CITY OF CHICAGO
DEPARTMENT OF PROCUREMENT SERVICES
ROOM 403, CITY HALL, 121 N. LASALLE STREET

FILE COPY

JNCP Form Rev ____

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT

COMPLETE THIS SECTION IF NEW CONTRACT

For contract(s) in this request, answer applicable questions in each of the 4 major subject areas below in accordance with the Instructions for Preparation of Non-Competitive Procurement Form on the reverse side.

Request that negotiations be conducted only with **Redflex Traffic Systems** for the product and/or services described herein.
(Name of Person or Firm)

This is a request for _____ (One-Time Contractor Requisition # **38084**_____, copy attached) or _____**X**_____ Term Agreement or _____ Delegate Agency (Check one). If Delegate Agency, this request is for "blanket approval" for all contracts within the _____ (Attach List)
(Program Name)

Pre-Assigned Specification No. _____
Pre-Assigned Contract No. _____

COMPLETE THIS SECTION IF AMENDMENT OR MODIFICATION TO CONTRACT

Describe in detail the change in terms of dollars, time period, scope of services, etc., its relationship to the original contract and the specific reasons for the change. Indicate both the original and the adjusted contract amount and/or expiration date with this change, as applicable. Attach copy of all supporting documents. Request approval for a contract amendment or modification to the following:

Contract #: _____
Specification # _____

Modification #: _____

Company or Agency Name: _____

Contract or Program Description: _____
_____
(Attach List, if multiple)

Leslie Cain	**312-743-7367**		**OEMC**	**7/28/08**
Originator Name	Telephone	Signature	Department	Date

Indicate **SEE ATTACHED** in each box below if additional space needed:

☐ **PROCUREMENT HISTORY** - Refer to the attached justification
PO#3220 (systems number 1-136 with installation, maintenance, etc) & PO#16396 (systems number 137- + with installation, maintenance, etc)

☐ **ESTIMATED COST** – 5-year Maintenance of existing systems #1-136
$32,109,090.00

☐ **SCHEDULE REQUIREMENTS** - Refer to the attached justification

4yrs 3months from the expiration of PO#3220 October 31, 2008 – January 1, 2013. Co-terminus with PO#16396

☐ **EXCLUSIVE OR UNIQUE CAPABILITY** - Refer to the attached budget justification

Proprietary maintenance technology is directly related to the required minimum 85% prosecution rate,

☐ **OTHER**

8/6/08

APPROVED BY:

DEPARTMENT HEAD OR DESIGNEE
Raymond Orozco, Executive Director

8-6-08
DATE

BOARD CHAIRPERSON

DATE

DPS PROJECT CHECKLIST

For DPS Use Only
Date Received_____
Date Returned_____
Date Accepted_____
CA/CN's Name _____

MPORTANT: PLEASE READ AND FOLLOW THE INSTRUCTIONS FOR COMPLETING THE PROJECT CHECKLIST AND CONTACT THE PPROPRIATE UNIT MANAGER IF YOU HAVE ANY FURTHER QUESTIONS. ALL INFORMATION SHOULD BE COMPLETED, ATTACH ALL EQUIRED MATERIALS AND SUBMIT FOR HANDLING TO THE DEPARTMENT OF PROCUREMENT SERVICES, ROOM 403, CITY HALL, 121 N. ASALLE STREET, CHICAGO, ILLINOIS 60602.

ENERAL INFORMATION:

Date: 7.25.2008
REQ No.: 38084

Contact Person: Frank Lindbloom
Tel: 3-7350 **Fax:** **E-mail:** @cityofchicago.org

Specification No.: (if known): **2281**
PO No.: (if known): **3220**

Project Manager:John Bills
Tel: 6-9433 **Fax:** **E-mail:** @cityofchicago.org

Modification No.: (if known):
Previous PO No.: (if known):
roject Description: Maintenance of existing systems for the Red Light camera program (New Agreement)

UNDING:

City: ☒ Corporate ☐ Bond ☐ Enterprise ☐ Grant* ☐ Other
State: ☐ IDOT/Transit ☐ IDOT/Highway ☐ Grant* ☐ Other
Federal: ☐ FHWA ☐ FTA ☐ FAA ☐ Grant* ☐ Other

LINE	FY	FUND	DEPT	ORGN	APPR	ACTV	OBJT	PROJECT	RPTG	$ DOLLAR AMOUNT
	008	0100	58	4140	0162	220162				32109090

Estimated Value $32,109,090.00

*IF GRANT FUNDED, A COPY OF THE APPROVED GRANT AND APPLICATION ARE REQUIRED and any other Terms and Conditions that may apply.

COPE STATEMENT:

] Attached is a Detailed Scope of Services and/or Specification

MPORTANT: THIS IS A CRITICAL PORTION OF YOUR SUBMITTAL. IN ORDER FOR DPS TO ACCEPT YOUR SUBMITTALYOU MUST OMPLETE THE SPECIFIC SCOPE REQUIREMENTS AS SET FORTH IN THE SUPPLEMENTAL CHECKLIST FOR THAT UNIT.

e following is a general description of what should be included in a Scope of Services or Specification:
clear description of all anticipated services and products, including: time frame for completion, special qualifications of ospective vendors, special requirements or needs of the project, locations, anticipated participating user departments, ation of any applicable City ordinance or state/federal regulation or statute.

YPE OF PROCUREMENT REQUESTED (check all that apply):

NEW REQUEST
☒ Blanket Agreement
☐ Standard Agreement
☐ Small Orders

MOD/AMENDMENT
☐ Time Extension
☐ Vendor Limit Increase
☐ Scope Change/Price Increase/Additional Line Item(s)
☐ Other (specify):

ORMS: ☐ Requisition ☐ Special Approvals ☒ Non-Competitive Review Board (NCRB)

ONTRACT TERM: **4yr 3mo.** **Requested Term (number of months):** **51** **through 1/31/2013**

DPS PROJECT CHECKLIST

PRE BID/SUBMITTAL REQUIREMENTS:

Requesting Pre Bid/Submittal Conference? ☐Yes ☐No Requesting Site Visit? ☐Yes ☐No

ARCHITECTURAL/ENGINEERING SUPPLEMENTAL CHECKLIST

Required Attachments: Scope of Services, including location, description of project, services required, deliverables, and other information as required

Risk Management

Will services be performed within 50 feet of CTA train or other railroad property? ☐Yes ☐No

Will services be performed on or near a waterway? ☐Yes ☐No

If applicable, Pre-Qualification Category No. Category Description:

For Pre-Qualification Program, attach list of suggested firms to be solicited

Other Agency Concurrence Required: ☐None ☐State ☐ Federal ☐ Other (fill in)

AVIATION CONSTRUCTION SUPPLEMENTAL CHECKLIST

DOA sign-off for final design documents: ☐Yes ☐ No

Required Attachments:

Copy of Draft Contract Documents and Detailed Specifications.

Risk Management:

Current Insurance Requirements prepared/approved by Risk Management: Yes ☐ No ☐

Will work be performed within 50 feet of CTA or ATS structure or property? Yes ☐ No ☐

Will work be performed airside? Yes ☐ No ☐

***NOTE:** Any non-construction Aviation request, complete the applicable section.

COMMODITIES SUPPLEMENTAL CHECKLIST

Required Attachments: Detailed Specifications (Scope of Services) including detailed description of the product, delivery location, user department contact, price escalation considerations, Bidder's qualification, contract term and extension options, Contractor's qualifications, citation of any applicable City/State/Federal statutes or regulations, citation of any applicable technical standards and Price Lists/Catalogs, technical drawings and other exhibits and attachments as appropriate.

If Modification request, please verify and provide the following:

Contractor's Name:

Contractor's Address:

Contractor's e-mail Address:

Contractor's Phone Number:

Contractor's Contact Person:

CONSTRUCTION SUPPLEMENTAL CHECKLIST

Required attachments:

Copy of Draft (80% Completion), Contract Documents and Detailed Specifications

Risk Management

Will services be performed within 50 feet of CTA train or other railroad property? ☐ Yes ☐ No

Will services be performed on or near a waterway? ☐ Yes ☐ No

DPS PROJECT CHECKLIST

VEHICLES/HEAVY EQUIPMENT SUPPLEMENTAL CHECKLIST

Required Attachments:
☐ Detailed Specifications including detailed description of the vehicle(s) or equipment, mounted equipment, if any, and options/accessories.
☐ Special Provisions (Delivery, Warranty, Manuals, Training, Additional Unit Purchase Options, Bid Submittal Information, etc.)
☐ Delivery Location(s)
☐ Technical Literature
☐ Drawings, if any
☐ Part Number List (Manufacturer; or Dealer; or Other Source:)
☐ Current Price List(s)/Catalog(s)
☐ Special Approval Form
☐ Exhibits and Attachments

If Modification request, please verify and provide the following:

Contractor's Name:

Contractor's Address:

Contractor's e-mail Address:

Contractor's Phone Number:

Contractor's Contact Person:

PROFESSIONAL SERVICES SUPPLEMENTAL CHECKLIST

☐ Detailed description of project listing obligations of each party.
☐ The Schedule of Compensation
☐ Deliverables
☐ Request for individual contract services (if applicable)
☐ The appropriate EPS form
☐ ITSC (approved by BIS)
☐ OBM (approved by Budget form/memo)
☐ Grant document attached
Attach any documentation indicating any previous purchase activity to assist in the procurement process

TELECOMMUNICATIONS AND UTILITIES SUPPLEMENTAL CHECKLIST

Required Attachments: Detailed Scope of Services/Specification which sets forth all of the anticipated services and products the user department wants provided, including time frame for completion, special qualifications of prospective vendors, special requirements or needs of the project, locations, anticipated participating user departments, citation of any applicable City ordinance or state/federal regulation or statute.
Has the project been reviewed by BIS? ☐Yes ☐No
Attach copy of BIS Recommendation; Reservation(s); or participate under current contract.
Does the project include software? ☐Yes ☐No
If yes, is signed ITSC form attached? ☐Yes ☐No
Does the location involve:
A public way? ☐Yes ☐No
Any concession in the City's facilities? ☐Yes ☐No
Is it anticipated City Council approval of the project or contract will be required? ☐Yes ☐ No

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DPS PROJECT CHECKLIST

WORK SERVICES/FACILITY MAINTENANCE SUPPLEMENTAL CHECKLIST

Required Attachments: Detailed Specifications (Scope of Services) including detailed description of the work, locations (with supporting detail), user department contacts, work hours/days, laborer/supervisor mix, compensation and price escalation considerations, Bidder's qualification, contract term and extension options, Contractor's qualifications, citation of any applicable City/State/Federal statutes or regulations, citation of any applicable technical standards and Price Lists/Catalogs, technical drawings and other exhibits and attachments as appropriate.

Risk Management:

Will services be performed within 50 feet (50') of CTA train or other railroad property? ☐Yes ☐No

Will services be performed on or near a waterway? ☐Yes ☐No

Will services require the handling of hazardous/bio-waste material? ☐Yes ☐No

Will services require the blocking of streets or sidewalks which may affect public safety? ☐Yes ☐No

If Modification or Amendment request, please verify and provide the following:

Contractor's Name:

Contractor's Address:

Contractor's e-mail Address:

Contractor's Phone Number:

Contractor's Contact Person:

CITY OF CHICAGO
PURCHASE REQUISITION

Copy (Department)

DELIVER TO:

058- OEC1411
1411 W. MADISON
Chicago, IL 60607

REQUISITION: 38084
PAGE: 1
DEPARTMENT: 58 - OFFICE OF EMERGENCY COMMUNICA
PREPARER: Amy R Gudgeon
NEEDED:
APPROVED: 6/11/2008

REQUISITION DESCRIPTION

Maintenance for exisiting red light camera systems
SPECIFICATION NUMBER: 65611

COMMODITY INFORMATION

LINE	ITEM	QUANTITY	UOM	UNIT COST	TOTAL COST
1	20414	1.00	USD	1.00	**1.00**
	System Analysis-Maintenance of Red Light Systems				

SUGGESTED VENDOR:

REQUESTED BY: Amy R Gudgeon

DIST	BFY	FUND	COST CTR	APPR	ACCNT	ACTV	PROJECT	RPT CAT	GENRL	FUTR	Dist. Amt.
1	008	0100	0584140	0162	220162	0000	00000000	000000	00000	0000	1.00

LINE TOTAL: **1.00**

REQUISITION TOTAL: **1.00**

Where a commodity is for a particular or unique use other than standard quality, grades, color, size or other characteristics, give details of how it will be and for what purpose.
Requisitions prepared incorrectly will be returned to the using department.

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT
OEMC Sole Source Justification
Redflex Traffic Systems, Inc.

I. SOLE SOURCE REQUEST SUMMARY

The OEMC is requesting to initiate a new Redflex Traffic System maintenance agreement to provide on-going maintenance to the existing 136 camera systems installed under the Digital Automated Red Light Enforcement Program (DARLEP) PO#3220.

Because of Redflex's robust maintenance program there is no other vendor that can provide the complex level of maintenance required. The Redflex maintenance program broadly includes preventative maintenance system checks, general maintenance, emergency response repair/replacement procedures. The current Redflex technology is seamlessly interfaced with the Department of Revenue's red light enforcement technology which results in integrated traffic violation detection and ticketing. As part of the current maintenance program, Redflex offers dedicated maintenance/technical support staff and engages electrical union workers (Local 9 IBEW Contractors Union) to provide 24 hours per day service amongst other important factors detailed below.

Allowing Redflex to continue maintaining existing and new system installations will contribute to overall program continuity and increased City revenues. Refer to the *Maintenance Program Section* and *Detailed Maintenance Program* attachment.

II. DARLEP PROGRAM GOAL

This program improves public safety for motorists and pedestrians through a significant decrease in vehicles running red lights and changing negative driving behavior. The primary program goal is to install enforcement systems to at least 10% (290) of all City intersections. To date, there has been an aggregate reduction in negative motorist behavior (61% fewer red lights ran) with total 1,100,000 violations issued by the Department of Revenue.

III. PROCUREMENT HISTORY

OEMC supports the largest and most sophisticated Digital Automated Red-Light Enforcement Program (DALEP) in the United States. This program is divided into two different and distinct phases. Phase 1 of this program governed the implementation of the initial 136 systems that were purchased by the City. This contract was awarded as a result of a competitive RFP process in 2003 and has a contract term of 5 years (expiring 10/31/2008). Parsons Inc. is an objective leading 3rd party engineering firm secured by the City to validate the city's process and results in initially selecting Redflex. This validation included a review of competing technologies to Redflex including the performance and output of various technologies. As a result, Redflex was awarded the contract to implement and maintain this program.

Redflex Traffic Systems has proven their unique expertise in supporting the most efficient and productive DARLEP system by providing technology that has achieved the highest industry performance standards. This outcome was further validated in the recent contract award for program's expansion, or Phase 2 (PO#16396 expiring 1/31/2008).

Phase 2 of this program includes the installation of up to an additional 444 systems and was awarded in 2008 with a term of 5 years, again resulting from a competitive RFP.

OEMC has developed and executed the industry's most stringent performance metrics and Key Performance Indicators (KPIs), which include 1) citation issuance minimum yields to equal 85% or greater and 2) system uptime to equal 95% or greater. The maintenance and successful achievement of these KPIs are required for both phases on the DARLEP program.

The term of Phase 1 of this program comes to completion in October 2008. The systems installed and maintained were purchased from Redflex Traffic Systems and Redflex was contracted to maintain these systems to achieve the KPI's outlined above. The expertise that is required support the technology and to continue to achieve the City's desired KPIs is unique to Redflex and can only be achieved through a continued relationship with Redflex. To more broadly maintain DARLEP continuity, on-going maintenance for the initial 136 systems should be co-terminus with and replicate the maintenance agreement under the Phase 2 contract.

Further, Redflex has never failed to achieve the minimum KPIs as outlined above. In 2007, the maintenance agreement was modified to reduce maintenance fees. The fees were reduced from a total cost of approximately $5,000 per month per system; to a total cost of $4,395 per month per system; or a monthly maximum of $615,300 reduced from a maximum of $700,000; or a monthly savings of $84,700; or an annual savings of $1,016,400.

IV. MAINTENANCE PROGRAM (Refer to Appendix A. Detailed Maintenance Program)

The Redflex maintenance program not only includes camera system repairs but software development/updates, network administration, and help desk support. At a minimum, installed systems must maintain a minimum 85% prosecution rate. Because of the robust nature of Redflex's maintenance package, Chicago has exceeded the minimum prosecution goal by 8%.

As part of the existing maintenance package, Redflex does not pass on costs related to replacement parts and components of malfunctioning systems. This translates into a cost savings of $100K annually since the inception of the program.

The following highlights services offered across maintenance categories (i.e., preventative maintenance, general maintenance, and emergency response). These maintenance responsibilities include, but are not limited to, the following:

- Dedicated site support through preventative and on-site maintenance programs designed to identify potential problems expeditiously before they affect system operations as well as the repair of identified discrepancies while minimizing downtime to operational systems.

- Monitor/coordinate Street Maintenance using sub-contractors and Chicago and Chicago Department of Transportation.
- Run/Maintenance/Monitor systems at peak efficiency with little or no input from the customer; the operation of the system should be transparent to the customer while ensuring their inputs and desires are being met.
- Redflex applications are maintained and upgraded with software and hardware support for the duration of the contract through standard maintenance practices.
- Data extracts from legacy systems will be transferred as needed to ensure vital information is maintained for optimal performance.
- Remote and on-site troubleshooting and debugging for production issues are available daily to ensure the highest quality images are produced
- Validate quality of plan/output from the implemented solution; system performance will be measured against predicted production to ensure the solution effectively produces desired results.
- On-site assistance for planners and end user training.
- Interface with Redflex support and development for product enhancements and customer specified modifications.
- Upgrade and document support.
- Hardware and system upgrade/changes support.
- Integration workflows support.
- On-site customizations.

V. ESTIMATED COST

The cost savings for maintenance of systems beginning FY2008 through then end of the current monthly maintenance contract (2013) will be $605.00 for each system. The estimated costs will be $32,109,090.

Maintenance Cost per Year		
Year 1 (08/08-08/09)	$	7,004,850.00
Year 2 (08/09-08/10)	$	7,172,640.00
Year 3 (08/10-08-11)	$	7,172,640.00
Year 4 (08/11-08/12)	$	7,172,640.00
Year 5 (08/12-1/13)	$	3,586,320.00
Total Contract Value	**$**	**32,109,090.00**

VI. SCHEDULE REQUIREMENTS

All the systems are currently installed and fully operational, and will be operated and maintained with no disruption of service.

For program optimization, terms under the new maintenance agreement should overlap and be co-terminus with the Phase 2 contract (PO16396 1/31/2008).

VII. EXCLUSIVE OR UNIQUE CAPABILITIES

To ensure the City achieves the original DARLEP program goal, the City must maintain its relationship with Redflex for the existing 136 operational systems, implemented under Phase 1 (PO#3220). Redflex has proven and documented capabilities of achieving the industry's strongest Key Performance Indicators –a minimum 85% prosecution rate.

Other unique Redflex capabilities include:
A. Proprietary technologies provided by Redflex, which are required by the City for program optimization include:

- **SMARTcam Digital Cameras** – developed by Redflex, all intellectual properties (IP) remain closed. A special interface card (and associated protocols) along with a special Redflex Camera Control module allows full access to the camera
- **SMARTcam Software** – developed by Redflex, this software platform is continuously enhanced and is designed to work only with proprietary Redflex hardware.
- **Site Detection and Control Module (SDCM)** – this system was designed by Redflex to interface between vehicle presence detection systems and traffic phasing information. The SDCM has a proprietary protocol that communicates with SMARTcam software.
- **Redflex Light Metering (RLM) Systems** –The Redflex RLM System allows Redflex technicians to set specific light metering tables that allow full and automated control of the cameras, maximizing the performance of overcall camera system. This is a proprietary design that interfaces with the Redflex Camera Control module and SMARTcam Software.
- **High Repetition Strobe** –Redflex has developed a unique and proprietary strobe system specifically designed for high repetition and industrial environments. These strobes are only supported by Redflex.

B. Established a team of highly trained Chicago-based field camera technicians to insure the cameras continue to operate and maximum performance in all conditions for years to come.

C. Utilizes an established relationship with local LBEW unions to coordinate repairs and maintenance.

D. Absorbs replacement parts/component part costs.

E. Developed a seamless and integrated system (i.e., hardware, software, and technical support) that meet and exceed DARLEP program goals.

F. Continuous achievement of Key Performance Indicators

G. Opened a processing center where all detections are identified, creating 20 new jobs.

H. Offers OEMC secure access to a Redflex developed webpage to view streaming video from each active approach to further investigate accident incidences and deploy emergency personnel.

VIII. MBE/WBE UTILIZATION (Refer to Appendix B. MBE/WBE Compliance) Redflex has consistently been compliant with their MBE/WBE requirements. Refer to the OEMC compliance spreadsheet which documents MBE/WBE compliance on both contracts. Sub-contractor payments between FY April 2004 - December 2007 were applied to the PO3220 contract on the construction scope. Construction ended in 2007. The last invoice was paid in January 2008. Upon completion of the construction portion of PO#3220, City Lights and Evergreen sub-contractors were retained to meet compliance on PO#16396 with compliance/ payments beginning in FY2008.

Active RedFlex Contracts
PO3220 (spec#2281) covers the construction, installation, monthly maintenance, and web operations of the 136 systems installed prior to 2008. Compliance on this contract was divided into construction (Part A), and on-going maintenance, data management, and processing services. Redflex was granted a partial waiver applied towards the maintenance, data management portion of this contract as they were unable to outsource this scope. The waiver submitted in 2007 was approved by DPS.

PO16396 (spec#57755) covers the installation, monthly maintenance, and web operations of all new installations beginning with system number 137.

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT
OEMC Sole Source Justification
Redflex Traffic Systems, Inc.

Appendix A. Detailed Maintenance Program

MAINTENANCE PROGRAM - OVERVIEW

Redflex Traffic Systems provides a comprehensive Maintenance & Support Program, which is available to the City of Chicago by providing a multi-tiered approach. Those components are; Preventative Maintenance, General Maintenance and Emergency Response. These practices have allowed Redflex to maintain Chicago's Enforcement Systems above performance benchmarks since the inception of the program. The overall issuance rate has been in excess 90% for greater then three years. The proven maintenance plan Redflex deploys will ensure optimal program performance.

Scope of Work

The Redflex Maintenance team's scope of responsibilities may include, but is not limited to the following:

- Dedicated site support through preventative and on-site maintenance programs designed to identify potential problems expeditiously before they affect system operations as well as the repair of identified discrepancies while minimizing downtime to operational systems.
- Monitor/coordinate Street Maintenance using sub-contractors and Chicago Department of Transportation as required.
- Run/Maintain/Monitor systems at peak efficiency with little or no input from the customer; the operation of the system should be transparent to the customer while ensuring their inputs and desires are being met.
- Redflex & Redflex Supported 3rd party applications are maintained and upgraded with software and hardware support for the duration of the contract through standard maintenance practices.
- Data extracts from legacy systems will be transferred as needed to ensure vital information is maintained for optimal performance.
- Remote and on-site troubleshooting and debugging for production issues are available daily to ensure the highest quality images are produced.
- Validate quality of plan/output from the implemented solution; system performance will be measured against predicted production to ensure the solution effectively produces desired results.
- On-site assistance for planners and end user training.
- Interface with Redflex support and development for product enhancements and customer specified modifications.
- Upgrade and documentation support
- Hardware and system upgrade/changes support
- Integration workflows support
- On-site customizations

Preventative Maintenance

Monthly onsite maintenance inspections are performed in an attempt to identify problems before a malfunction occurs. Preventative maintenance is executed each time a technician responds to perform **any** maintenance function requiring them to be onsite.

Preventative maintenance includes but is not limited to:
Cleaning the camera enclosure glass when required.

Inspect the cabinet for signs of leaks, wear and/or damage and clean as necessary.
Inspecting cables, connectors and hardware for signs of wear or damage.
Inspecting poles, bases and enclosures for signs of damage and to ensure proper alignment.
Inspecting in-ground detection devices for signs of wear or damage.
Testing cabinet safety devices for proper operation to ensure safe working conditions for maintenance personnel and the general public in the case of an accident that could expose the public to operating voltages.

Each site will be visited on a monthly basis to perform preventative maintenance at a minimum.

Preventative maintenance tasks will be documented in the intersection maintenance log for every inspection being performed. This document is stored on the approach computer to allow Redflex technicians to keep track of prior maintenance issues. Entries will include:
Date and time inspection performed.
Technician performing inspection.
Results of the inspection.
Reason for inspection. (i.e. scheduled or as a result of other maintenance)

Preventative maintenance inspections will be performed on a rotational basis to ensure each site is visited within a month's time. While onsite a form (punch list) of checks made will be completed, this program is to be detailed more thoroughly later in the proposal.

This preventative maintenance program is currently monitored and scheduled by Chicago's Technician Supervisor and Director of Operations. With the size of Chicago's Enforcement Program Redflex has divided the City into sections; the total number of regions will be determined by the volume systems installed.

General Maintenance

The general maintenance program is based on a strict regimen of daily checks. Those steps along with the immediate response to problems as they are found have been pivotal to the issuance rates observed in Chicago. A quick explanation of the processes in place.

Remote status checks

Remote status checks consist of two distinct segments; daily operational and quality checks, which together provide positive, near real time, and daily operational feedback that the system is functioning properly and producing the desired results.

Daily Operational Checks

The central server automatically downloads digital violation images from the camera locations. This process allows for automated reports to be generated by the system and provided to the Director of Operations, Technician Supervisor, Chicago Technicians and the Redflex Helpdesk. These key individuals evaluate the daily activity of the intersection cameras and the central server to determine if there are any anomalies in the data provided.

The reports generated contain red light offense detection information, which indicates the number of red light incidents detected in each lane for each monitored approach and incidents reviewed that do not meet the minimum required amount of still images such as the incident file contained 1 scene image and 1 plate image, when it should have contained 2 scene images and 1 plate image.

If detections have occurred and there are no reported missing images at an approach the system is operating properly. Operational verification and image quality is done by the violation processing associates in Chicago and will be discussed later in this document. If there have been no detections at an entire approach (each lane of travel for a specific enforced intersection) a series of systems checks are performed and documented in a comprehensive intersection maintenance log.

The daily operational system checks are performed on each individual camera and are accessed remotely via the system's computers through the secure, high-speed communication connection. The system checks as described below include verifying that the system parameters are properly configured, verifying software settings are accurate, confirm that the download folder is properly configured, authenticate that the detection system is exhibiting proper activity and signaling sequencing, and complete a real life offence simulation (usually triggered during a green phase) to validate it is capturing successfully.

System parameters that are verified include:

- The camera has a valid certificate to ensure it is authorized to process encrypted information.
- The enforcement mode is enabled; the approach is active and set to capture red light violators.
- The enforcement mode is set to the proper application (red light, speed or both).
- The amnesty period (time in the red phase at which point the cameras can capture offenders) is properly configured.
- The detection device that interfaces to the external input signals at the intersection (e.g. inductive loop signals) is configured and functioning correctly.
- Each lane enforced has the appropriate image settings configured to capture the offending vehicle at the proper time during the violation, and that the correct camera has been selected for each image type.

The system settings are checked for accuracy, these setting include:

- The speed limit is selected to be imprinted on the violation.
- The data block has accurate information identifying the proper location, machine identification and software version used.
- The loop separation is accurate in accordance with loop installation positioning.
- The individual cameras settings are correct; focus, zoom and exposure are properly configured for each.

The download folder is the place on the camera system where offence files are stored until the import server successfully downloads them. It acts as a temporary storage facility at the intersection that can handle over 5000 offence files. This folder is checked to ensure proper connectivity to the importer server by verifying:

- The software is configured to place the offence files in the proper file folder location.
- The file folder location has the correct security access and is accessible to the import server.

The detection systems are checked for proper activity and signaling sequencing:
- Ensure the detection device is communicating with the main camera system.
- Ensure red, amber and green phase indications are represented for each signal phase change. Still images can be captured in real time remotely to verify that the phase message received from the detection device corresponds to the phase shown in the live still image taken.
- Ensure each lane being monitored by the detection device has the appropriate number of messages to capture an offending vehicle.

Each system is equipped with light monitoring software, allowing the cams to adjust for different conditions:
- The communications to the light detection device are confirmed.
- Software settings are verified; polling time, lux values are set properly.
- Images are confirmed to have appropriate settings for lighting conditions.

Recording of streaming video, each approach will be equipped with software allowing video to be stored at minimum 72 hours:
- Technicians to confirm video is up to date by replaying file.
- Verify video is actively recording; validate file size is increasing while onsite.
- The date & time stamps are confirmed to be accurate

A Real Time offence simulation system check is performed during the "green phase" of the signaling to verify proper operation and sequencing of image sets. This final check simulates an offense to verify all system parameters including image capture and encryption packaging are functioning properly.

Daily Quality Checks

Two departments perform this process; Operations and Technical Services. Images are viewed by the Violation Processing Department in Chicago as they are downloaded by the system and processed to be forwarded to the Department of Revenue. If a Processing Associate discovers a quality problem such as a license plate is blurry, camera alignment is not correct or the video is not functioning properly, they log the malfunction on an internal website, which is monitored by the Helpdesk and Chicago's Technical Staff. Chicago Technicians monitor the website during the day to accept inputs from the Processing Associates, performing initial evaluations on the validity of the submitted reports. This helps to ensure timely repair by a member of the Technical Services Staff.

The other procedure occurs with checks performed by the Technician Supervisor. Part of their daily routine will include reviewing images from all the regions in Chicago. The Technician Supervisor will view an incident from each approach throughout the City. This allows them to confirm the enforcement systems to be working properly; flashes to be firing, data blocks to be correct, precise camera alignment and phasing sequence is working properly. With either process as a problem is recognized a Work Order is generated through the Redflex Maintenance Database.

Once the discrepancies are logged, the Technician Supervisor develops a work order to be assigned to the Technician responsible for handling the approach. The work order provides a means for tracking open and resolved issues as well as providing a means to track on-going system issues to identify opportunities for system enhancements.

The Tech Supervisor will assign the work order to the appropriate Technician; they'll attempt to perform remote repair activities as previously discussed to remedy the problem. If the problem cannot be resolved via the remote capabilities previously described the Technician will then be dispatched to repair the problem at the intersection.

Emergency Response - Knockdown Procedures

Recognition

Upon recognition, via notification or site checks of damaged equipment, Redflex will coordinate the removal of the damaged equipment and ensure the site is safe. Once this has been accomplished, arrangements will be made to return the approach to normal operating conditions as soon as possible. Redflex contractually guarantees the approach will back up and operational within 48 hours. This may be accomplished in a number of ways; the most common method of this is to use local sub-contractors to repair the construction damage while Redflex Technicians prepare the replacement of the computer and camera systems.

Reconstruction

Redflex technicians will evaluate the damaged equipment and existing infrastructure to determine the extent of the damage caused by the vehicle accident.

Sub-contractors will be notified of required repairs and necessary equipment will be supplied by Redflex to facilitate repairs. Redflex Technicians will install camera and computer systems and return the system to an operational status.

Currently Redflex stockpiles two complete DARLEP system. Any parts used are to be replaced within 7 business days.

Testing and commissioning

Upon completion of reconstruction the Redflex Technician will conduct a series of tests and system alignments to ensure the equipment is properly configured and checked. When satisfied the approach is returned to its previous condition the Redflex Technician will return the system to an operational status.

MAINTENANCE PROGRAM – DETAILED

Preventative Maintenance

In a proactive effort to minimize equipment failure Redflex with assistance from City Lights Ltd will perform preventative maintenance measures. In addition to the work completed by City Lights each approach will have operations confirmed by a trained Redflex Technician at minimum once a month. The onsite checks will be detailed via Preventative Maintenance Check List; these forms are stored electronically and will be available to Chicago upon request. Some of the key steps to the program include;

Visual Inspection

While onsite the technician will perform a visual inspection of the area looking for any potential image blocking objects. If an object is found the tech will photo and bring to the attention of the city. The visual inspection will also include the surrounding public and city property, the general boundary being a one block radius of the intersection. If an issue is found the appropriate City department will be notified. Additionally, all technicians will have a digital camera available to document anything they may find out of order.

Wipe Down the Enclosure and Glass

Each approach will have the glass wiped down. After the enclosure has been cleaned the camera alignment will be verified prior the personal leaving. While on the ladder the enclosure and glass seals will be examined for cracks or weathering.

Clean Flashes

With each onsite visit the flash alignment will be checked and the flashes will be cleaned.

Clean Cabinet

The technician will wiped down the cabinet and paint over any markings or graffiti present.

Street Inspection

The lanes will be inspected for street deterioration, looking for potholes or cracking. The loops will be checked; sealant levels will be confirmed good and the Technician will verify the loop wires are not protruding. Finally, the violation and lane lines will be confirmed in place. CDOT and OEMC will be notified of any observed poor road conditions or missing pavement markings.

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City Lights personal will inspect loop dive boxes for wear or cracks and that is properly sealed. While the box is open each splice will be checked for weathering. If the epoxy appears to be cracked or the splice has been exposed a new splice will be made. The wire must be determined to be of good quality (no corrosion or discoloration) before a new splice is made.

Foundation Seals

During the visit the tech will check each piece of equipment has a silicon seal between the base and the foundation.

Grounding

Each foundation has been provided with a ground rod, the connections will checked with each visit.

AC Power

The AC power will be checked using a DVM (digital volt meter), if the incoming AC is +/- 10% both OEMC and BOE will notified of the reading.

SBC NID Boxes

Technicians will confirm all connections at the SBC NID boxes, making sure there is nothing is loose or corrosion is present. Also the boxes will be confirmed tight to the pole, making sure they will not fall off and cause potential communication issues.

Lubricate Locks

Each of the padlocks will be treated with graphite, helping to prevent locks freezing up and rust.

A sample PM form to be completed by City Lights has been included.

Chicago Red Light Enforcement

City Lights – PM Form

Intersection _____

Name _____ Date _____

Time Onsite - Start _____ End _____

Intersection Work -

Item to be Completed	Approach #1	Approach # 2	Approach # 3
Direction of travel			
Paint over graffiti or scratches			
Caulk equipment at bases			
Tighten anchor bolts			
Wipe down equipment			
Clean the glass & flash units			
Fire flash manually			
Fill low loop sealant			
Confirm signals working			

Cabinet -

Item to be Completed	Note(s)
Lubricate locks	
Tighten loose panels	

Inspection / Additional Tasks–

Item to be Completed	Note(s)
Confirm signs to be in place	
Voltage Reading (AC)	
Verify grounding	
Check street conditions	
Confirm NID (AT &T)	
Loop Dive, Quazite & Splices	
Clean snow (seasonal)	

Note(s) - _____

_____

If any issues found contact Redflex Traffic Systems –
Ben Poppie (312) 617 – 9840 **Bill Braden (773) 858 – 5711**
Redflex Chicago Office (312) 327 - 1920

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT
OEMC Sole Source Justification
Redflex Traffic Systems, Inc.

I. SOLE SOURCE REQUEST SUMMARY

The OEMC is requesting to initiate a new Redflex Traffic System maintenance agreement to provide on-going maintenance to the existing 136 camera systems installed under the Digital Automated Red Light Enforcement Program (DARLEP) PO#3220.

Because of Redflex's robust maintenance program there is no other vendor that can provide the complex level of maintenance required. The Redflex maintenance program broadly includes preventative maintenance system checks, general maintenance, emergency response repair/replacement procedures. The current Redflex technology is seamlessly interfaced with the Department of Revenue's red light enforcement technology which results in integrated traffic violation detection and ticketing. As part of the current maintenance program, Redflex offers dedicated maintenance/technical support staff and engages electrical union workers (Local 9 IBEW Contractors Union) to provide 24 hours per day service amongst other important factors detailed below.

Allowing Redflex to continue maintaining existing and new system installations will contribute to overall program continuity and increased City revenues. Refer to the *Maintenance Program Section* and *Detailed Maintenance Program* attachment.

II. DARLEP PROGRAM GOAL

This program improves public safety for motorists and pedestrians through a significant decrease in vehicles running red lights and changing negative driving behavior. The primary program goal is to install enforcement systems to at least 10% (290) of all City intersections. To date, there has been an aggregate reduction in negative motorist behavior (61% fewer red lights ran) with total 1,100,000 violations issued by the Department of Revenue.

III. PROCUREMENT HISTORY

OEMC supports the largest and most sophisticated Digital Automated Red-Light Enforcement Program (DALEP) in the United States. This program is divided into two different and distinct phases. Phase 1 of this program governed the implementation of the initial 136 systems that were purchased by the City. This contract was awarded as a result of a competitive RFP process in 2003 and has a contract term of 5 years (expiring 10/31/2008). Parsons Inc. is an objective leading 3rd party engineering firm secured by the City to validate the city's process and results in initially selecting Redflex. This validation included a review of competing technologies to Redflex including the performance and output of various technologies. As a result, Redflex was awarded the contract to implement and maintain this program.

Redflex Traffic Systems has proven their unique expertise in supporting the most efficient and productive DARLEP system by providing technology that has achieved the highest industry performance standards. This outcome was further validated in the recent contract award for program's expansion, or Phase 2 (PO#16396 expiring 1/31/2008).

Phase 2 of this program includes the installation of up to an additional 444 systems and was awarded in 2008 with a term of 5 years, again resulting from a competitive RFP.

OEMC has developed and executed the industry's most stringent performance metrics and Key Performance Indicators (KPIs), which include 1) citation issuance minimum yields to equal 85% or greater and 2) system uptime to equal 95% or greater. The maintenance and successful achievement of these KPIs are required for both phases on the DARLEP program.

The term of Phase 1 of this program comes to completion in October 2008. The systems installed and maintained were purchased from Redflex Traffic Systems and Redflex was contracted to maintain these systems to achieve the KPI's outlined above. The expertise that is required support the technology and to continue to achieve the City's desired KPIs is unique to Redflex and can only be achieved through a continued relationship with Redflex. To more broadly maintain DARLEP continuity, on-going maintenance for the initial 136 systems should be co-terminus with and replicate the maintenance agreement under the Phase 2 contract.

Further, Redflex has never failed to achieve the minimum KPIs as outlined above. In 2007, the maintenance agreement was modified to reduce maintenance fees. The fees were reduced from a total cost of approximately $5,000 per month per system; to a total cost of $4,395 per month per system; or a monthly maximum of $615,300 reduced from a maximum of $700,000; or a monthly savings of $84,700; or an annual savings of $1,016,400.

IV. MAINTENANCE PROGRAM (Refer to Appendix A. Detailed Maintenance Program)

The Redflex maintenance program not only includes camera system repairs but software development/updates, network administration, and help desk support. At a minimum, installed systems must maintain a minimum 85% prosecution rate. Because of the robust nature of Redflex's maintenance package, Chicago has exceeded the minimum prosecution goal by 8%.

As part of the existing maintenance package, Redflex does not pass on costs related to replacement parts and components of malfunctioning systems. This translates into a cost savings of $100K annually since the inception of the program.

The following highlights services offered across maintenance categories (i.e., preventative maintenance, general maintenance, and emergency response). These maintenance responsibilities include, but are not limited to, the following:

- Dedicated site support through preventative and on-site maintenance programs designed to identify potential problems expeditiously before they affect system operations as well as the repair of identified discrepancies while minimizing downtime to operational systems.

- Monitor/coordinate Street Maintenance using sub-contractors and Chicago and Chicago Department of Transportation.
- Run/Maintenance/Monitor systems at peak efficiency with little or no input from the customer; the operation of the system should be transparent to the customer while ensuring their inputs and desires are being met.
- Redflex applications are maintained and upgraded with software and hardware support for the duration of the contract through standard maintenance practices.
- Data extracts from legacy systems will be transferred as needed to ensure vital information is maintained for optimal performance.
- Remote and on-site troubleshooting and debugging for production issues are available daily to ensure the highest quality images are produced
- Validate quality of plan/output from the implemented solution; system performance will be measured against predicted production to ensure the solution effectively produces desired results.
- On-site assistance for planners and end user training.
- Interface with Redflex support and development for product enhancements and customer specified modifications.
- Upgrade and document support.
- Hardware and system upgrade/changes support.
- Integration workflows support.
- On-site customizations.

V. ESTIMATED COST

The cost savings for maintenance of systems beginning FY2008 through then end of the current monthly maintenance contract (2013) will be $605.00 for each system. The estimated costs will be $32,109,090.

Maintenance Cost per Year		
Year 1 (08/08-08/09)	$	7,004,850.00
Year 2 (08/09-08/10)	$	7,172,640.00
Year 3 (08/10-08-11)	$	7,172,640.00
Year 4 (08/11-08/12)	$	7,172,640.00
Year 5 (08/12-1/13)	$	3,586,320.00
Total Contract Value	**$**	**32,109,090.00**

VI. SCHEDULE REQUIREMENTS

All the systems are currently installed and fully operational, and will be operated and maintained with no disruption of service.

For program optimization, terms under the new maintenance agreement should overlap and be co-terminus with the Phase 2 contract (PO16396 1/31/2008).

VII. EXCLUSIVE OR UNIQUE CAPABILITIES

To ensure the City achieves the original DARLEP program goal, the City must maintain its relationship with Redflex for the existing 136 operational systems, implemented under Phase 1 (PO#3220). Redflex has proven and documented capabilities of achieving the industry's strongest Key Performance Indicators –a minimum 85% prosecution rate.

Other unique Redflex capabilities include:
A. Proprietary technologies provided by Redflex, which are required by the City for program optimization include:

- **SMARTcam Digital Cameras** – developed by Redflex, all intellectual properties (IP) remain closed. A special interface card (and associated protocols) along with a special Redflex Camera Control module allows full access to the camera
- **SMARTcam Software** – developed by Redflex, this software platform is continuously enhanced and is designed to work only with proprietary Redflex hardware.
- **Site Detection and Control Module (SDCM)** – this system was designed by Redflex to interface between vehicle presence detection systems and traffic phasing information. The SDCM has a proprietary protocol that communicates with SMARTcam software.
- **Redflex Light Metering (RLM) Systems** –The Redflex RLM System allows Redflex technicians to set specific light metering tables that allow full and automated control of the cameras, maximizing the performance of overcall camera system. This is a proprietary design that interfaces with the Redflex Camera Control module and SMARTcam Software.
- **High Repetition Strobe** –Redflex has developed a unique and proprietary strobe system specifically designed for high repetition and industrial environments. These strobes are only supported by Redflex.

B. Established a team of highly trained Chicago-based field camera technicians to insure the cameras continue to operate and maximum performance in all conditions for years to come.

C. Utilizes an established relationship with local LBEW unions to coordinate repairs and maintenance.

D. Absorbs replacement parts/component part costs.

E. Developed a seamless and integrated system (i.e., hardware, software, and technical support) that meet and exceed DARLEP program goals.

F. Continuous achievement of Key Performance Indicators

G. Opened a processing center where all detections are identified, creating 20 new jobs.

H. Offers OEMC secure access to a Redflex developed webpage to view streaming video from each active approach to further investigate accident incidences and deploy emergency personnel.

VIII. MBE/WBE UTILIZATION (Refer to Appendix B. MBE/WBE Compliance)
Redflex has consistently been compliant with their MBE/WBE requirements. Refer to the OEMC compliance spreadsheet which documents MBE/WBE compliance on both contracts. Sub-contractor payments between FY April 2004 - December 2007 were applied to the PO3220 contract on the construction scope. Construction ended in 2007. The last invoice was paid in January 2008. Upon completion of the construction portion of PO#3220, City Lights and Evergreen sub-contractors were retained to meet compliance on PO#16396 with compliance/ payments beginning in FY2008.

Active RedFlex Contracts
PO3220 (spec#2281) covers the construction, installation, monthly maintenance, and web operations of the 136 systems installed prior to 2008. Compliance on this contract was divided into construction (Part A), and on-going maintenance, data management, and processing services. Redflex was granted a partial waiver applied towards the maintenance, data management portion of this contract as they were unable to outsource this scope. The waiver submitted in 2007 was approved by DPS.

PO16396 (spec#57755) covers the installation, monthly maintenance, and web operations of all new installations beginning with system number 137.

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT
OEMC Sole Source Justification
Redflex Traffic Systems, Inc.

Appendix A. Detailed Maintenance Program

MAINTENANCE PROGRAM - OVERVIEW

Redflex Traffic Systems provides a comprehensive Maintenance & Support Program, which is available to the City of Chicago by providing a multi-tiered approach. Those components are; Preventative Maintenance, General Maintenance and Emergency Response. These practices have allowed Redflex to maintain Chicago's Enforcement Systems above performance benchmarks since the inception of the program. The overall issuance rate has been in excess 90% for greater then three years. The proven maintenance plan Redflex deploys will ensure optimal program performance.

Scope of Work

The Redflex Maintenance team's scope of responsibilities may include, but is not limited to the following:

- Dedicated site support through preventative and on-site maintenance programs designed to identify potential problems expeditiously before they affect system operations as well as the repair of identified discrepancies while minimizing downtime to operational systems.
- Monitor/coordinate Street Maintenance using sub-contractors and Chicago Department of Transportation as required.
- Run/Maintain/Monitor systems at peak efficiency with little or no input from the customer; the operation of the system should be transparent to the customer while ensuring their inputs and desires are being met.
- Redflex & Redflex Supported 3rd party applications are maintained and upgraded with software and hardware support for the duration of the contract through standard maintenance practices.
- Data extracts from legacy systems will be transferred as needed to ensure vital information is maintained for optimal performance.
- Remote and on-site troubleshooting and debugging for production issues are available daily to ensure the highest quality images are produced.
- Validate quality of plan/output from the implemented solution; system performance will be measured against predicted production to ensure the solution effectively produces desired results.
- On-site assistance for planners and end user training.
- Interface with Redflex support and development for product enhancements and customer specified modifications.
- Upgrade and documentation support
- Hardware and system upgrade/changes support
- Integration workflows support
- On-site customizations

Preventative Maintenance

Monthly onsite maintenance inspections are performed in an attempt to identify problems before a malfunction occurs. Preventative maintenance is executed each time a technician responds to perform **any** maintenance function requiring them to be onsite.

Preventative maintenance includes but is not limited to:
Cleaning the camera enclosure glass when required.

Inspect the cabinet for signs of leaks, wear and/or damage and clean as necessary.
Inspecting cables, connectors and hardware for signs of wear or damage.
Inspecting poles, bases and enclosures for signs of damage and to ensure proper alignment.
Inspecting in-ground detection devices for signs of wear or damage.
Testing cabinet safety devices for proper operation to ensure safe working conditions for maintenance personnel and the general public in the case of an accident that could expose the public to operating voltages.

Each site will be visited on a monthly basis to perform preventative maintenance at a minimum.

Preventative maintenance tasks will be documented in the intersection maintenance log for every inspection being performed. This document is stored on the approach computer to allow Redflex technicians to keep track of prior maintenance issues. Entries will include:
Date and time inspection performed.
Technician performing inspection.
Results of the inspection.
Reason for inspection. (i.e. scheduled or as a result of other maintenance)

Preventative maintenance inspections will be performed on a rotational basis to ensure each site is visited within a month's time. While onsite a form (punch list) of checks made will be completed, this program is to be detailed more thoroughly later in the proposal.

This preventative maintenance program is currently monitored and scheduled by Chicago's Technician Supervisor and Director of Operations. With the size of Chicago's Enforcement Program Redflex has divided the City into sections; the total number of regions will be determined by the volume systems installed.

General Maintenance

The general maintenance program is based on a strict regimen of daily checks. Those steps along with the immediate response to problems as they are found have been pivotal to the issuance rates observed in Chicago. A quick explanation of the processes in place.

Remote status checks

Remote status checks consist of two distinct segments; daily operational and quality checks, which together provide positive, near real time, and daily operational feedback that the system is functioning properly and producing the desired results.

Daily Operational Checks

The central server automatically downloads digital violation images from the camera locations. This process allows for automated reports to be generated by the system and provided to the Director of Operations, Technician Supervisor, Chicago Technicians and the Redflex Helpdesk. These key individuals evaluate the daily activity of the intersection cameras and the central server to determine if there are any anomalies in the data provided.

The reports generated contain red light offense detection information, which indicates the number of red light incidents detected in each lane for each monitored approach and incidents reviewed that do not meet the minimum required amount of still images such as the incident file contained 1 scene image and 1 plate image, when it should have contained 2 scene images and 1 plate image.

If detections have occurred and there are no reported missing images at an approach the system is operating properly. Operational verification and image quality is done by the violation processing associates in Chicago and will be discussed later in this document. If there have been no detections at an entire approach (each lane of travel for a specific enforced intersection) a series of systems checks are performed and documented in a comprehensive intersection maintenance log.

The daily operational system checks are performed on each individual camera and are accessed remotely via the system's computers through the secure, high-speed communication connection. The system checks as described below include verifying that the system parameters are properly configured, verifying software settings are accurate, confirm that the download folder is properly configured, authenticate that the detection system is exhibiting proper activity and signaling sequencing, and complete a real life offence simulation (usually triggered during a green phase) to validate it is capturing successfully.

System parameters that are verified include:

- The camera has a valid certificate to ensure it is authorized to process encrypted information.
- The enforcement mode is enabled; the approach is active and set to capture red light violators.
- The enforcement mode is set to the proper application (red light, speed or both).
- The amnesty period (time in the red phase at which point the cameras can capture offenders) is properly configured.
- The detection device that interfaces to the external input signals at the intersection (e.g. inductive loop signals) is configured and functioning correctly.
- Each lane enforced has the appropriate image settings configured to capture the offending vehicle at the proper time during the violation, and that the correct camera has been selected for each image type.

The system settings are checked for accuracy, these setting include:

- The speed limit is selected to be imprinted on the violation.
- The data block has accurate information identifying the proper location, machine identification and software version used.
- The loop separation is accurate in accordance with loop installation positioning.
- The individual cameras settings are correct; focus, zoom and exposure are properly configured for each.

The download folder is the place on the camera system where offence files are stored until the import server successfully downloads them. It acts as a temporary storage facility at the intersection that can handle over 5000 offence files. This folder is checked to ensure proper connectivity to the importer server by verifying:

- The software is configured to place the offence files in the proper file folder location.
- The file folder location has the correct security access and is accessible to the import server.

The detection systems are checked for proper activity and signaling sequencing:
- Ensure the detection device is communicating with the main camera system.
- Ensure red, amber and green phase indications are represented for each signal phase change. Still images can be captured in real time remotely to verify that the phase message received from the detection device corresponds to the phase shown in the live still image taken.
- Ensure each lane being monitored by the detection device has the appropriate number of messages to capture an offending vehicle.

Each system is equipped with light monitoring software, allowing the cams to adjust for different conditions:
- The communications to the light detection device are confirmed.
- Software settings are verified; polling time, lux values are set properly.
- Images are confirmed to have appropriate settings for lighting conditions.

Recording of streaming video, each approach will be equipped with software allowing video to be stored at minimum 72 hours:
- Technicians to confirm video is up to date by replaying file.
- Verify video is actively recording; validate file size is increasing while onsite.
- The date & time stamps are confirmed to be accurate

A Real Time offence simulation system check is performed during the "green phase" of the signaling to verify proper operation and sequencing of image sets. This final check simulates an offense to verify all system parameters including image capture and encryption packaging are functioning properly.

Daily Quality Checks

Two departments perform this process; Operations and Technical Services. Images are viewed by the Violation Processing Department in Chicago as they are downloaded by the system and processed to be forwarded to the Department of Revenue. If a Processing Associate discovers a quality problem such as a license plate is blurry, camera alignment is not correct or the video is not functioning properly, they log the malfunction on an internal website, which is monitored by the Helpdesk and Chicago's Technical Staff. Chicago Technicians monitor the website during the day to accept inputs from the Processing Associates, performing initial evaluations on the validity of the submitted reports. This helps to ensure timely repair by a member of the Technical Services Staff.

The other procedure occurs with checks performed by the Technician Supervisor. Part of their daily routine will include reviewing images from all the regions in Chicago. The Technician Supervisor will view an incident from each approach throughout the City. This allows them to confirm the enforcement systems to be working properly; flashes to be firing, data blocks to be correct, precise camera alignment and phasing sequence is working properly. With either process as a problem is recognized a Work Order is generated through the Redflex Maintenance Database.

Once the discrepancies are logged, the Technician Supervisor develops a work order to be assigned to the Technician responsible for handling the approach. The work order provides a means for tracking open and resolved issues as well as providing a means to track on-going system issues to identify opportunities for system enhancements.

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MAINTENANCE PROGRAM – DETAILED

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Each approach will have the glass wiped down. After the enclosure has been cleaned the camera alignment will be verified prior the personal leaving. While on the ladder the enclosure and glass seals will be examined for cracks or weathering.

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SBC NID Boxes

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Lubricate Locks

Each of the padlocks will be treated with graphite, helping to prevent locks freezing up and rust.

A sample PM form to be completed by City Lights has been included.

Chicago Red Light Enforcement

City Lights – PM Form

Intersection _____

Name _____ Date _____

Time Onsite - Start _____ End _____

Intersection Work -

Item to be Completed	Approach #1	Approach # 2	Approach # 3
Direction of travel			
Paint over graffiti or scratches			
Caulk equipment at bases			
Tighten anchor bolts			
Wipe down equipment			
Clean the glass & flash units			
Fire flash manually			
Fill low loop sealant			
Confirm signals working			

Cabinet -

Item to be Completed	Note(s)
Lubricate locks	
Tighten loose panels	

Inspection / Additional Tasks–

Item to be Completed	Note(s)
Confirm signs to be in place	
Voltage Reading (AC)	
Verify grounding	
Check street conditions	
Confirm NID (AT &T)	
Loop Dive, Quazite & Splices	
Clean snow (seasonal)	

Note(s) - _____

_____

If any issues found contact Redflex Traffic Systems –
Ben Popple (312) 617 – 9840 Bill Braden (773) 858 – 5711
Redflex Chicago Office (312) 327 - 1920

System Operation Checks -

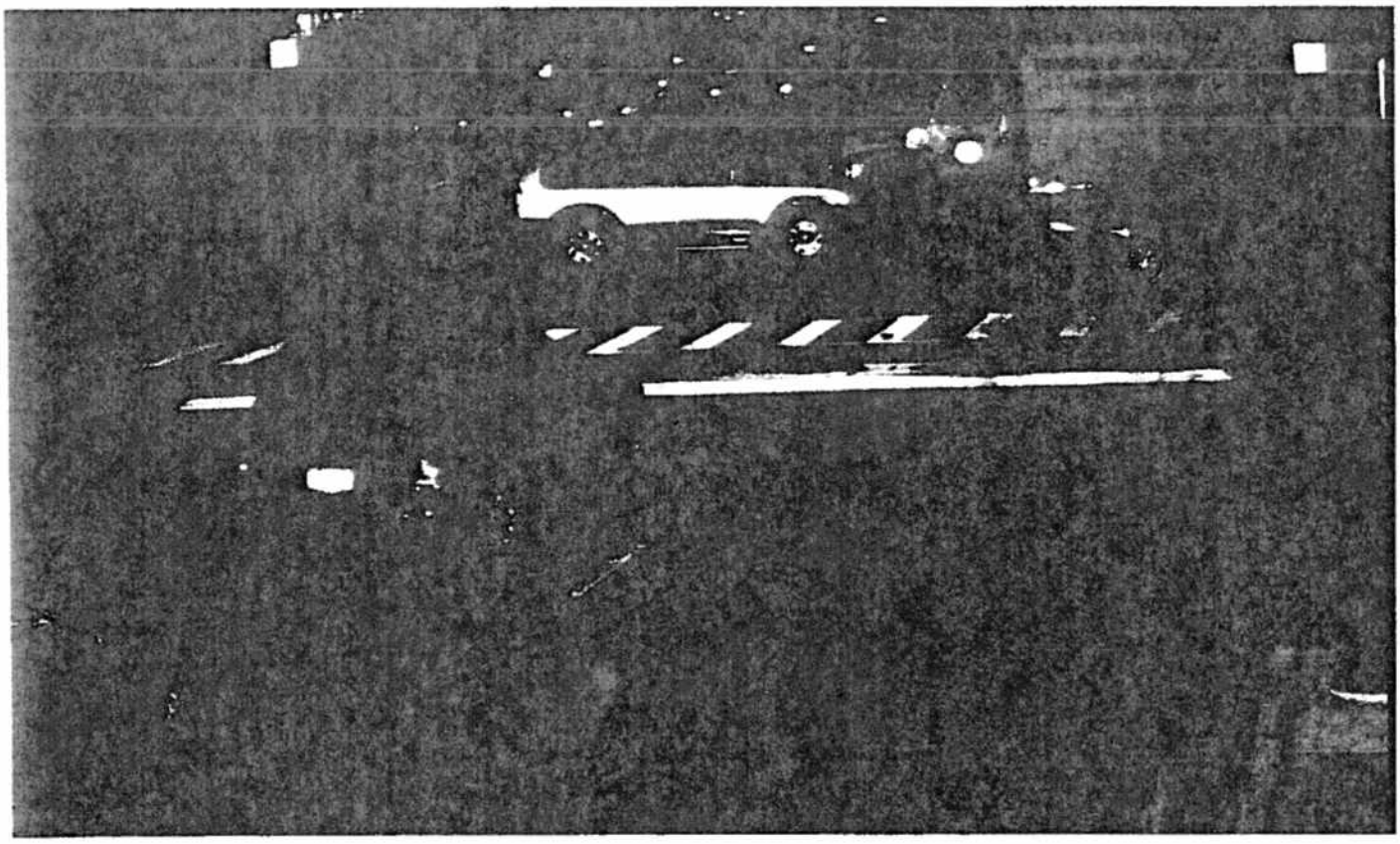
Redflex technicians will follow up the work completed by City Lights by confirming system operations. Integral components to this process include;

Enclosure Communications

The computers will be accessed while onsite, the technician using remote access software will dial into each approach computer. All other devices will have confirmation of open communication; streaming video server, routers and modems.

Live View Images

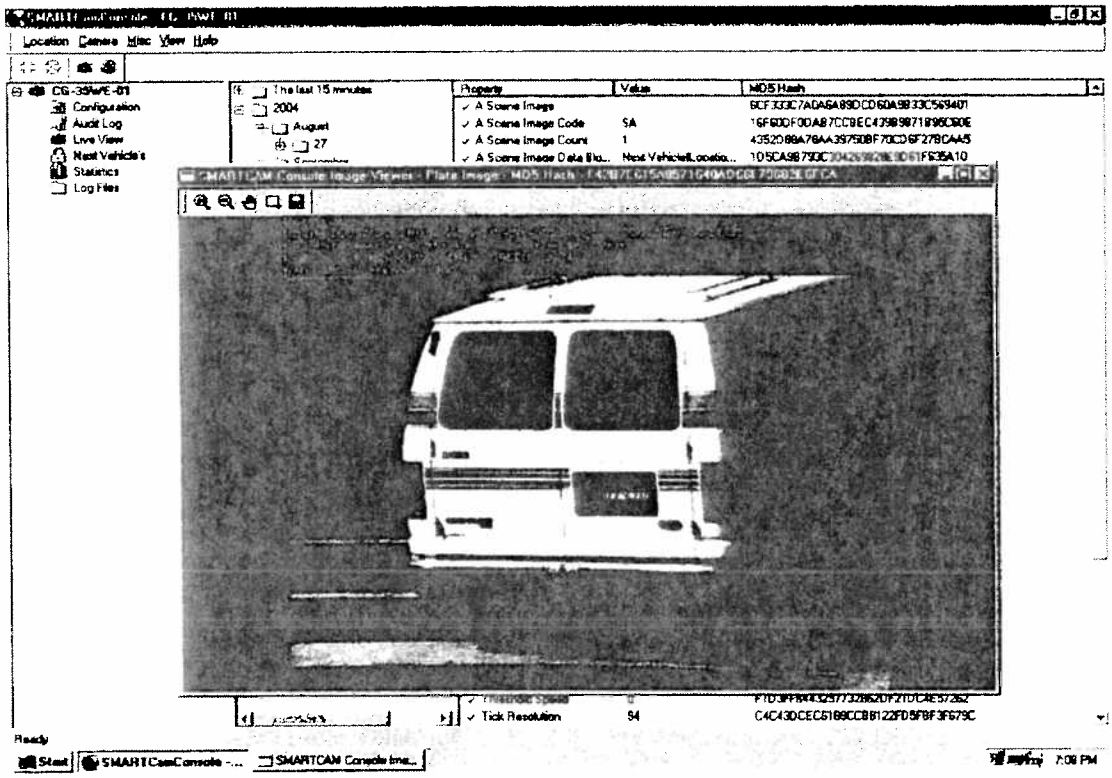
Smartcam has utilities that allow the Redflex technician to take images. The first is live views. This allows for an image to be taken without a car committing a violation. Live view images can be taken with any of the cameras in the enclosure. This process allows the technician to verify image quality along with confirmation the flashes are firing.



Next Vehicles

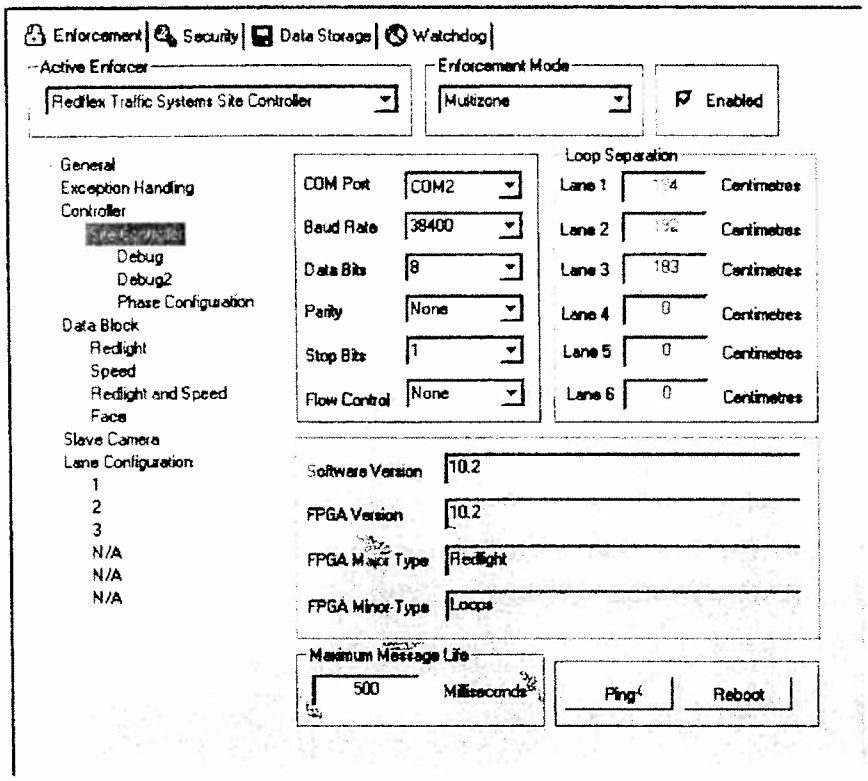
The other image utility available to the Redflex technician is Next Vehicles. Next Vehicles not only confirms image quality but also test various aspects of the system. Next Vehicles takes all 3 images that would occur with a true violation without having the red light. This shows the technician that the

placement is correct for each still image and they are packaged together correctly. The correct placement confirms that the loops are working.



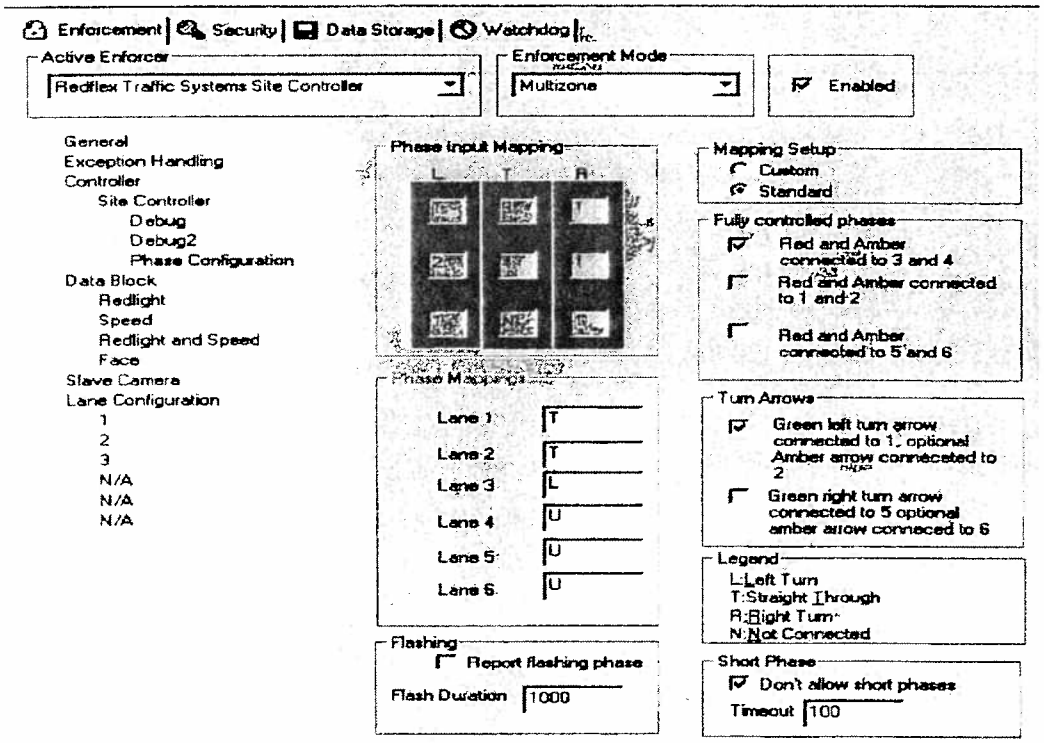
Confirm Serial Communications

Smartcam has a confirmation that each detection device (SDCM) has communications working in both directions. The SDCM detects any car riding over the loops and allows the software to recognize the phase sequence of the approach. If a technician finds that a SDCM is not reporting properly they can attempt to REBOOT or PING the SDCM.



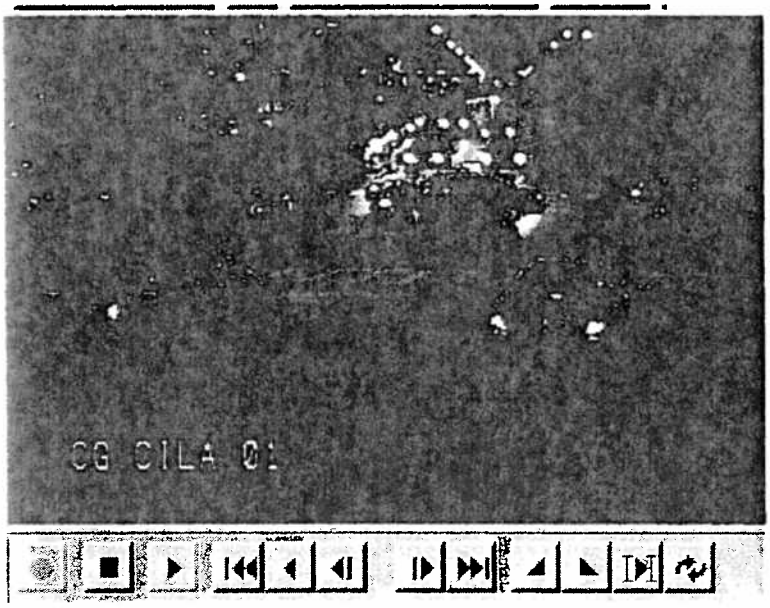
Phase Configuration

As mentioned the SDCM allows the software to recognize the phasing sequence of the approach. There is a mapping screen that allows the technician to confirm communications are working properly and things are wired up right.



Violation Video Check

With each violation a 12 second video clip is attached. While onsite the Redflex technician will confirm the video feed to be working properly. Also the technician will verify the alignment & clarity of the video.



Streaming Video Check

Every approach has been set up with a streaming video server. This streaming video feed will also be checked and confirmed to be in working order. This feed can be accessed at the intersection via Explorer. The technician will confirm various settings; date & time, frame rate, color and other broadcast settings.

Streaming Video Record Process

Each approach will be set up with a software package to allow the recording of the streaming video. The Redflex Technician will confirm the recording process to be working properly; the technician will view the recorded video and verify at least the prior 72 hours have been stored.

Confirm Flashes

Prior to leaving, each flash will be confirmed to be in working order. This will be done two ways. The technician will fire the flash both manually and by taking a live view images.

Communications to Processing

The technician will confirm communications are working from each enclosure to the image storage server. This can be done by pinging the specific IP address in either Scottsdale or Chicago from the approach computer. Also, the technician can view a software utility page to confirm the approach devices are communicating.

Valid Certificate

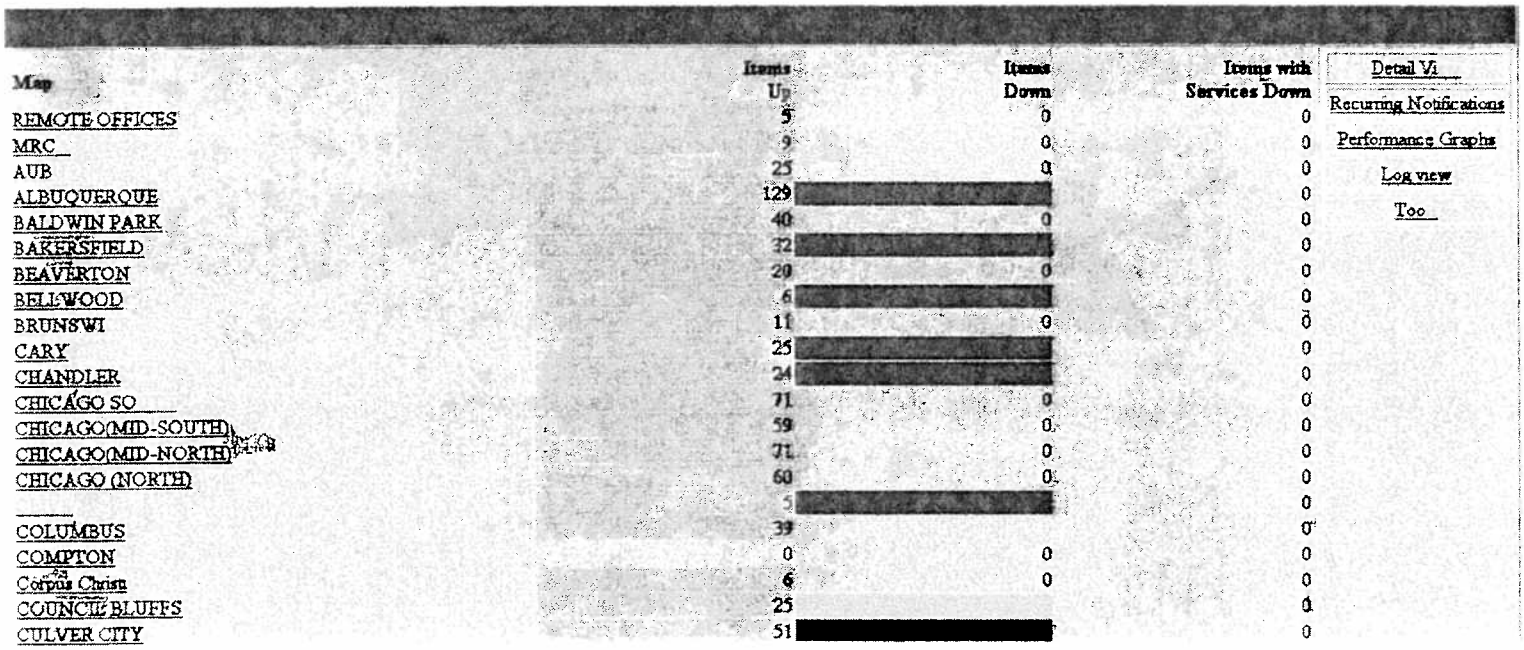
Each enclosure computer requires a certificate for active enforcement. While onsite the technician will confirm the certificate to be installed.

General Maintenance

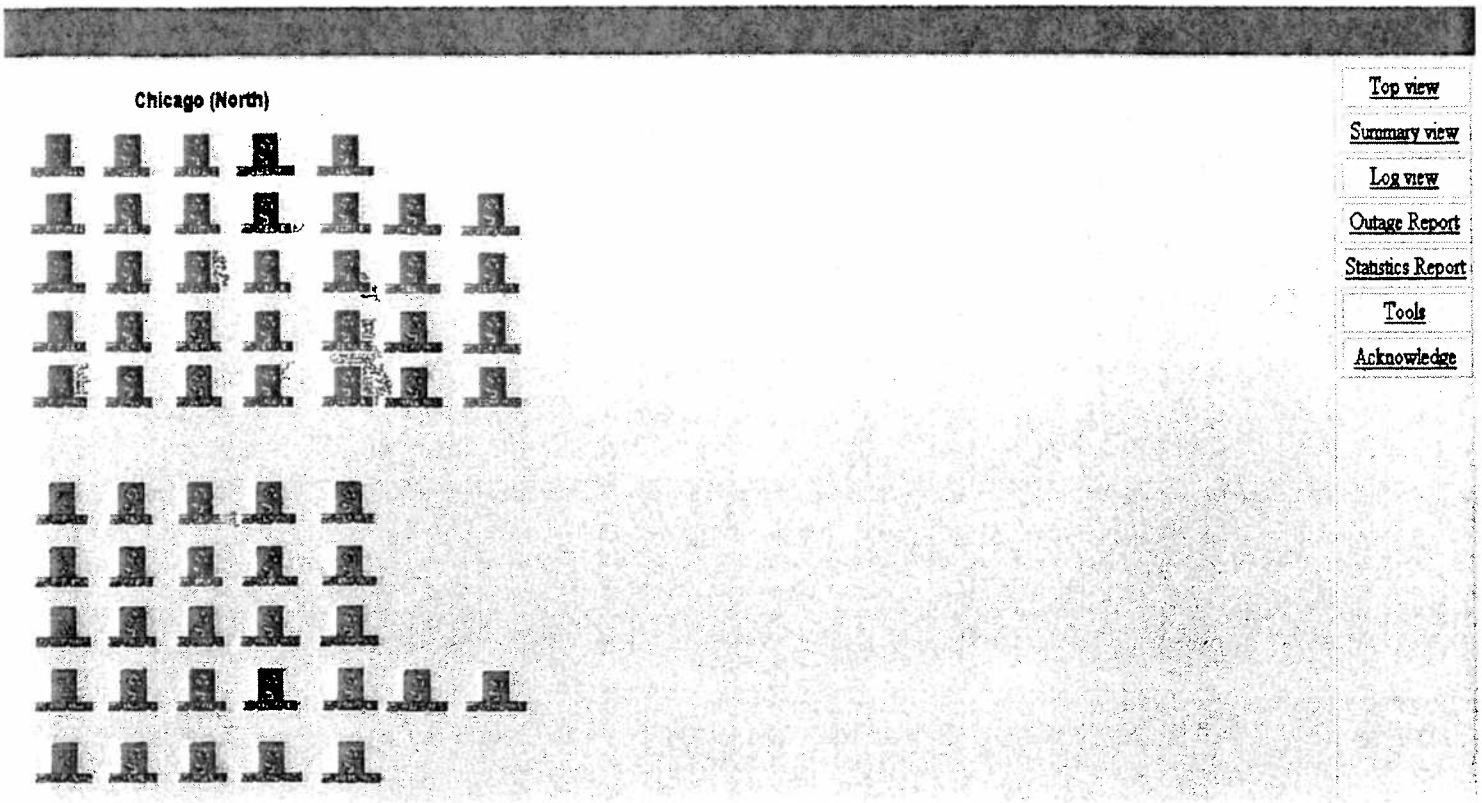
Network Monitoring

A network utility allows the Chicago technicians to view all intersections network status with Scottsdale. The start page of the What's Up Utility allows the user to identify the number of devices specific to the City. This includes streaming video servers, enclosure computers and Cisco routers stationed in the cabinets. A network utility page defining Chicago's installed equipment has been made available to OEMC. This will allow Chicago's key personnel to monitor status on of equipment.

Redflex Traffic Systems Network Monitoring



A second screen within the utility gives the user a color coded activity chart of each devices communications with Scottsdale. There are 3 color indications for every device assigned an IP in Chicago. Green, all communications are reporting properly and within a specific time parameter. Yellow, the devices is reporting but is either outside the time parameter or periodically dropping out. Red, the device is not responding at all.



Hostname:
Address:
Last Poll Time: 08/20/07 08:16:40
Status: Active and responding

Statistics last cleared: 02/09/06 09:37:18

Type	# Polls	% Responded	% Missed	Down time	Period	# Alerts	Avg delay	Min delay	Max delay
ICMP	793689	99.55%	0.45%	59:22	13366:40	0	122	55	3021

Up since: 08/17/07 00:10:47 Missed 3562

Top view
Map view
Summary View
Log view
Tools
Acknowledge

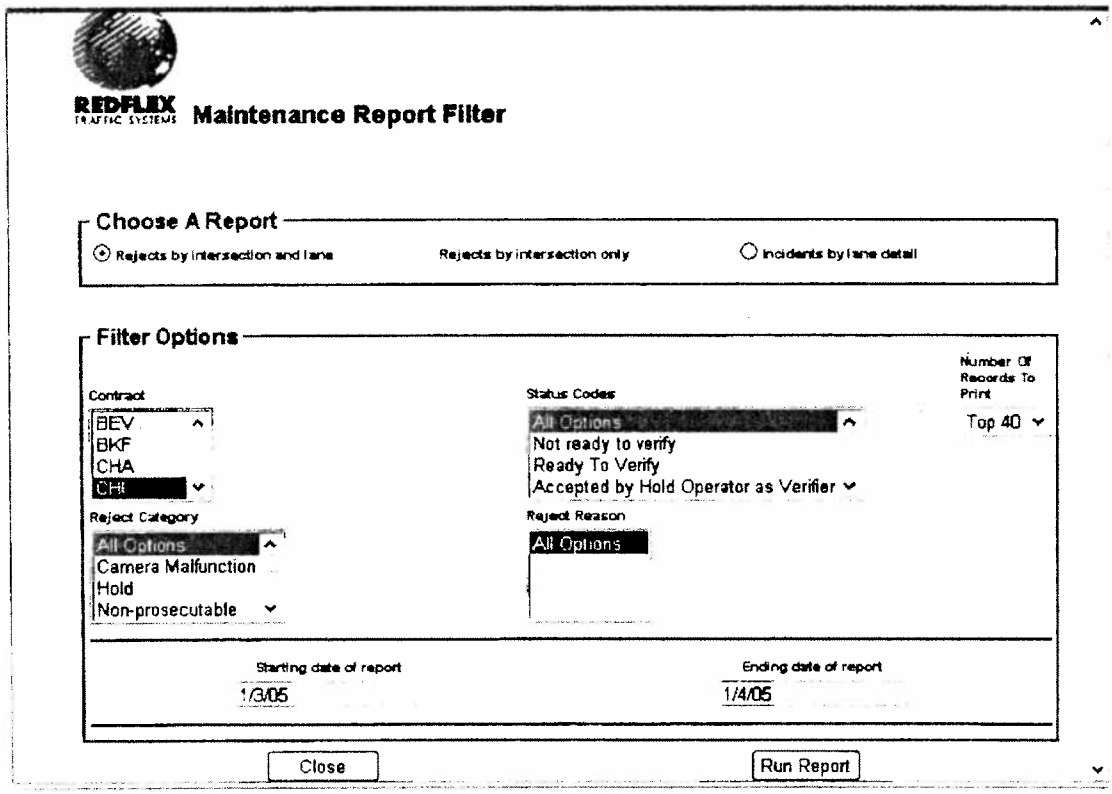
Log Extract

```
20070817 001136 UP CG_CILA_01 :          . missed 1
20070817 001047 DOWN CG_CILA_01 :          . Timed Out
20070816 232541 UP CG_CILA_01 :          . missed 20
20070816 230547 DOWN CG_CILA_01 :          . Timed Out
20070816 114736 UP CG_CILA_01 :          . missed 1
20070816 114647 DOWN CG_CILA_01 :          . Timed Out
20070815 083335 UP CG_CILA_01          missed 1
20070815 083245 DOWN CG_CILA_01 :          . Timed Out
```

button which will attempt to open up communications to any specific device mapped out on the color coded page.

Maintenance Filter

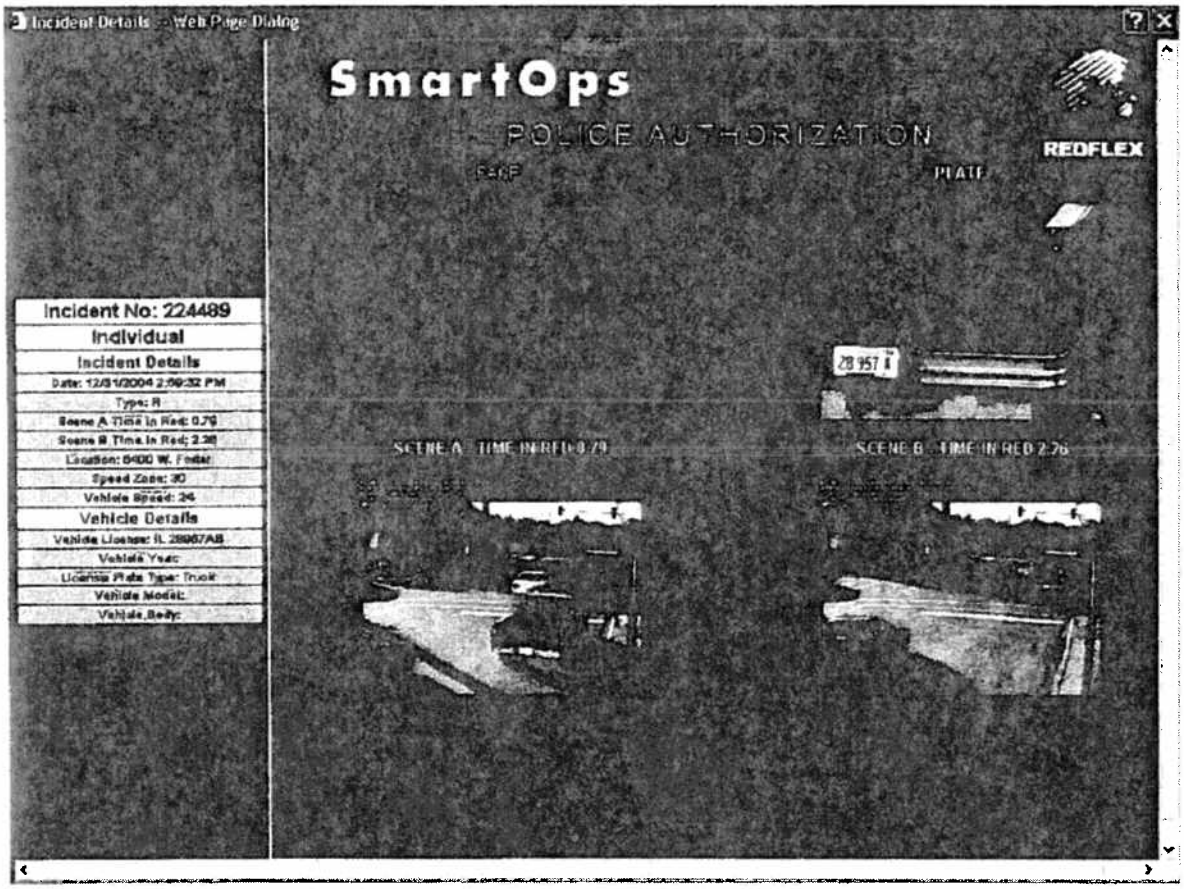
Every Chicago Redflex technician has available a program that allows them to search out image quality issues. The maintenance filter allows the technician to identify problems with images from the prior day. There are several fields the technician can use to search for problems. They include reject reason, date and intersection. Every day the Chicago technicians run a report of the prior day to determine any course of action required to maintain at minimum a rate of 85% prosecution. The maintenance filter is a result of the operations department in Chicago reviewing images and keeping an accurate account of any reason it might not meet the high standards held by Redflex.



After the technician determines the field in which they will search potential problems a report is generated. This report contains an incident number that is specific to each individual violation. The violation can now be viewed thru Smart Ops.

Smart Ops

With the incident number assigned to each rejected violation the technician can view the infraction in question. Smart Ops allows the technician to view the plate image, scene image and video with each violation. Every rejected incident within the parameters of the 85% prosecution rate is reviewed by the technician. Such reasons being flash inappropriate, camera blurry, plate obstruction or miscellaneous camera issues.



Streaming Video Check

Chicago's streaming video feed is check at minimum once a day. This allows the technician an easy view of the enclosure and approach environment. These checks have lead to quick response times in dealing with the enclosure glass being marked or smeared by things such as eggs. The streaming video is logged daily with any problems being noted.

Detection Count Report

Daily a report is automatically processed and emailed to each technician in regard to detection variance. The report will notify the technician if an approach has not produced a violation that day. The email also contains

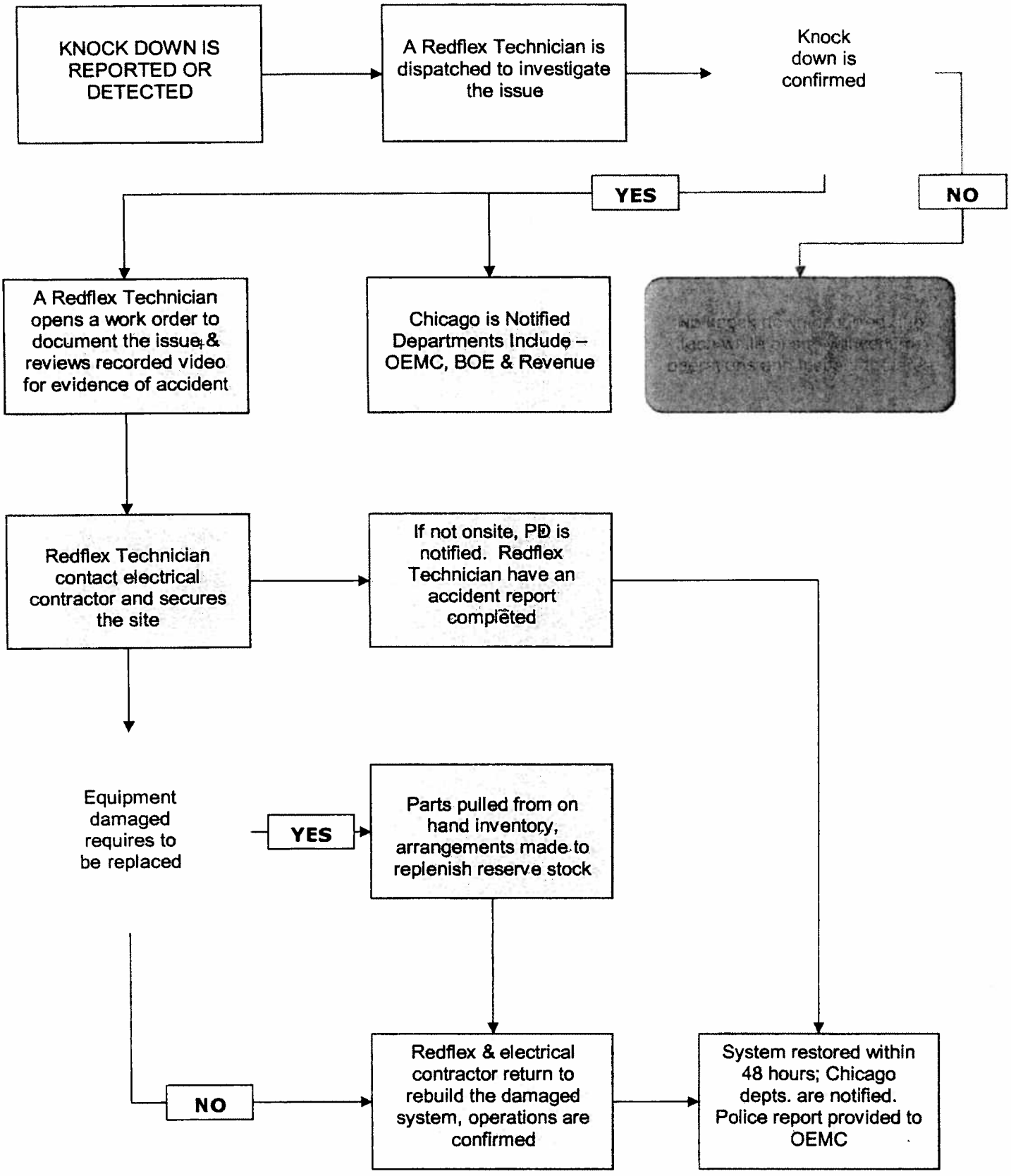
information letting the technician know if detections have dropped off significantly, not just all together. The report gives the technician data pertaining to each approach and if there has been a change of 15% or greater. If an approach has not reported a violation the day prior the technician will remotely dial into the computer to run checks. These steps include confirming the cameras are operational by taking Live View shots and Next Vehicles. Also, the video is confirmed to be working along with the phase configuration reporting properly. If any of these checks do not come back 100% the technician will visit the approach that day to investigate.

Incident Lookup

Chicago technicians will use Redflex web based software to confirm operations daily. Every approach is viewed by the assigned technician. Each evidence package contains both the still images and the attached video. Once the violation files are downloaded the technician uses Redflex licensed software, SmartOps to view them. The software allows the technician to view each image individually and the video. SmartOps also enables the technician to ensure the data bar information is correct on each approach. If any camera does not produce a quality image the technician will remotely access the computer and take test shots. Depending on the image quality the technician will take steps remotely to remedy the problem or go onsite to fix any pending issue.

Emergency Response - Knockdown Procedures

Having 6 Chicago based technicians allows Reflex an immediate response to an emergency. Since the inception of the program Redflex has rebuilt equipment damaged due to a knockdown or vandalism within a 48 hour period. Additionally Redflex will keep the necessary departments aware of the equipment status. OEMC, BOE, Revenue and Adjudication are to be given notice of the down equipment and given updates on status on the rebuild.


KNOCK DOWN IS REPORTED OR DETECTED
A Redflex Technician is dispatched to investigate the issue
Knock down is confirmed
YES
NO
A Redflex Technician opens a work order to document the issue & reviews recorded video for evidence of accident
Chicago is Notified Departments Include – OEMC, BOE & Revenue
Redflex Technician contact electrical contractor and secures the site
If not onsite, PD is notified. Redflex Technician have an accident report completed
Equipment damaged requires to be replaced
YES
Parts pulled from on hand inventory, arrangements made to replenish reserve stock
NO
Redflex & electrical contractor return to rebuild the damaged system, operations are confirmed
System restored within 48 hours; Chicago depts. are notified. Police report provided to OEMC

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT
OEMC Sole Source Justification
Redflex Traffic Systems, Inc.

Appendix B. MBE/WBE Compliance History

Redflex Traffic Systems
OEMC MBE/WBE Compliance PO3220 PO16936)

REDFLEX TRAFFIC SYSTEMS								
Chicago Expenses Incurred - MBE / WBE								
Sum of Amount	Vender							
Period	City Lights	Evergreen Supply Co.	Production Dynamics	Branscombe Cable	DNB Construction	Roughneck Concrete	Evergreen Supply	Grand Total
Apr-04			1,068.13					1,068.13
May-04			9,587.88					9,587.88
Jun-04			28,810.16					28,810.16
Jul-04			9,844.32					9,844.32
Aug-04			34,341.08					34,341.08
Sep-04			20,150.89					20,150.89
Oct-04			32,564.82					32,564.82
Nov-04			1,503.36					1,503.36
Dec-04			17,889.50					17,889.50
Jun-05			104,474.64			15,805.00		120,279.64
Nov-05	111,775.00							111,775.00
Dec-05	137,775.75							137,775.75
Jan-06				90,426.56		9,486.89		99,913.45
Feb-06	112,963.61							112,963.61
Mar-06					47,800.00		19,320.63	67,120.63
Mar-06				82,824.56				82,824.56
Mar-06	50,439.57							50,439.57
Apr-06	144,569.07							144,569.07
Apr-06				7,733.77	4,100.00			11,833.77
May-06	7,442.85							7,442.85
Jun-06	2,849.91							2,849.91
Jun-06					38,284.22	1,450.00		39,734.22
Jun-06				19,000.00				19,000.00
Jul-06				62,394.39				62,394.39
Jul-06	5,744.29							5,744.29
Aug-06	2,388.42							2,388.42
Aug-06				42,172.19				42,172.19
Aug-06					38,490.10	7,616.00	21,498.94	67,605.04
Sep-06	11,155.18							11,155.18
Sep-06	2,213.37							2,213.37
Nov-06	8,941.81							8,941.81
Nov-06	67,367.70							67,367.70
Jan-07	8,543.83							8,543.83
Mar-07	335,721.60	66,099.85						401,821.45
Apr-07	255,997.98	56,603.04						312,601.02
May-07		71,038.80						71,038.80
Jun-07		81,901.69						81,901.69
Jul-07	222,950.74	9,942.44						232,893.18
Aug-07		64,105.49						64,105.49
Sep-07	162,366.51	3,514.81						165,881.32
Oct-07	454,353.48	109,392.80						563,746.28
Nov-07	670,716.41	38,559.26						709,275.67
Dec-07		3,111.45						3,111.45
Jan-08	40,000.00	21,808.15						61,808.15
Feb-08	49,234.02	39,147.55						88,381.57
Mar-08	102,940.31	64,501.71						167,442.02
Apr-08	541,880.70	20,834.59						562,715.29
May-08	640,226.60	66,703.13						706,929.73
Grand Total	**4,150,558.71**	**717,264.76**	**260,234.78**	**304,551.47**	**128,674.32**	**34,357.89**	**40,819.57**	**5,636,461.50**

Sub-contractor payments between April 2004 - December 2007 were applied to the PO3220 contract on the construction scope. Construction ended in 2007.

Sub-contractor payments beginning in Jan 2008 and beyond are applied to compliance for the 16396.

7/25/2008

REDFLEX
TRAFFIC SYSTEMS

#P03220

Redflex Traffic Systems, Inc.
15020 N. 74th Street
Scottsdale, AZ 85260
Tel: 480 607 0705
Fax: 480 607 0752
www.redflex.com

January 15, 2007

Mr. John Bills
Deputy Director, City Operations-OEMC
City of Chicago
1411 W. Madison Street, 4th Floor
Chicago, Illinois 60607

Dear Mr. Bills:

I write concerning the previously completed and submitted MBE/WBE forms C1 and D1 provided as part of the completion of the Amendment process on the Digital Automated Red Light Enforcement Program (DARLEP) specification number 2281.

While the amendment has a total maximum funded value of $25,000,000, there are two important factors that impact the method in which Redflex can meet its obligations with regard to MBE/WBE compliance.

- The contract provides the city the option to purchase up to 100 additional systems. Other than the initial 40 systems that the city has requested, there is no further obligation of the City to purchase more systems
- The contract contemplates payments to Redflex for two discrete services: (1) the System construction and installation services and (2) ongoing maintenance, data management and processing services. While we have satisfactorily engaged both MBE and WBE vendors to assist in the provision of System construction and installation services, the nature of the maintenance, data management, and processing services are not suitable for outsourcing to MBE and WBE vendors.

We have completed the forms on the basis of the City's initial order for 40 systems and for the System construction and installation element of the contract (total value 40 x $100,000 = $4,000,000). In addition we agree to increase our MBE participation to 20.1%, which is a 19% increase over the required participation. This results in total MBE of 20.1% = $804,000, and WBE at 4.5% =180,000. Additionally, as we grow in the metropolitan area it is our intent to continue utilizing the identified minority and woman owned businesses on an indirect basis.

We propose to submit additional C1 and D1 forms in these same percentages for all additional orders of Systems that we receive from the City.

This proposed incremental manner of meeting our MBE/WBE obligations is aligned to our bonding obligations as outlined in Exhibit 12 to the contract. In Exhibit 12, we supply an initial bond for the first 40 systems installed. Thereafter, we contract that

"When the city notifies you that the city is ordering additional systems then you must deliver to the Chief Procurement Officer a new contract performance and payment bond in the amount equal to $22,650 for each additional system identified in the Notice to Proceed"

Note that this language contemplates additional bonding with *each additional order of service* by the City and also links the value of the bond required only to the order of *system construction and installation* and not to the maintenance, data management and processing services.

We propose to mirror this approach in meeting our MBE/WBE obligations and accordingly have supplied C1 and D1 forms based on an initial order value of $4,000,000 and propose to subsequently provide additional C1 and D1 with each Notice to Proceed supplied by the City based on the value of such order.

Please note that as part of our ongoing commitment to the City, we have begun to establish an operation within Chicago that will significantly expand our business premises and Chicago employee base. Where certain of our services are not conducive to outsourcing to local MBE/WBE vendors, our approach to bringing economic development to the City of Chicago, is to create a local operation of our company.

To assist in your consideration of our request we supply below further details on the nature of the two distinct elements of our contracted work:

System construction and installation
During the performance of the contract over the past three years we have worked diligently to identify MBE/WBE firms that can perform the work under the contract. The result of our investigation is that the construction and supply portion of the contract has elements of work that can be met in a limited manner by MBE/WBE firms within the city of Chicago. The specialized nature of the work has not been performed in the state of Illinois in the past as this photo enforcement program is currently the only operational red light photo-enforcement program within the state. Local capability and experience with the technologies and skill sets is rare even within the U.S. We have accordingly proposed this work for the amendment and submitted C1 and D1 forms that address the MBE and WBE work covering the manufacturing and construction activity.

Maintenance, data management, and processing services
We also perform a variety of other services under the contract largely centered around ongoing maintenance of all installed systems and data storage, management, and initial processing of the captured violations. These services involve access to and detailed training on proprietary hardware and software. These services are performed both in the city of Chicago and also at our head office in Scottsdale, Arizona. They also involve access to personal information of violators that requires us to employ thorough and comprehensive employee background checks to ensure compliance with our legal obligations.

There are no existing MBE and WBE firms listed on the Department of Procurement Services MBE/WBE database that perform this work. The nature of these services is such that the investment required by an MBE/WBE to achieve the breadth and depth of knowledge and experience to perform them would be uneconomical.

Further, our contract with the city contains a liquidated damage clause imposing significant financial penalties on us should the issuance rate of the systems fall below 85% (performance clause) or should

the uptime of the systems fall below 95%. As outlined above, the MBE/WBE firms have no experience in the performance of this type of work thus giving rise to a performance and financial risk on this importance safety program.

We are therefore respectfully petitioning for the grant of relief from MBE/WBE requirements for the maintenance and data management and processing portion of the proposed amendment. We are committing to meet MBE/WBE requirements for the construction and installation components of the work at the existing committed 20.1% for MBE and 4.5% for WBE as set out in the attached C1 and D1 forms.

We note that the Department of Procurement Services has provided discretion on MBE/WBE in exceptional cases such as this in the past for specialist equipment supply. Indeed, the Department of Procurement Services applied the requested restriction to the previous amendment number 22517 submitted on October 15, 2005.

Yours sincerely,

Karen Finley

Karen Finley
President/CEO

City of Chicago
Richard M. Daley, Mayor

Office of Emergency Management and Communications

120 North Racine Avenue
Chicago, Illinois 60607-2010
http://www.cityofchicago.org

July 28, 2008

Montel Gayles, Chief Procurement Officer
Department of Procurement Services
121 N. LaSalle St., Suite 403
Chicago, IL 60602

SUBJECT:	**New Maintenance Agreement**
CONTRACT TITLE:	**Maintenance Agreement on Existing/Installed DARLEP Camera Systems**
VENDOR:	**RedFlex Traffic Systems, Inc.**
ESTIMATED TOTAL COST:	**$32,109,090.00**

Dear Mr. Gayles:

We respectfully request to be placed on the Sole Source Review Board meeting scheduled for **Tuesday August 5th, 2008** to allow OEMC to enter into a new maintenance agreement with Redflex Traffic Systems to continue maintenance on136 existing camera systems installed and previously maintained under PO#3220.

We are submitting a revised Sole Source DPS Checklist packet to address issues raised by the Sole Source Board on July 3rd, 2008, specifically the unique capability of the vendor to continue providing the requested service. The original documentation stating vendor 5-year maintenance costs and the Economic Disclosure Statement was submitted for the 7/3/2008 Sole Source meeting.

Revised documentation includes
(1) Project Checklist
(2) Justification for Non-Competitive Procurement
(3) Written Justification with Appendices
(4) Requisition #38084

Please feel free to contact me directly at 743-7367 with any questions.

Sincerely,

Leslie Cain
Grants Management Specialist

NEIGHBORHOODS Alive!
BUILDING CHICAGO TOGETHER

CHICAGO WORKS

SCHEDULE C-1
Letter of Intent from MBE/WBE to Perform as Subcontractor, Supplier and/or Consultant

Name of Project/Contract: _____
Specification Number: _____

From CITY LIGHTS (Name of MBE/WBE Firm)
MBE: Yes X No _____
WBE: Yes _____ No _____

To: REDFLEX TRAFFIC (Name of Prime Contractor - Bidder/Proposer) and the City of Chicago:

The undersigned intends to perform work in connection with the above projects as a:

_____ Sole Proprietor
_____ Partnership
X Corporation
_____ Joint Venture

The MBE/WBE status of the undersigned is confirmed by the attached letter of Certification from the City of Chicago effective date of _____ to _____ for a period of five years.

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the above named project/contract:
MAINTENANCE, RELOCATIONS, KNOCK DOWN SUPPORT AND CONSTRUCTION SERVICES

The above described performance is offered for the following price and described terms of payment:
$1,650,000 per year

If more space is needed to fully describe the MBE/WBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement for the above work with you as a Prime Contractor, conditioned upon your execution of a contract with the City of Chicago, and will do so within (3) three working days of receipt of a signed contract from the City of Chicago.

(Signature of Owner or Authorized Agent)
Juan Candelaria/President
(Name/Title (Print))
July 18, 2008
(Date)
773-626-9162
(Phone)

Rev. 9/00

City of Chicago
Richard M. Daley, Mayor

Department of
Procurement Services

City Hall, Room 403
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4900
(312) 744-2949 (TTY)
http://www.cityofchicago.org

November 28, 2007

Juan Candelaria
City Lights, Ltd.
5261 W. Harrison Avenue
Chicago, Illinois 60644

Annual Certificate Expires: **March 1, 2009**
Vendor Number: **1038619**

Dear Mr. Candaleria:

We are pleased to inform you that **City Lights, Ltd.** has been certified as a **MBE** by the City of Chicago. This **MBE** certification is valid until **March 1, 2013**; however your firm must be revalidated annually. Your firms' next annual validation is required by **March 1, 2009**.

As a condition of continued certification during this five year period, you must file a No-Change Affidavit **within 60 days prior** to the date of expiration. Failure to file this Affidavit will result in the termination of your certification. **Please note that you must include a copy of your most current Federal Corporate Tax Return.** You must also notify the City of Chicago of any changes in ownership or control of your firm or any other matters or facts affecting your firm's eligibility for certification.

The City may commence action to remove your firm's eligibility if you fail to notify us of any changes of facts affecting your firm's certification or if your firm otherwise fails to cooperate with the City in any inquiry or investigation. Removal of eligibility procedures may also be commenced if your firm is found to be involved in bidding or contractual irregularities.

Your firm's name will be listed in the City's Directory of Minority Business Enterprises and Women Business Enterprises in the specialty area(s) of:

Electrical Contractor

Your firm's participation on City contracts will be credited only toward **MBE** goals in your area(s) of specialty. While your participation on City contracts is not limited to your specialty, credit toward **MBE** goals will be given only for work done in the specialty category.

Thank you for your continued interest in the City's Minority and Women Business Enterprise Programs.

Sincerely,

Mark J. Hands
Managing Deputy Procurement Officer

NEIGHBORHOODS Alive!
BUILDING CHICAGO TOGETHER

CHICAGO WORKS

New Agrmt 7/2008

Schedule C-1
Letter of Intent from MBE/WBE to Perform As Subcontractor, Supplier and/or Consultant

Name of Project/Contract: _____
Specification Number: _____

From: Gandhi and Associates, Inc. (Name of MBE/WBE Firm)
MBE: Yes X; No _____
WBE: Yes _____; No _____

To: Redflex Traffic Systems, Inc. (Name of Prime Consultant/Contractor) and the City of Chicago:

The undersigned intends to perform work in connection with the above projects as a:

_____ Sole Proprietor
_____ Partnership
__X__ Corporation
_____ Joint Venture

The MBE/WBE status of the undersigned is confirmed by the attached letter of Certification from the City of Chicago effective date of March 7, 2008 to March 1, 2009 for a period of one year.

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the above named project/contract:
Engineering and Drafting Services

The above described performance is offered for the following price and described terms of payment:
$145,000 per year

If more space is needed to fully describe the MBE/WBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement for the above work with you as a Prime Contractor, conditioned upon your execution of a contract with the City of Chicago, and will do so within (3) three working days of receipt of a signed contract from the City of Chicago.

P. K. Gandhi
(Signature of Owner or Authorized Agents)
P. K. Gandhi, President
Name/Title (Print)
July 18, 2008
Date
(773) 774-5910
Phone

City of Chicago
Richard M. Daley, Mayor

Department of
Procurement Services

Montel M. Gayles
Chief Procurement Officer

City Hall, Room 403
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4900
(312) 744-2949 (TTY)
http://www.cityofchicago.org

March 7, 2008

P. K. Gandhi, President
Gandhi & Associates, Inc.
6035 North Northwest Highway, Suite 306
Chicago, Illinois 60631

Annual Certificate Expires: **March 1, 2009**
Vendor Number: **312900**

Dear Mr. Gandhi:

Congratulations on your continued eligibility for certification as a **MBE** by the City of Chicago. This **MBE** certification is valid until **March 2011**; however your firm must be re-validated annually. Your firm's next annual validation is required by **March 1, 2009.**

As a condition of continued certification during this five year period, you must file a No-Change Affidavit **within 60 days prior** to the date of expiration. Failure to file this Affidavit will result in the termination of your certification. **Please note that you must include a copy of your most current Federal Corporate Tax Return.** You must also notify the City of Chicago of any changes in ownership or control of your firm or any other matters or facts affecting your firm's eligibility for certification.

The City may commence action to remove your firm's eligibility if you fail to notify us of any changes of facts affecting your firm's certification or if your firm otherwise fails to cooperate with the City in any inquiry or investigation. Removal of eligibility procedures may also be commenced if your firm is found to be involved in bidding or contractual irregularities.

Your firm's name will be listed in the City's Directory of Minority Business Enterprises and Women Business Enterprises in the specialty area(s) of:

Professional Engineering Services

Your firm's participation on City contracts will be credited only toward **MBE** goals in your area(s) of specialty. While your participation on City contracts is not limited to your specialty, credit toward **MBE** goals will be given only for work done in the specialty category.

Thank you for your continued interest in the City's Minority and Women Business Enterprise Programs.

Sincerely,

Lori Ann Lypson
Deputy Procurement Officer

LAL/mck

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CHICAGO WORKS

New Agrmt 7/2008

SCHEDULE C-1
Letter of Intent from MBE/WBE to Perform as Subcontractor, Supplier and/or Consultant

Name of Project/Contract: _____
Specification Number: _____

From: Bigane Paving Co (Name of MBE/WBE Firm) MBE: Yes ____ No X
WBE: Yes X No ____

To: Red Flex (Name of Prime Contractor - Bidder/Proposer) and the City of Chicago:

The undersigned intends to perform work in connection with the above projects as a:

____ Sole Proprietor
____ Partnership
X Corporation
____ Joint Venture

The MBE/WBE status of the undersigned is confirmed by the attached letter of Certification from the City of Chicago effective date of July 3, 2007 to Dec 1, 2008 for a period of five years.

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the above named project/contract:
Asphalt Milling & Paving

The above described performance is offered for the following price and described terms of payment:
$ 50,000.00 per year

If more space is needed to fully describe the MBE/WBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement for the above work with you as a Prime Contractor, conditioned upon your execution of a contract with the City of Chicago, and will do so within (3) three working days of receipt of a signed contract from the City of Chicago.

(Signature of Owner or Authorized Agent)
Anne Bigane Wilson (Name or Title (Print))
7-17-08 (Date)
312-738-0600 (Phone)

Rev. 9/03

City of Chicago
Richard M. Daley, Mayor

Department of
Procurement Services

Barbara A. Lumpkin
Chief Procurement Officer

City Hall, Room 403
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4900
(312) 744-2949 (TTY)
http://www.cityofchicago.org

July 3, 2007

Anne Bigane Wilson, President
Bigane Paving Company
935 W. Chestnut Street
Chicago, IL 60622

Annual Certificate Expires: **December 1, 2008**
Vendor Number: **1008771**

Dear Ms. Wilson:

We are pleased to inform you that Bigane Paving Company, has been certified as a **WBE** by the City of Chicago. This **WBE** certification is valid until **December 1, 2012**; however your firm must be re-validated annually. Your firm's next annual validation is required by **December 1, 2008.**

As a condition of continued certification during this five year period, you must file a No-Change Affidavit **within 60 days prior** to the date of expiration. Failure to file this Affidavit will result in the termination of your certification. **Please note that you must include a copy of your most current Federal Corporate Tax Return.** You must also notify the City of Chicago of any changes in ownership or control of your firm or any other matters or facts affecting your firm's eligibility for certification.

The City may commence action to remove your firm's eligibility if you fail to notify us of any changes of facts affecting your firm's certification or if your firm otherwise fails to cooperate with the City in any inquiry or investigation. Removal of eligibility procedures may also be commenced if your firm is found to be involved in bidding or contractual irregularities.

Your firm's name will be listed in the City's Directory of Minority Business Enterprises and Women Business Enterprises in the specialty area(s) of:

Street and Highway Construction; Excavation, Grading and Asphalt (Exclusive of Elevated Highways); Miscellaneous Concrete (Exclusive of Public Walkways).

Your firm's participation on City contracts will be credited only toward **WBE** goals in your area(s) of specialty. While your participation on City contracts is not limited to your specialty, credit toward **WBE** goals will be given only for work done in the specialty category.

Thank you for your continued interest in the City's Minority and Women Business Enterprise Programs.

Sincerely,

Mark Hands
Managing Deputy Procurement Officer

MH/ckr

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New Agrmt 1/2008

SCHEDULE C-1
Letter of Intent from MBE/WBE to Perform as Subcontractor, Supplier and/or Consultant

Name of Project/Contract: _____
Specification Number: _____

From: BPS STAFFING, INC. (Name of MBE/WBE Firm)
MBE: Yes X No ____
WBE: Yes X No ____

To: Redflex Traffic Systems (Name of Prime Contractor - Bidder/Proposer) and the City of Chicago:

The undersigned intends to perform work in connection with the above projects as a:

____ Sole Proprietor
____ Partnership
X Corporation
____ Joint Venture

The MBE/WBE status of the undersigned is confirmed by the attached letter of Certification from the City of Chicago effective date of Apr 1 2007 to Apr 1 2012 for a period of five years.

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the above named project/contract:

Temporary Office Personnel

The above described performance is offered for the following price and described terms of payment:

$ 310,000.00 PER YEAR

If more space is needed to fully describe the MBE/WBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement for the above work with you as a Prime Contractor, conditioned upon your execution of a contract with the City of Chicago, and will do so within (3) three working days of receipt of a signed contract from the City of Chicago.

Tamera Buckhanan
(Signature of Owner or Authorized Agent)
TAMERA BUCKHANAN
(Name / Title Print)
7-17-08
Date
(312) 920-6710
Phone

Rev. 9/03

City of Chicago
Richard M. Daley, Mayor

Department of
Procurement Services

Montel M. Gayles
Chief Procurement Officer

City Hall, Room 403
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4900
(312) 744-2949 (TTY)
http://www.cityofchicago.org

March 31, 2008

Tamerra Buckhanan
BPS Staffing, Inc.
200 North LaSalle Street
Chicago, IL 60601

Annual Certificate Expires: **April 1, 2009**
Vendor Number: 1006689

Dear Ms. Buckhanan:

Congratulations on your continued eligibility for certification as a **MBE/WBE** by the City of Chicago. **This MBE/WBE certification is valid until April 2012; however your firm must be re-validated annually.** Your firm's next annual validation is required by **April 1, 2009.**

As a condition of continued certification during this five year period, you must file a No-Change Affidavit **within 60 days prior** to the date of expiration. Failure to file this Affidavit will result in the termination of your certification. **Please note that you must include a copy of your most current Federal Corporate Tax Return.** You must also notify the City of Chicago of any changes in ownership or control of your firm or any other matters or facts affecting your firm's eligibility for certification.

The City may commence action to remove your firm's eligibility if you fail to notify us of any changes of facts affecting your firm's certification or if your firm otherwise fails to cooperate with the City in any inquiry or investigation. Removal of eligibility procedures may also be commenced if your firm is found to be involved in bidding or contractual irregularities.

Your firm's name will be listed in the City's Directory of Minority Business Enterprises and Women Business Enterprises in the specialty area(s) of:

Employment Agency; Temporary Placement; Executive Recruitment

Your firm's participation on City contracts will be credited only toward **MBE/WBE** goals in your area(s) of specialty. While your participation on City contracts is not limited to your specialty, credit toward **MBE/WBE** goals will be given only for work done in the specialty category.

Thank you for your continued interest in the City's Minority and Women Business Enterprise Programs.

Sincerely,

Lofi Ann Lypson
Deputy Procurement Officer

LAL/mck

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CHICAGO WORKS

SCHEDULE D-1

Affidavit of MBE/WBE Goal Implementation Plan

Contract Name _____
Specification No._____

State of ILLINOIS

County (City) of COOK (CHICAGO)

I HEREBY DECLARE AND AFFIRM that I am duly authorized representative of:

REDFLEX TRAFFIC SYSTEMS
Name of Bidder/Proposer

and that I have personally reviewed the material and facts set forth herein describing our proposed plan to achieve the MBE/WBE goals of this contract.

All MBE/WBE firms included in this plan have been certified as such by the City of Chicago (Letters of Certification Attached).

I. Direct Participation of MBE/WBE Firms

(Note: The bidder/proposer shall, in determining the manner of MBE/WBE participation, first consider involvement with MBE/WBE firms as joint venture partners, subcontractors, and suppliers of goods and services directly related to the performance of this contract.)

A. If bidder/proposer is a certified MBE or WBE firm, attach copy of City of Chicago Letter of Certification. (Certification of the bidder/proposer as a MBE satisfies the MBE goal only. Certification of the bidder/proposer as a WBE satisfies the WBE goal only.)

B. If bidder/proposer is a joint venture and one or more joint venture partners are certified MBEs or WBEs, attach copies of Letters of Certification and a copy of Joint Venture Agreement clearly describing the role of the MBE/WBE firm(s) and its ownership interest in the joint venture.

C. MBE/WBE Subcontractors/Suppliers/Consultants:

1. Name of MBE/WBE: CITY LIGHTS LTD
Address: 9993 S. VIRGINIA AVE CHICAGO RIDGE IL 60415
Contact Person: JOHN CANDELARIA Phone: (773) 626-9162
Dollar Amount Participation $ 650,000 yr
Percent Amount of Participation: 9.06 %
Schedule C-1 attached? Yes X No _____ *

*(see next page)

SCHEDULE D-1
Affidavit of MBE/WBE Goal Implementation Plan

2. Name of MBE/WBE: GANDHI AND ASSOC
Address: 6035 N NORTHWEST Hwy STE306 CHICAGO IL 60631
Contact Person: PK GANDHI Phone: (773)774-5910
Dollar Amount Participation $ 50,000 yr
Percent Amount of Participation: 0.70 %
Schedule C-1 attached? Yes X No *

3. Name of MBE/WBE: BPS STAFFING
Address: 200 N LaSalle St STE 1900 CHICAGO IL 60601
Contact Person: TAMERRA Buckhanan Phone: (312) 920-6711
Dollar Amount Participation $ 310,000 yr
Percent Amount of Participation: 4.32 %
Schedule C-1 attached? Yes X No *

4. Name of MBE/WBE: BIGANE PAVING
Address: 935 W. CHESTNUT ST CHICAGO IL 60622
Contact Person: ANNE WILSON Phone: (312) 738-0600
Dollar Amount Participation $ 50,000 yr
Percent Amount of Participation: 0.70 %
Schedule C-1 attached? Yes X No *

5. Name of MBE/WBE: _____
Address: _____
Contact Person: _____ Phone: _____
Dollar Amount Participation $ _____
Percent Amount of Participation: _____ %
Schedule C-1 attached? Yes _____ No _____ *

6. Attach additional sheets as needed.

* All Schedule C-1s and Letters of Certification not submitted with bid/proposal must be submitted so as to assure receipt by the Contract Administrator within three (3) business days after bid opening (or proposal due date.)

SCHEDULE D-1
Affidavit of MBE/WBE Goal Implementation Plan

II. Indirect Participation of MBE/WBE Firms

(Note: This section need not be completed if the MBE/WBE goals have been met through the direct participation outlined in Section I. If the MBE/WBE goals have not been met through direct participation, contractor will be expected to demonstrate that the proposed MBE/WBE direct participation represents the maximum achievable under the circumstances. Only after such a demonstration will indirect participation be considered.)

MBE/WBE Subcontractors/Suppliers/Consultants proposed to perform work or supply goods or services where such performance does not directly relate to the performance of this contract:

A. Name of MBE/WBE: CITY LIGHTS LTD
Address: 9923 S. VIRGINIA AVE CHICAGO RIDGE IL 60415
Contact Person: JOHN CANDELERIA Phone: (773) 626-9162
Dollar Amount Participation $ 1,000,000 yr
Percent Amount of Participation: 13,94 %
Schedule C-1 attached? Yes X No _____ *

B. Name of MBE/WBE: GANDHI AND ASSOC
Address: 6035 N NORTHWEST Hwy STE 306 CHICAGO IL 60631
Contact Person: PK GANDHI Phone: (773) 774-5910
Dollar Amount Participation $ 95,000 yr
Percent Amount of Participation: 1,320 %
Schedule C-1 attached? Yes X No _____ *

C. Name of MBE/WBE: _____
Address: _____
Contact Person: _____ Phone: _____
Dollar Amount Participation $ _____
Percent Amount of Participation: _____ %
Schedule C-1 attached? Yes _____ No _____ *

D. Name of MBE/WBE: _____
Address: _____
Contact Person: _____ Phone: _____
Dollar Amount Participation $ _____
Percent Amount of Participation: _____ %
Schedule C-1 attached? Yes _____ No _____ *

E. Attach additional sheets as needed.

* All Schedule C-1s and Letters of Certification not submitted with bid/proposal must be submitted so as to assure receipt by the Contract Administrator within three (3) business days after bid opening (or proposal due date).

SCHEDULE D-1
Affidavit of MBE/WBE Goal Implementation Plan

III. Summary of MBE/WBE Proposal:

A. *MBE Proposal*

1. MBE Direct Participation (from Section I.)

MBE Firm Name	Dollar Amount	Percent Amount
CITY LIGHTS LTD	$ 650,000 yr	9.06%
GANDHI AND ASSOC	$ 50,000 yr	.70 %
	$	%
	$	%
Total Direct MBE Participation	$ 700,000 yr	9.76 %

2. MBE Indirect Participation (from Section II.)

MBE Firm Name	Dollar Amount	Percent Amount
CITY LIGHTS LTD	$ 1,000,000 yr	13.94 %
GANDHI AND ASSOC	$ 95,000 yr	1.32 %
	$	%
	$	%
Total Indirect MBE Participation	$ 1,950,000	15.27 %

B. *WBE Proposal*

1. WBE Direct Participation (from Section I.)

WBE Firm Name	Dollar Amount	Percent Amount
BPS STAFFING	$ 310,000 yr	4.32 %
BIGANE PAVING	$ 50,000 yr	.70 %
	$	%
	$	%
Total Direct WBE Participation	$ 360,000 yr	5.02 %

2. WBE Indirect Participation (from Section II)

WBE Firm Name	Dollar Amount	Percent Amount
	$	%
	$	%
	$	%
	$	%
Total Indirect WBE Participation	$	

SCHEDULE D-1
Affidavit of MBE/WBE Goal Implementation Plan

To the best of my knowledge , information and belief, the facts and representations contained in this Schedule are true, and no material facts have been omitted.

The contractor designates the following person as their MBE/WBE Liaison Officer:

Name: William Braden Phone Number: (312) 327-1920

I do solemnly declare and affirm under penalties of perjury that the contents of the foregoing document are true and correct, and that I am authorized, on behalf of the contractor, to make this affidavit.

7/18/08
Signature of Affiant (Date)

State of Illinois

County of Cook

This instrument was acknowledged before me on July 18, 2008 (date)

by Gregory G. Furman (name /s of person/s)

as Notary Public - IL (type of authority, e.g., officer, trustee, etc.)

of N/A (name of party on behalf of whom instrument was executed).

Signature of Notary Public

(Seal)

OFFICIAL SEAL
GREGORY G FURMAN
NOTARY PUBLIC STATE OF ILLINOIS
My Commission Expires 11.13.2012

CITY OF CHICAGO
PURCHASE REQUISITION

Copy (Department)

DELIVER TO:	REQUISITION: 38084
058- OEC1411 1411 W. MADISON Chicago, IL 60607	PAGE: 1 DEPARTMENT: 58 - OFFICE OF EMERGENCY COMMUNICA PREPARER: Amy R Gudgeon NEEDED: APPROVED: 6/11/2008

REQUISITION DESCRIPTION

Maintenance for exisiting red light camera systems
SPECIFICATION NUMBER: 65611

COMMODITY INFORMATION

LINE	ITEM	QUANTITY	UOM	UNIT COST	TOTAL COST
1	20414	1.00	USD	1.00	**1.00**
	System Analysis-Maintenance of Red Light Systems				

SUGGESTED VENDOR: **REQUESTED BY:** Amy R Gudgeon

DIST	BFY	FUND	COST CTR	APPR	ACCNT	ACTV	PROJECT	RPT CAT	GENRL	FUTR	Dist. Amt.
1	008	0100	0584140	0162	220162	0000	00000000	000000	00000	0000	1.00
										LINE TOTAL:	**1.00**

REQUISITION TOTAL: **1.00**

Where a commodity is for a particular or unique use other than standard quality, grades, color, size or other characteristics, give details of how it will be and for what purpose.
Requisitions prepared incorrectly will be returned to the using department.