing complex six-lane roadways with left and right turn lanes, and is housed in a small, compact enclosure.

Our DriveSafe™ camera system can easily monitor 6 lane intersections, including those with multiple left or right hand turning lanes. The system can be configured to ensure the highest level of performance. From the system’s Web-based interface, our Field Service Technicians can configure the settings for individual lanes, as shown in Figure 2-48. The traffic signal phase, image recording position, and flash sequence are just some

- Individual Lane Configuration
- Six lanes of enforcement with single camera
- 3DHD RADAR capable of tracking 128 vehicles at one time

of the settings that can be changed. The system will perform optimally, even at intersections that may be unique and challenging for our competitors.

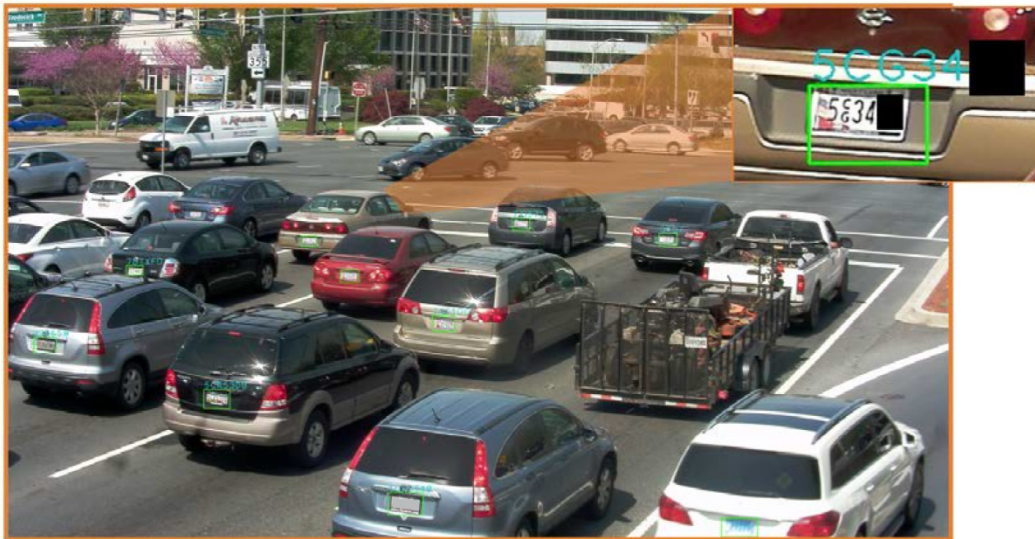
lane specific								
lane	lane_1	lane_2	lane_3	lane_4	lane_5	lane_6	lane_7	lane_8
alias	1	2	3	4	4	4	4	4
signal	1	1	1	1	1	1	1	1
signal config	0	0	0	0	0	0	0	0
min yellow in 10th sec	0	0	0	0	0	0	0	0
red grace in 10th sec	0	0	0	0	0	0	0	0
red speed threshold	12	12	12	12	12	12	12	12
speed adj factor in 128th	128	128	128	128	128	128	128	128
stopbar detection	0	0	0	0	0	0	0	0
advanced option	0	0	0	0	0	0	0	0
RL 1st photo flash spread	0	0	0	0	0	0	0	0
RL time to 2nd photo in 10th sec	0	0	0	0	0	0	0	0
RL dist to 2nd photo	20	20	20	20	20	20	20	20
RL 2nd photo flash spread	0	0	0	0	0	0	0	0

037.CASAC18

Figure 2-48. Lane Configuration Screen

The system’s performance can be optimized because of individual lane configurations.

The DriveSafe™ camera system, with its flexible configuration, can be deployed at enforcement locations in a wide range of positions from 60 – 180 feet away from the vehicle, and accurately track the vehicle movement. An example is shown in Figure 2-49.



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Figure 2-49. Example of Six Lane Roadway Image

The DriveSafe™ camera system can capture clear images across six lanes with left and right turn lanes and still have the resolution to perform accurate LPR reads.

3DHD Multi-object Radar to Track Six Lanes

The new 3DHD smart RADAR represents the leading 3D object tracking technology today. Our new and improved 3DHD smart RADAR precisely measures parameters such as range, angle (position), and speed (speed vector). All measurements occur in real time, even in complex situations. True 3D measurement with true separation in all three parameters provides the best technology that is available today. The 3DHD smart RADAR features electronic transmit beam steering (E-Scan). The RADAR's beam can be digitally adapted and formed to the traffic situation to more effectively measure the separation between vehicles. This type of performance is critical when monitoring a six-lane roadways with left and right-hand turns. Figure 2-50 shows an example.

3DHD Smart RADAR

Vehicles can be measured even when traveling at the:

- Same range, different speeds
- Different ranges, same speed
- Same range, same speeds, different angles
- Six lanes of enforcement

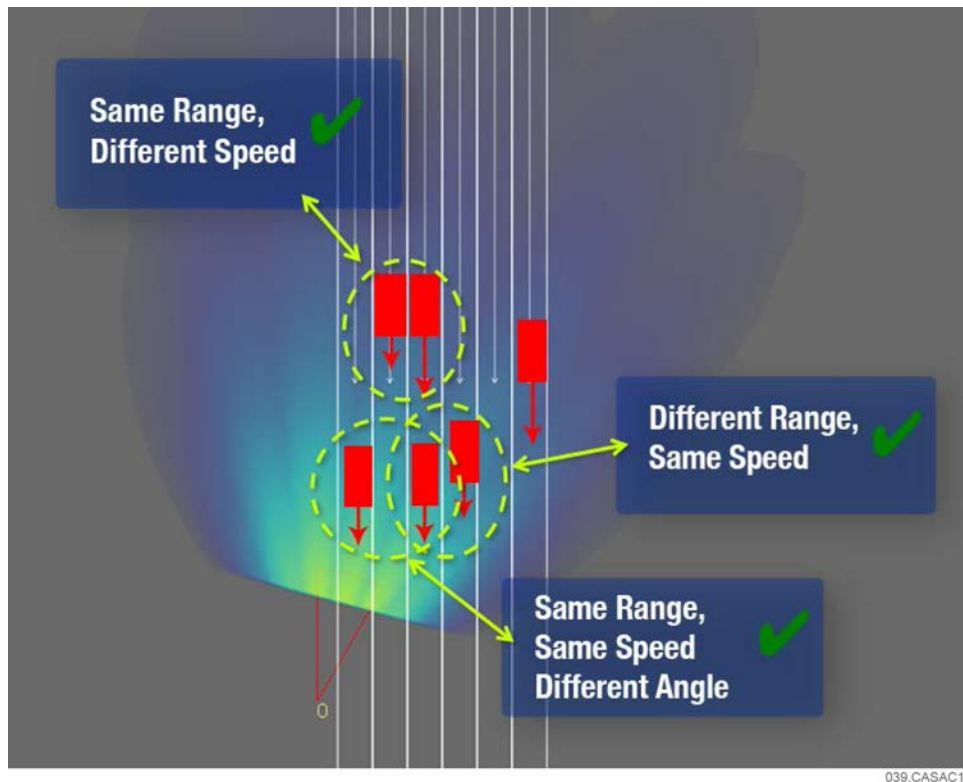


Figure 2-50. 3DHD Smart RADAR

The DriveSafe™ camera system utilizes the latest in RADAR technology to maximize enforcement and minimize the equipment needed for each enforced approach.

2.IV.5 Environmental Impacts [RFP IV, 5.0]

REQUIREMENT: RFP Section IV, 5.0

5.0 Environmental Impacts: The City/County prefers systems that utilize minimally obtrusive new poles to minimize impacts to curbside and streetscapes. Describe the ways in which your system minimizes its overall "intrusion" into the physical environment at and near selected intersections. The proposed system should be physically and operationally independent of the signal system operated by the City and County Departments of Transportation. The Vendor shall apply for an encroachment permit for, and prior to, installing any equipment or hardware within the right-of-way, modifying any City, County or State owned facility, or performing any sidewalk, shoulder or lane closure. Please provide a detailed list and description of all equipment deployed, together with physical dimensions for a single monitored approach of four traffic lanes. Attach photos of all required equipment from an existing active four lane intersection approach. Photos must include all poles, cabinets, housings and flash units that make up the entire system.

The DriveSafe™ camera system is the premier photo traffic safety solution. The camera system uses advanced technology to provide the highest quality data, images, and videos and is enclosed in a secure and compact housing. The compact housing is easily secured atop a pole and aligned to the intersection with termination points for power and light phases to be made in a secure enclosure. A single front pole and single rear pole are used for installation to minimize the impact on the physical environment. See Table 2-7 for all equipment required for a four-lane installation.

Once installed, the DriveSafe™ system is designed without buttons, screens, or special access points to prevent unauthorized operation and to simplify usability. Each system is accessed through a web-based interface. The system's web-based interface allows authorized users to modify site-specific configurations with regard to set up, alignment, and image quality. This greatly minimizes the time people must be onsite with the system.

Traffic Signal System

Conduent will work with the City and County Departments of Transportation to request them to install the light phase interphase to monitor the signals from the traffic controller through optical isolation relays to ensure the DriveSafe™ camera unit operates independently of the traffic controller and has no physical connections.

Design and Installation Plans

We will be responsible for creating and submitting installation/design plans required by the County. The plans will adhere to the City, County, and State requirements. Conduent has experience in designing plans that outline the placement of all equipment and will work with our subcontractor who is licensed in the State of California for plan design. We will perform installations in accordance with current professional engineering standards.

Regulatory Compliance

We will be responsible for creating and submitting any plans required by the City and County for all necessary permits. We will pay for and apply for all encroachment permits, including right of ways, prior to installation of the equipment. We offer the County our experience acquiring permits from multiple states. To obtain permits, specific information must meet the state's format and data requirements. Our experience provides efficiency in ensuring streamlined implementations. Recently Conduent obtained permits for the City of Beverly Hills and met all of the specifications required to receive them in a timely manner.

Our extensive experience installing red light enforcement equipment will ensure compliance with all County, City, State, and Federal guidelines.

Table 2-7. Equipment required for a four lane intersection

Equipment	Size	Picture
<p>DriveSafe Enforcement Camera</p> <ul style="list-style-type: none"> • One Rear Camera • One Face Camera 	<p>20" x 8" x 8"</p>	
<p>Camera Pole</p> <ul style="list-style-type: none"> • Pelco Pole with Crash base • One for rear camera • One for face camera 	<p>4" x 12'</p>	
<p>3DHD Radar Unit</p> <ul style="list-style-type: none"> • Mounted on front or rear camera pole • Only one unit needed for approach 	<p>8.3" x 6" x 1.5"</p>	

Equipment	Size	Picture
<p>Flash Unit</p> <ul style="list-style-type: none"> • One for face camera • One for rear camera 	<p>9" x 7.5" diameter</p>	
<p>High Voltage and Communicaitons Enclosure</p> <ul style="list-style-type: none"> • Mounted Near Camera • Provides safe disconnect point for high voltage • Access point for broadband modem 	<p>8" x 10" x 4"</p>	

2.IV.6 Factory Authorized Dealer [RFP IV, 6.0]

REQUIREMENT: RFP Section IV, 6.0

6.0 Factory Authorized Dealer: By submitting an offer, the Proposer certifies that it is a factory authorized dealer/distributor of all products proposed and is qualified and equipped to offer in-house service, maintenance, technical training assistance, and warranty services, including provision of spare parts and replacement units.

Conduent certifies that we are a fully trained, qualified, and authorized to supply, install, configure, operate, maintain, and provide warranty and technical training support and expert witness in Court for the proposed DriveSafe Solution. This includes repair, replacement, and purchasing and supplying spare parts.

Draft Project Timeline/Plan

Per the instructions in the RFP Section titled *Confidential Information/Public Record (RFP Page 14)*, the information in this proposal section has been removed, and placed in a separate document titled *Confidential Material*.

Draft Termination/Decommission Project Timeline/Plan

Per the instructions in the RFP Section titled *Confidential Information/Public Record (RFP Page 14)*, the information in this proposal section has been removed, and placed in a separate document titled *Confidential Material*.

3 Required Photos and Videos [RFP VI.3]

REQUIREMENT: RFP Section VI.3

3. Required photos and videos can be submitted either electronically via a private YouTube address or hyperlink (or equivalent) or by sending a DVD copy to the address below:

Jesse Rosario
Senior Contract Services Officer
Contract and Purchasing Services Division
County of Sacramento
9660 Ecology Lane
Sacramento, CA 95827

NOTE: DVD must be received at the above address BEFORE the RFP due date and time. Write the RFP # and name of the solicitation on the envelope. If the photos and video are provided electronically, a link must be included in your electronic proposal response via Public Purchase.

Conduent has submitted separately a DVD containing the required photos/images/videos. The DVD was mailed to:

Jesse Rosario
Senior Contract Services Officer
Contract and Purchasing Services Division
County of Sacramento
9660 Ecology Lane
Sacramento, CA 95827

The DVD was mailed before the RFP due date and time.

4 Appendices [RFP VI.4]

REQUIREMENT: RFP Section VI.4

4. All mandatory and applicable Appendices must be completed and submitted via Public Purchase.

The County will consider supplemental brochures and materials (submitted electronically via Public Purchase) that will assist the County in evaluation; proposers should use their judgment on attachments and appendixes providing additional information.

RFP Addenda: Any changes, clarification, or revisions to this RFP shall be posted on the Public Purchase website as addenda. It is the vendor's responsibility to be aware of all RFP information posted to the website, and to respond accordingly.

Conduent has completed and signed the following required forms:

- Appendix C, DCSS Contractor Certification of Compliance
- Appendix E, Solicitation Exceptions
- Appendix F, Non Collusion Affidavit
- Appendix H, Customer References
- Appendix K, Risk Assessment Questionnaire
- Appendix N, Iran Contracting Act Disclosure
- Appendix Q, Certification Regarding Debarment and Suspension

The forms can be found on the following pages.

**APPENDIX C
COUNTY OF SACRAMENTO
CONTRACTOR CERTIFICATION OF COMPLIANCE FORM**

WHEREAS it is in the best interest of Sacramento County that those entities with whom the County does business demonstrate financial responsibility, integrity and lawfulness, it is inequitable for those entities with whom the County does business to receive County funds while failing to pay court-ordered child, family and spousal support which shifts the support of their dependents onto the public treasury.

Therefore, in order to assist the Sacramento County Department of Child Support Services in its efforts to collect unpaid court-ordered child, family and spousal support orders, the following certification must be provided by all entities with whom the County does business:


CONTRACTOR hereby certifies that either:

- (a) the CONTRACTOR is a government or non-profit entity (exempt), or
- (b) the CONTRACTOR has no Principal Owners (25% or more) (exempt), or
- (c) each Principal Owner (25% or more), does not have any existing child support orders, or
- (d) CONTRACTOR'S Principal Owners are currently in substantial compliance with any court-ordered child, family and spousal support order, including orders to provide current residence address, employment information, and whether dependent health insurance coverage is available. If not in compliance, Principal Owner has become current or has arranged a payment schedule with the Department of Child Support Services or the court.

New CONTRACTOR shall certify that each of the following statements is true:

- a. CONTRACTOR has fully complied with all applicable state and federal reporting requirements relating to employment reporting for its employees; and
- b. CONTRACTOR has fully complied with all lawfully served wage and earnings assignment orders and notices of assignment and will continue to maintain compliance.

Note: Failure to comply with state and federal reporting requirements regarding a contractor's employees or failure to implement lawfully served wage and earnings assignment orders or notices of assignment constitutes a default under the contract; and failures to cure the default within 90 days of notice by the County shall be grounds for termination of the contract. Principal Owners can contact the Sacramento Department of Child Support Services at (916) 875-7400 or (888) 271-3906, by writing to P.O. Box 269112, Sacramento, 95826-9112, or by E-mailing DCSS-BidderCompliance@SacCounty.net.

<u>Conduent State & Local Solutions, Inc.</u>		<u>July 23, 2018</u>
FIRM NAME	CONTRACTOR SIGNATURE	DATE
	<u>Michael M. Davis</u>	
	Printed Name	

Contract Language:

CHILD SUPPORT COMPLIANCE CERTIFICATION:

- a) CONTRACTOR shall comply with all applicable state, federal and local laws relating to child and family support enforcement, including, but not limited to, disclosure of information and compliance with earnings assignment orders, as provided in Chapter 8 (commencing with Section 5200) of Part 5 of Division 9 of the California Family Code and Chapter 2.160 of the Sacramento County Code. CONTRACTOR shall comply with all earnings assignment orders with respect to its employees and shall provide the names of all new employees to the New Hire Registry maintained by the California Employment Development Department;
- b) Failure to comply with state and federal reporting requirements regarding CONTRACTOR'S employees or failure to implement lawfully served wage and earnings assignment orders or notices of assignment shall constitute a default under this Agreement. Failure to cure each default within 90 days of notice by the County shall be ground for termination of the contract.
- c) If contractor has a principal owner; contractor shall provide principal owner information to the county upon request. Principal owner is defined for purposes of this agreement as a person who owns an interest of 25% or more in the contractor. Information required may include the principal owner's name, address, and social security number. Failure to provide requested information about a principal owner within 60 days of request shall be deemed a material breach of this contract and may be grounds for termination.

APPENDIX E SOLICITATION EXCEPTIONS

Please list all exceptions below referring to name of specific section and (where applicable) paragraph, subsection number, or other identifier. For each exception, please quote the statement(s) to which you are taking an exception, for reference during bid analysis. **Exceptions considered excessive or affecting vital terms, conditions or specifications may reduce or eliminate your prospects for award.**

Conduent State & Local Solutions, Inc.

FIRM NAME

Page #	Section# /Title	Exception
1	Appendix A: Purchase Order - Sales Tax not included.	Conduent requests the following language be added to the final contract documents: The Contract Price is exclusive of applicable Transaction Taxes for which Sacramento County may be responsible to pay. Transaction Taxes include, but are not limited to sales, use, services, excise, transition-based gross receipts, privilege or other like taxes, plus any interest and/or penalty thereon ("Transaction Tax"). Contractor and Sacramento County each agree to take commercially reasonable steps to cooperate with each other, including by providing exemption and certificates to each other, to minimize Transaction Taxes, to the extent permissible under applicable law.
N/A	Limitation of Liability	Conduent requests a commercially reasonable aggregate cap to liability.
16	XXXV- Audit	Conduent requests that its internal proprietary and/or confidential financial documentation will not be subject to audit (i.e. related to costs, pricing, etc.).
10	XIX -Insurance	Conduent requests a modification to the insurance clause to allow Conduent to provide, at a mutually agreeable location, Conduent's insurance policies for viewing only.
9-10 19 2	XVIII - Indemnification Exhibit B Appendix B	All three referenced indemnification sections have different standards. Conduent requests that its indemnification obligations be as described on pages 11-12 of the RFP

APPENDIX F
Non-Collusion Affidavit

I state that I am authorized to make this affidavit on behalf of my firm, and its owners, directors, and officers. I am the person responsible in my firm for the price(s) and the amount of this proposal.

I state that:

1. The price(s) and amount of this proposal have been arrived at independently and without consultation, communication or agreement with any other contractor, bidder or potential bidder, except as disclosed below in the exceptions field (accept with exceptions).
2. That neither the price(s) nor the amount of this proposal, and neither the approximate price(s) nor approximate amount of this proposal, have been disclosed to any other firm or person who is a bidder or potential bidder, and that they will not be disclosed before proposal opening.
3. No attempt has been made or will be made to induce any firm or person to refrain from submitting a proposal on this contract, or to submit a proposal higher than this proposal, or to submit any intentionally high or noncompetitive proposal/bid or other form of complementary proposal.
4. The proposal by my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive proposal.
5. My firm, its affiliates, subsidiaries, officer, directors and employees are not currently under investigation by any governmental agency and have not in the last five years been convicted of or found liable for any act prohibited by State or Federal law in any jurisdiction, involving conspiracy or collusion with respect to bidding on any public contract.
6. No current or previous employee of the County of Sacramento (employed by County of Sacramento within the last calendar year) has been involved or is currently involved in any manner, directly or indirectly, with bidder's response or considerations in responding to this request.

I understand and my firm understands and acknowledges that the above representations are material and important, and will be relied upon by the County of Sacramento in awarding the contract(s) for which this proposal is submitted. I understand and my firm understands that any misstatement in this affidavit is and shall be treated as fraudulent concealment from the County of Sacramento of the true facts relating to the submission of proposals/bids for this contract. Any violation of this certification shall render bidder's response invalid. In such a case, bidder's response will be immediately disqualified.



Signature

July 23, 2018

Date

Michael M. Davis

Printed Name

Senior Vice President

Position Title

Conduent State &Local Solutions, Inc.

Company Name

APPENDIX H CUSTOMER REFERENCES

RFP 8494-RED LIGHT PHOTO ENFORCEMENT SYSTEM

Proposer/Company Name: Conduent State & Local Solutions, Inc.

Submittal of a reference authorizes the County to investigate without limitation the background and current performance of your company. We will use the input of customer references regarding your capacity to perform in relation to all aspects of this RFP. References demonstrate Proposer’s proven record of providing a solution similar to what is detailed in this RFP.

Using the table below, please provide a minimum of THREE (3) customer references that used or currently using services from the Proposer that are substantially similar as those being bid. Proposer’s divisions or subsidiaries cannot be used as customer references. Proposers shall use a reference only once.

Company Name	Los Angeles Metropolitan Transportation Authority
Address	One Gateway Plaza, Mail Stop 99-8-2 Los Angeles, CA 90012
Contact Person/Title	Mr. Abdul Zohbi, Manager of Systems Safety and Photo Enforcement
Phone Number	213.922.2114
Email Address	zohbia@metro.net
Brief description of solution/service provided; number of red light photo enforcement approaches deployed	<p>Conduent has provided LA METRO with red light camera services since 1994. Our partnership with Metro began with enforcing rail crossings on the Blue Line Light Rail system and has resulted in one of the largest and most successful programs in the United States. In fact, Captain Eric Hamilton of the L.A. Sheriff Department said of the program, “Nothing is more important than public safety. And the statistics clearly show that [the program] has dramatically improved our law enforcement efforts in saving lives.”</p> <p>The program began with the monitoring of 20 crossings along 22 miles of rail between downtown Los Angeles and downtown Long Beach and has expanded to include the San Fernando and San Gabriel Valleys, monitoring 38 approaches on the Orange Line Rapid Bus System, and 25 rail crossings on the Gold Line Light Rail System. We also enforce 19 rail crossings on the Exposition Light Rail system. The total program has 103 active approaches, making it the largest program of its kind in the world and the largest photo enforcement program west of the Mississippi.</p> <p>Since initiation, our photo enforcement solution has deterred dangerous driving behavior, reduced collisions, and eliminated fatalities at the enforcement intersections. This program has led to:</p> <ul style="list-style-type: none"> • A 67 percent decline in citations since 1995 • A 62 percent decline in left-turn violations since left-turn enforcement began in 2004 • A reduction in fatalities from an average of 2.4 per year in 1990 to zero since 2006 at gated and enforced crossings <p>METRO chose to use the new Drive Safe technology for their new contract that began on July 1, 2014. We upgraded 85 of their film sites to the proposed digital technology over 10 months.</p>

Company Name	City of Beverly Hills
Address	464 N Rexford Drive Beverly Hills, CA 90210
Contact Person/Title	Sergeant Jay Kim
Phone Number	310.550.4951
Email Address	jkim@beverlyhills.org
Brief description of solution/service provided; number of red light photo enforcement approaches deployed	The City of Beverly Hills is a full service turnkey program where Conduent prints and mails first notices and transfer of liability notices, provides direct access to CA DMV, generates court packets, provides evidence management, field services, and correspondence processing, and answers customer service calls. The program initially started with 15 cameras; the program's success led to an additional two cameras installed within a year, to bring the total to 17. Today, the City's program consists of 17 active DriveSafe™ red light cameras in a dual front and rear configuration.

Company Name	City of Portland, Oregon
Address	7214 N. Philadelphia Ave. Portland, OR 97203
Contact Person/Title	Sergeant David Abrahamson
Phone Number	503.823.2151
Email Address	david.abrahamson@portlandoregon.gov
Brief description of solution/service provided; number of red light photo enforcement approaches deployed	<p>The City of Portland is a long-term client that has benefitted from Conduent's long-running and ongoing red light and speed enforcement programs. Since inception, the City has averaged more than 11,000 photo red light tickets annually. Over the course of the program, the City has achieved a 30- to 70-percent reduction yearly in red light running at monitored intersections. The City has also seen a 10 percent overall reduction in speeding on secondary streets citywide over the course of the contract. In a public opinion survey of citizens regarding the program, 88 percent expressed support for the City's photo radar campaign.</p> <p>The City of Portland Red Light Program was contracted in conjunction with the City's Photo Speed Enforcement program in 1995. In March 2006, the City awarded Conduent a three-year sole source contract for both photo radar and red light camera services, which then included an additional one-year extension. In 2010, Conduent was re-selected in a competitive procurement to continue to provide photo speed and red light services to the City for up to an additional 9 years. Today, the City's program consists of 11 active red light cameras and 3 mobile speed systems, including RS-GS11 speed systems and both GTC-GS11 and DriveSafe red light camera systems. In addition, Conduent provides turnkey violations processing services.</p>

APPENDIX K
Contract Risk Assessment Questionnaire

Required Submittals

1. List the full names of any partners, owners, officers or other persons occupying a position of authority or responsibility in your organization.
Please refer to supplemental document.
2. Please provide a financial reference from your bank.
Please refer to supplemental document.
3. Please provide complete copies of your most recent independently audited accounts and annual reports for the last three (3) years. If you are not able to provide this information, please provide details.
Please refer to supplemental document.
4. Please identify any significant changes in the financial position/condition of your business/company/organization since the last independent audit.
Please refer to supplemental document.
5. Does your business/company/organization have a DUNS Number? If so, please provide that number.
Please refer to supplemental document.
6. Please provide a summary of your business/company/organization's insurance coverage and any material exposures.
Please refer to supplemental document.
7. Please provide the following in bond reference: company, agent, bonding capacity (per project, aggregate), date, amount and type of last bond issued, bond rate.
Please refer to supplemental document.
8. What is your business/company/organization's bonding capacity? For a single project? For aggregate projects?
Please refer to supplemental document.
9. Attach a list of major projects you/your business/company/organization has in progress showing project name, location, contract amount, percent complete and contact person.
Please refer to supplemental document.
10. What is the estimated total value of your business/company/organizations' uncompleted work on all outstanding contracts?
Please refer to supplemental document.

Required Responses

11. Have any of the people in item #1 been subject to bankruptcy, insolvency or receivership proceedings? Yes No If yes, please enclose details.
12. Has your business/company/organization filed for bankruptcy within the last five (5) years? Yes No If so, please enclose details.
13. Has your business/company/organization ever had a contract for the general type of services/product sought by the County terminated for non-compliance or inadequate performance? Yes No If yes, please enclose details.
14. Has your business/company/organization ever defaulted on a contract for the general type of services/product being sought by the County? Yes No If yes, please enclose details.
15. Do you run, or are you willing to run, criminal background checks on all your workers, including employees and subcontractors who may, in the course of their duties, come into contact with vulnerable groups, including the elderly, minors and people with a physical or mental disability? Yes No
16. Has there been, in the last five (5) years, or is there now pending or threatened, any litigation, arbitration, governmental proceeding or regulatory proceeding involving claims in excess of \$100,000 with respect to the performance of any services or the provision of any product by your business/company/organization? Yes No If yes, please enclose details.
Please refer to supplemental document.
17. Has any litigation been settled or otherwise resolved involving your business/company/organization's performance under a contract for the general type of services/product being sought by the County? Yes No If yes, please enclose details.
Please refer to supplemental document.
18. Has your business/company/organization fulfilled all of its obligations relating to the payment of social security contributions, payment of taxes, etc. Yes No If no, please enclose details.
19. Has the Internal Revenue Service or similar state agency conducted an investigation regarding your business/company/organization within the last five (5) years? Yes No If yes, please enclose details.
20. In the last five (5) years, has your business/company/organization, been or currently involved in any of the following:
 - a. Any action, audit or investigation brought by any federal government agency or authority or by any state or local governmental agency? Yes No If yes, please enclose details.


- b. Any criminal proceeding, excluding traffic violations and other minor offenses?
 Yes No If yes, please enclose details.
21. In the last five (5) years, has your business/company/organization been debarred or suspended for any reason by any federal, state or local government or has refrained from bidding on a project due to an agreement with such governmental agency?
 Yes No If yes, please attach a full explanation.
22. In the past five (5) years, has your business/company/organization had its surety called upon to complete any contract, whether government or private sector?
 Yes No If yes, please enclose details.
23. In the past five (5) years, has your business/company/organization had a revocation, suspension or disbarment of any business or professional permit and/or license?
 Yes No If yes, please enclose details.
24. Within the past five (5) years, has your business/company/organization been subject to a denial or revocation of a government prequalification? Yes No
 If yes, please enclose details.
25. Within the past five (5) years, has your business/company/organization received an unsatisfactory performance assessment(s) from a government entity on a contract?
 Yes No If yes, please enclose details.
26. Have you/your business/company/organization ever failed to complete any work awarded? Yes No If yes, please enclose details.
27. Has your firm or any of its owners, officers or partners ever been convicted of a federal or state crime of fraud, theft, or any other act of dishonesty? Yes No
 If "yes," identify on a separate signed page the person or persons convicted, the court (the county if a state court, the district or location of the federal court), the year and the criminal conduct.

Signature

A. THE UNDERSIGNED HEREBY CERTIFIES THAT THE RESPONSES PROVIDED ARE CORRECT AND TRUTHFUL TO THE BEST OF MY KNOWLEDGE AND FOR THOSE RESPONSES GIVEN WHICH ARE BASED ON INFORMATION AND BELIEF, THOSE RESPONSES ARE TRUE AND CORRECT BASED ON MY PRESENT BELIEF AND INFORMATION.

B. Dated this 23 day of July of the year 2018

Name of organization: Conduent State & Local Solutions, Inc.

Signature: 

Printed Name and title: Michael M. Davis, Senior Vice President

Supplemental Information to APPENDIX K – Contract Risk Assessment Questionnaire

Required Submittals

1. List the full names of any partners, owners, officers or other persons occupying a position of authority or responsibility in your organization.

Table K-1. Officers of Conduent State & Local Solutions, Inc.

Name	Title
David A. Amoriell	President
Nicholas Bevilacqua	Assistant Secretary
Scott Cade	Vice President
Lawrence Callahan	Vice President - Real Estate
Mark Cantelli	Vice President
Karen Caruso	Vice President
Michael Cerone	Vice President
Kevin Ciaglo	Assistant Secretary
Joseph Cinquemani	Vice President
Allan Cohen	Vice President
Michael M. Davis	Senior Vice President
Thomas Dorazio	Vice President
Jeffrey Friedel	Senior Vice President
Carrie Glidden	Assistant Secretary
Rahul Gupta	Vice President
James Haddow	Assistant Secretary
Sonia A. Hollies	Vice President
Don Hubicki	Executive Vice President
Alan R. Jolly	Vice President
Zahoor A. Karamally	Vice President
Carol Kline	Vice President
Michael Langenohl	Executive Vice President
David Lemoine	Vice President
Tonya Love	Assistant Secretary
Scott Morrow	Assistant Secretary
Vishnu Nanan	Vice President
J. Michael Pepper	Director, Secretary, Vice President
David Pierson	Vice President - Real Estate

Name	Title
John Polk	Vice President
Richard J. Russin	Senior Vice President, Assistant Secretary
Louis Schiavone, Jr.	Vice President
Robert Starr	Treasurer
Brian Walsh	Director, Senior Vice President
Paul R. Webber IV	Assistant Secretary
David Wright	Senior Vice President
Name	Title
David A. Amoriell	President
Nicholas Bevilacqua	Assistant Secretary
Scott Cade	Vice President
Lawrence Callahan	Vice President - Real Estate
Mark Cantelli	Vice President
Karen Caruso	Vice President
Michael Cerone	Vice President
Kevin Ciaglo	Assistant Secretary
Joseph Cinquemani	Vice President
Allan Cohen	Vice President
Michael M. Davis	Senior Vice President
Thomas Dorazio	Vice President
Jeffrey Friedel	Senior Vice President
Carrie Glidden	Assistant Secretary
Rahul Gupta	Vice President
James Haddow	Assistant Secretary
Sonia A. Hollies	Vice President
Don Hubicki	Executive Vice President
Alan R. Jolly	Vice President
Zahoor A. Karamally	Vice President
Carol Kline	Vice President
Michael Langenohl	Executive Vice President
David Lemoine	Vice President
Tonya Love	Assistant Secretary
Scott Morrow	Assistant Secretary
Vishnu Nanan	Vice President
J. Michael Pepper	Director, Secretary, Vice President
David Pierson	Vice President - Real Estate
John Polk	Vice President

Name	Title
Richard J. Russin	Senior Vice President, Assistant Secretary
Louis Schiavone, Jr.	Vice President
Robert Starr	Treasurer
Brian Walsh	Director, Senior Vice President
Paul R. Webber IV	Assistant Secretary
David Wright	Senior Vice President

2. Please provide a financial reference from your bank.

James M. Walsh
Citigroup
Managing Director, Global Technology
212.816.8747 work
James.m.walsh@citigroup.com
388 Greenwich Street, 21st Floor
New York, NY 10013

David Mallett, Vice President
Wells Fargo
375 Park Avenue
New York, NY 10152

3. Please provide complete copies of your most recent independently audited accounts and annual reports for the last three (3) years. If you are not able to provide this information, please provide details.

As part of the recent separation, financial statements associated with Conduent Incorporated have been filed with the SEC, including a Form 10 and Form 10-Q. The Form 10 includes a Profit and Loss (P&L) statement and a Balance Sheet and all schedules, notes, and the opinion of the independent accounting firm for the last two fiscal years. We provide these documents as further evidence that upon the separation, our financial stability remains intact. The document can be accessed via the Conduent website at <https://otp.tools.investis.com/clients/us/conduent/SEC/sec-show.aspx?Type=html&FilingId=11673569&CIK=0001677703&Index=10000>

4. Please identify any significant changes in the financial position/condition of your business/company/organization since the last independent audit.

Although the following occurred in 2017, Conduent would like to describe a recent change in our company name and parent ownership that occurred within the last two years.

Conduent State & Local Solutions, Inc. was formerly known as Xerox State & Local Solutions, Inc. In January 2016, Xerox Corporation announced it would separate its technology and services businesses into two independent, publicly traded companies, both of Fortune 500 scale. The separation was concluded and as of January 1, 2017, the business process services (BPS) business of Xerox Corporation is now part

of, and is being conducted under, the new name Conduent, Incorporated (“Conduent, Inc.”). Effective February 16, 2017, the name of Xerox State & Local Solutions, Inc. was changed to Conduent State & Local Solutions, Inc.

Conduent State & Local Solutions, Inc. is now a subsidiary of Conduent, Inc. and shall provide the scope of services described in this proposal. The name change was a mere administrative matter. There is no change in the services proposed, the people who will be providing them, or our full commitment to meeting the technical and performance requirements specified by the RFP.

5. **Does your business/company/organization have a DUNS Number? If so, please provide that number. 09-366-5359.**
6. **Please provide a summary of your business/company/organization’s insurance coverage and any material exposures.**

Conduent’s certificates of liability insurance can be found at the end of this proposal section.

7. **Please provide the following in bond reference: company, agent, bonding capacity (per project, aggregate), date, amount and type of last bond issued, bond rate.**

AON is Conduent’s broker and we have a panel of Surety Companies that offer ample capacity to meet requirements. We cannot provide details of the last issued bond as that is confidential to another contract.

8. **What is your business/company/organization’s bonding capacity? For a single project? For aggregate projects?**

Conduent has in excess of \$100M available for bonding.

9. **Attach a list of major projects you/your business/company/organization has in progress showing project name, location, contract amount, percent complete and contact person.**

Uncompleted Project/Contractual Commitments

Table K-2 provides a summary of our current and future commitments. Our breadth of experience implementing multiple side by side contracts ensures that our current and future commitments will not interfere with the Sacramento County implementation.

Table K-2. Project Commitments

Project Name	Location Name	Contract Amount	Percent Complete	Contact Name
Beaverton, OR Red Light and Speed	Beaverton, OR	\$6,415,152	10%	Vincent Parke
Providence, RI Red Light	Providence, RI	\$17,441,702	70%	Wayne Jenkins
Baltimore City, MD Red Light	Baltimore City, MD	\$34,211,100	58%	Wayne Jenkins
Red Deer, Canada	Red Deer, AB	\$5,234,340	50%	Ryan Oswald
Regina, Canada	Regina, AB	\$1,001,450	5%	Ryan Oswald

10. **What is the estimated total value of your business/company/organizations' uncompleted work on all outstanding contracts?** \$35,920,038
16. **Has there been, in the last five (5) years, or is there now pending or threatened, any litigation, arbitration, governmental proceeding or regulatory proceeding involving claims in excess of \$100,000 with respect to the performance of any services or the provision of any product by your business/company/organization? Yes No If yes, please enclose details.**

Legal matters involving Conduent State & Local Solutions, Inc. ("Conduent"), f/k/a Xerox State & Local Solutions, Inc. ("ACS" or "Xerox") in the past five (5) years:

Shaw Environmental, Inc. v. ACS

In this lawsuit, filed on Aug. 18, 2012 in the 345th Judicial Circuit Court of Travis Co., Texas, a Xerox subcontractor alleged Xerox's failure to pay for services rendered, and breach of contract. Following a jury trial in January 2015, the jury found for the plaintiff for a total of \$293,000. This case is concluded.

Wal-Mart Stores, Inc. et al. v. Xerox

This lawsuit, filed on Nov. 6, 2015 in Dallas Co., Texas District Court, alleges Breach of express contract, breach of implied in fact contract, negligent misrepresentation, negligence, and promissory estoppel against Xerox in connection with a power outage in Xerox's Dallas Data Center, which resulted in a temporary loss of services for Xerox's state EBT customers due to the unavailability of EPPIC, Xerox's EBT central processing system. This case is pending.

17. **Has any litigation been settled or otherwise resolved involving your business/company/organization's performance under a contract for the general type of services/product being sought by the County? Yes No If yes, please enclose details.**

Legal matters involving Conduent State & Local Solutions, Inc. ("Conduent"), f/k/a Xerox State & Local Solutions, Inc. ("ACS" or "Xerox") in the past five (5) years:

Rosenberg v. City of Bradenton et al.

In this lawsuit, filed in the Twelfth Judicial Circuit Court, Manatee Co., Florida on Jan. 13, 2010, the plaintiff seeks to bring a class action against the City of Bradenton ("City") and Xerox on behalf of all those receiving citations for red-light violations from the City. This case is pending.

Hordijuk v. City of Miami Beach et al.

This lawsuit, filed in the Circuit Court of Miami-Dade Co., Florida on Aug. 12, 2010, challenges the City of Miami Beach's red-light photo-enforcement system. Xerox is also a defendant. The plaintiff seeks class-action certification. This case is pending.

Belcik v. City of Tallahassee et al.

This lawsuit, filed in 2d Judicial Circuit Court for Leon Co., Florida on Mar. 12, 2012, challenged the City of Tallahassee's ("City's") operation of a red-light photo-enforcement program. Xerox, the other defendant in this suit, provides the City with the red-light photo-enforcement system. This case was dismissed with prejudice in September 2012, but a motion for rehearing was filed. It was finally dismissed for lack of prosecution in September 2014, and is concluded.

Xerox v. City of Rowlett

This was a lawsuit for breach of contract filed in the US District Court for the N. D. of Texas on July 9, 2014 alleging non-payment by the City of Rowlett, Texas ("City") for services performed by Xerox under its red-light enforcement contract with the City. The City filed a counterclaim against Xerox alleging breach of contract. In February 2016, the court granted the City's motion for summary judgment based on sovereign immunity, but Xerox filed a motion for reconsideration of that ruling based on new case law. The Federal Court refused to reconsider the dismissal on jurisdictional grounds. Xerox then filed an additional suit against the City in state court. The City and Xerox finally reached a settlement of this dispute in early 2017, and the Federal and state lawsuits were dismissed. This matter is concluded.

Falkner v. Redflex Traffic Systems, Inc. et al.

This was a lawsuit challenging the legality of the City of Chicago's ("City's") red-light photo-enforcement program. It was originally filed on July 17, 2014 in the US District Court for the N. D. of Illinois against Redflex Traffic Systems, Inc. and Redflex Holdings, Ltd. Xerox, the City, and International Business Machines Corporation were added as defendants in a Second Amended Complaint filed on May 1, 2015. The plaintiff sought class-action status. The court granted Xerox's Motion to Dismiss in December 2015; the plaintiff appealed this ruling, then dismissed the appeal in March 2016. This case is concluded.

Parker et al. v. American Traffic Solutions, Inc. et al.

This class-action lawsuit ("*Parker*") was originally filed on Oct. 27, 2014 in the US District Court for the S. D. of Florida. The plaintiffs challenged traffic violations allegedly issued without legal authority, citing a ruling in a Florida State Court case, *City of Hollywood v. Arem*, that the citation-issuing process in the City of Hollywood, Florida, was not being carried out in accordance with Florida law. The plaintiffs originally only named as defendants American Traffic Solutions, Inc. and its related entities (collectively, "ATS"). Subsequently, a number of other class-action lawsuits were filed in Florida alleging the same charges. The defendants in these various cases were ATS, its competitors Gatso USA Inc. ("Gatso") and Xerox (collectively, "vendors"), the various Florida municipalities that had contracted with the vendors to run their traffic-enforcement programs ("local-government defendants"), and the Florida Department of Revenue and its Executive Director ("State"). In November 2014, the plaintiffs in *Parker* filed a motion to consolidate all of these related cases into their case, and this motion was granted. An amended complaint was therefore filed on Feb. 20, 2015, combining all of the plaintiffs and defendants from the other class-action lawsuits into *Parker*. In the amended complaint, the plaintiffs allege: violation of the Florida Deceptive and Unfair Trade Practices Act against the vendors; unjust enrichment against the vendors, the local-government defendants, and the State; violation of the US Constitutional right to

procedural due process against the vendors and the local-government defendants; and violations of Florida law and the Florida Constitution against the local-government defendants. The plaintiffs also seek declaratory judgment and injunctive relief against all defendants. This case is pending, but was stayed in August 2015 while the local-government defendants appealed a ruling regarding sovereign immunity to the Florida Court of Appeals.

Passman et al. v. City of Tallahassee et al.

In this class-action lawsuit, filed on October 29, 2014 in the US District Court for the N. D. of Florida, the plaintiffs challenged traffic violations allegedly issued without legal authority. Xerox was added as a defendant in an amended complaint filed on Dec. 29, 2014. This case has been consolidated with *Parker et al. v. American Traffic Solutions, Inc. et al.*, above.

Tewes et al. v. Xerox

In this class-action lawsuit, filed on Nov. 17, 2014 in the US District Court for the S. D. of Florida, the plaintiffs challenged traffic violations allegedly issued without legal authority. This case has been consolidated with *Parker et al. v. American Traffic Solutions, Inc. et al.*, above.

Silber v. City of North Miami et al.

In this class-action lawsuit, filed on Dec. 17, 2014 in the US District Court for the S. D. of Florida, the plaintiff challenged traffic violations allegedly issued without legal authority. This case has been consolidated with *Parker et al. v. American Traffic Solutions, Inc. et al.*, above.

Watson v. City of Allen et al.

In this lawsuit, originally filed in the 153d Judicial District Court of Tarrant Co., Texas on Apr. 28, 2015 and removed to the US District Court for the N. D. of Texas on May 5, 2015, the plaintiff challenges the unconstitutionality of various local ordinances in light of the Texas Constitution, and alleges violation of the Racketeer Influenced and Corrupt Organizations Act, common law misrepresentation, and deceptive trade practices in connection with the operation of photo-enforcement programs in the State of Texas. The defendants include over 50 Texas municipalities, the State of Texas, and various photo-enforcement vendors, including Xerox. The plaintiff seeks class-action status. In July 2015, the court dismissed the action against most of the defendants, including Xerox, but the plaintiff has appealed this dismissal to the US Court of Appeals for the 5th Circuit. In May 2016, the 5th Circuit vacated the lower court's dismissal and ordered the case transferred to state court. This case has been stayed pending appeal by the municipal defendants on certain claims raised against them. This matter is pending.

Cammarano v. Xerox et al.

In this suit, originally filed on Aug. 11, 2015 in the 2d Judicial Circuit Court of Leon Co., Florida, and removed to the US District Court for the N. D. of Florida on Sept. 14, 2015, the plaintiff, seeking class-action status, challenges traffic violations allegedly issued without legal authority, citing a ruling in a Florida State Court case, *City of Hollywood v. Arem*, that the citation-issuing process in the City of Hollywood, Florida, was not being carried out in accordance with Florida law. The plaintiff alleges

violation of the Florida Deceptive and Unfair Trade Practices Act against Xerox, unjust enrichment against Xerox and the City of Tallahassee (“City”), the other defendant, and due-process violations against the City under the Florida Constitution, and also seeks declaratory judgment and injunctive relief against both defendants. Unlike the other class-action lawsuits citing *City of Hollywood v. Arem*, this suit was not consolidated with *Parker et al. v. American Traffic Solutions, Inc. et al.* (“*Parker*”), above. However, in October 2015 the court stayed this case pending the outcome of the appeals in *Parker*. This case is pending.

Xerox v. City of Cleveland

In this lawsuit, filed on Aug. 25, 2015 in the US District Court for the N. D. of Ohio, Xerox alleged breach of contract against the City of Cleveland (“City”) for terminating a License and Services Agreement (“LSA”) under which Xerox provided and serviced red-light and speed cameras to the City, without paying Xerox the contractually required termination fee. The City terminated the LSA after passage of a ballot initiative ending the City’s photo-enforcement program. This case was settled in August 2016, with the City agreeing to make payment to Xerox. This case is concluded.

Baker et al. v. The Philadelphia Parking Authority et al.

In this lawsuit, filed on Apr. 6, 2016 in the Court of Common Pleas of Philadelphia Co., Pennsylvania, the plaintiff alleges negligence and property damage against the Philadelphia Parking Authority, Xerox, Xerox Corporation, the City of Philadelphia, the Pennsylvania Department of Transportation, and the Pennsylvania Department of General Services in connection with a red-light camera pole that allegedly fell on his vehicle, causing him serious injury. In the addition, the plaintiff’s wife alleges loss of consortium against all the defendants. This case is pending.

Certificates of Liability Insurance



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
07/13/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Marsh USA, Inc. 1166 Avenue of the Americas New York, NY 10036 CN118007651-Condu-CR1-18-19	CONTACT NAME: PHONE (A/C. No. Ext):		FAX (A/C. No):
	E-MAIL ADDRESS:		
INSURER(S) AFFORDING COVERAGE			NAIC #
INSURER A : National Union Fire Ins. Co. of Pittsburgh, PA			19445
INSURER B :			
INSURER C :			
INSURER D :			
INSURER E :			
INSURER F :			

COVERAGES**CERTIFICATE NUMBER:**

NYC-010319225-01

REVISION NUMBER: 1

THIS IS TO CERTIFY THAT 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. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$	
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$	
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$	
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below			N/A			<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$	
A	Fidelity Bond / Blanket Crime			01-450-85-76	06/01/2018	06/01/2019	Limits: 15,000,000 Deductible: 250,000	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER
County of Sacramento
Attn: Jesse Rosario, Senior Contract Services Officer
9660 Ecology Lane
Sacramento, CA 95827
CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
of Marsh USA Inc.

Lauren Giagrande

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CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
07/17/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Aon Risk Services Northeast, Inc. Stamford CT Office 1600 Summer Street Stamford CT 06907-4907 USA	CONTACT NAME: PHONE (A/C. No. Ext): (866) 283-7122 FAX (A/C. No.): (800) 363-0105		
	E-MAIL ADDRESS:		
INSURED Conduent Incorporated and its subsidiaries 100 Campus Drive, suite 200 Florham Park NJ 07932 USA	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A: National Union Fire Ins Co of Pittsburgh		19445
	INSURER B:		
	INSURER C:		
	INSURER D:		
	INSURER E:		
INSURER F:			

Holder Identifier :

COVERAGES **CERTIFICATE NUMBER: 570072312124** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT 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. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS. **Limits shown are as requested**

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GENL AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE	
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident)	
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION						EACH OCCURRENCE	
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below		N/A				<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT E.L. DISEASE-EA EMPLOYEE E.L. DISEASE-POLICY LIMIT	
A	E&O-PL-Primary			014767102 SIR applies per policy terms	06/01/2018	06/01/2019	per Claim/ Agg	\$5,000,000

Certificate No : 570072312124

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Policy referenced above includes coverage for Cyber Liability in accordance with policy terms, conditions and limitations. Conduent State & Local Solutions, Inc. is included as a Named Insured. RE: RFP for Red Light Photo Enforcement System.

CERTIFICATE HOLDER**CANCELLATION**

County of Sacramento Attn: Jesse Rosario 9660 Ecology Lane Sacramento CA 95827 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
---	--



CERTIFICATE OF PROPERTY INSURANCE

DATE (MM/DD/YYYY)
07/17/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

PRODUCER Aon Risk Services Northeast, Inc. Stamford CT Office 1600 Summer Street Stamford CT 06907-4907 USA	CONTACT NAME: PHONE (A/C. No. Ext): (866) 283-7122 FAX (A/C. No.): (800) 363-0105		
	E-MAIL ADDRESS: PRODUCER CUSTOMER ID #: 570000070064		
INSURED Conduent Incorporated and its subsidiaries 100 Campus Drive, Suite 200 Florham Park NJ 07932 USA	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A: Zurich American Ins Co		16535
	INSURER B:		
	INSURER C:		
	INSURER D:		
	INSURER E:		
INSURER F:			

COVERAGES **CERTIFICATE NUMBER:** 570072312233 **REVISION NUMBER:**

LOCATION OF PREMISES/ DESCRIPTION OF PROPERTY (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

RE: RFP for Red Light Photo Enforcement System.

THIS IS TO CERTIFY THAT 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. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE		POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	COVERED PROPERTY	LIMITS	
A	X	PROPERTY	PPR016552901	01/01/2018	01/01/2019	BUILDING		
		CAUSES OF LOSS				DEDUCTIBLES	PERSONAL PROPERTY	
		BASIC				BUILDING	X BUSINESS INCOME	Included
		BROAD				CONTENTS	X EXTRA EXPENSE	\$1,000,000
		SPECIAL					RENTAL VALUE	
		EARTHQUAKE				BLANKET BUILDING		
		WIND				BLANKET PERS PROP		
		FLOOD				X BLANKET BLDG & PP	\$5,000,000	
		X ALL RISK-Subject to Exclusions						
		Blkt B&PP Ded						
	INLAND MARINE	TYPE OF POLICY						
	CAUSES OF LOSS	POLICY NUMBER						
	NAMED PERILS							
	CRIME							
	TYPE OF POLICY							
	BOILER & MACHINERY / EQUIPMENT BREAKDOWN							

SPECIAL CONDITIONS / OTHER COVERAGES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Conduent State & Local Solutions, Inc. is included as a Named Insured.

CERTIFICATE HOLDER County of Sacramento Attn: Jesse Rosario 9660 Ecology Lane Sacramento CA 95827 USA	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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Holder Identifier :

CERTIFICATE NUMBER: 570072312233



APPENDIX N

IRAN CONTRACTING ACT DISCLOSURE FORM


(California Public Contract Code, sections 2202-2208)

When responding to a bid or proposal or executing a contract or renewal for a County of Sacramento contract for goods or services of \$1,000,000 or more, a vendor must either: a) certify it is **not** on the current list of persons engaged in investment activities in Iran created by the California Department of General Services ("DGS") pursuant to Public Contract Code section 2203(b) and is not a financial institution extending twenty million dollars (\$20,000,000) or more in credit to another person, for 45 days or more, if that other person will use the credit to provide goods or services in the energy sector in Iran and is identified on the current list of persons engaged in investment activities in Iran created by DGS; or b) demonstrate it has been exempted from the certification requirement for that solicitation or contract pursuant to Public Contract Code section 2203(c) or (d).

To comply with this requirement, please provide your vendor or financial institution name and complete **one** of the options below. Please note: California law establishes penalties for providing false certifications, including civil penalties equal to the greater of \$250,000 or twice the amount of the contract for which the false certification was made; contract termination; and three-year ineligibility to bid on contracts. (Public Contract Code section 2205.)

OPTION #1 - CERTIFICATION

I, the official named below, certify I am duly authorized to execute this certification on behalf of the vendor/financial institution identified below, and the vendor/financial institution identified below is **not** on the current list of persons engaged in investment activities in Iran created by DGS and is not a financial institution extending twenty million dollars (\$20,000,000) or more in credit to another person/vendor, for 45 days or more, if that other person/vendor will use the credit to provide goods or services in the energy sector in Iran and is identified on the current list of persons engaged in investment activities in Iran created by DGS.

<i>Vendor Name/Financial Institution</i> Conduent State & Local Solutions, Inc.	
<i>By (Authorized Signature)</i> 	
<i>Printed Name and Title of Person Signing</i> Michael M. Davis, Senior Vice President	
<i>Date Executed</i> July 23, 2018	<i>Executed in</i> Germantown, MD

OPTION #2 – EXEMPTION

Pursuant to Public Contract Code sections 2203(c) and (d), a public entity may permit a vendor/financial institution engaged in investment activities in Iran, on a case-by-case basis, to be eligible for, or to bid on, submit a proposal for, or enters into or renews, a contract for goods and services.

If you have obtained an exemption from the certification requirement under the Iran Contracting Act, please fill out the information below, and attach documentation demonstrating the exemption approval.

<i>Vendor Name/Financial Institution</i>	
<i>By (Authorized Signature)</i>	
<i>Printed Name and Title of Person Signing</i>	
<i>Date Executed</i>	<i>Executed in</i>

APPENDIX Q

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

CONTRACTOR agrees to comply with 5 U.S.C. 1501-1508, 31 U.S.C. §1352 and 45 CFR Part 76.100 (Code of Federal Regulations), which provides that federal funds may not be used for any contracted services, if CONTRACTOR is debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency.

I (We) certify to the best of my (our) knowledge and belief, that CONTRACTOR named below and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
2. Have not within a three (3)-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and
4. Have not within a three (3)-year period preceding this application/proposal/agreement had one or more public transactions (Federal, State, or local) terminated for cause or default.
5. Shall notify COUNTY OF SACRAMENTO, CONTRACT & PURCHASING SERVICES DIVISION within ten (10) days of receipt of notification that CONTRACTOR is subject to any proposed or pending debarment, suspension, indictments or termination of a public transaction.
6. Shall obtain a certification regarding debarment and suspension from all its subcontractors that will be funded through this Agreement.
7. Hereby agree to terminate immediately, any subcontractor's services that will be/are funded through this Agreement, upon discovery that the subcontractor is ineligible or voluntarily excluded from covered transactions by any federal department or agency.

Your Name: Michael M. Davis 

Your Company Name: Conduent State & Local Solutions, Inc.