

# Response to Request for Proposals

## No. 2019-093-JC

Red Light Violation Camera Enforcement System and Related Support Services

June 14, 2019

Prepared for:  
City of Miami Beach

**Submitted by:**

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Director of Account Management

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American Traffic Solutions, Inc.'s General Contractor License: CGC1525292

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June 14, 2019

Mr. Jason Crouch  
Procurement Contracting Officer  
City of Miami Beach  
Procurement Department  
1755 Meridian Avenue, 3<sup>rd</sup> Floor  
Miami Beach, Florida 33139

**Re: Response to Request for Proposals No. 2019-093-JC for Red Light Violation Camera Enforcement System and Related Support Services**

Dear Mr. Crouch and Members of the Evaluation Committee:

American Traffic Solutions, Inc., doing business as Verra Mobility (Verra Mobility), is pleased to present a proposal to the City of Miami Beach for the City's Red Light Violation Camera Enforcement System and Related Support Services.

Qualifications

We know switching program vendors is a big decision. Our hope is that the recent experiences of cities and counties like Baltimore County, Maryland; San Francisco, California; Chandler, Arizona; Virginia Beach, Virginia and Norfolk, Virginia; who have all selected our company to replace their existing camera vendor, gives you additional confidence that we are the best choice for your red light safety camera program.

We believe that our proposal provides you with the certainty that the program transition and operation will be performed with excellence by a company with more proven experience than any other company. In addition to the cities listed above, we are the vendor of choice for large-city programs throughout the country including Tampa, Orlando, Orange County, Miami Gardens, Lakeland and Davie Florida; New York City and Nassau County, New York; Seattle and Spokane, Washington; Washington, D.C.; Memphis, Tennessee; and a host of others. Additionally, Verra Mobility has a deep understanding of Florida photo enforcement law, having provided—and still provide—red light camera solutions to other cities in the state for more than a decade. We are the premier provider in Miami-Dade County and in all of Florida. With more than 10 programs in the county and more than 30 programs in the state, we support more red light camera programs and more red light cameras than any other photo enforcement vendor. **Simply put, we are the most experienced and largest photo enforcement provider here in Miami-Dade County, in the state of Florida, the United States, and North America.**

Scope of Services and Approach and Methodology

Choosing Verra Mobility provides the City with an opportunity to not only restart, rebrand and refocus its program, but to also up-level the technology used to

capture red light runners, as well as provide your police with solutions beyond just red light cameras.

Successful automated enforcement programs are dependent on five key elements:

1. Ensuring cameras are operating 24/7,
2. Ensuring that the highest number of prosecutable violations are captured,
3. Ensuring law enforcement feels confident approving the violation images and video,
4. Ensuring law enforcement has an easy-to-use backend solution that allows them to apply their efforts and resources to other policing needs, and
5. Ensuring program integrity with strong public support.

These five elements are essential to a program achieving its safety goals.

To ensure camera operation, Verra Mobility will install all new equipment with advanced remote monitoring capabilities, coupled with support staff for onsite maintenance. Verra Mobility will also provide the City with the latest in red light safety camera technology including our **29-megapixel still image camera; high-definition, 1080p video camera; our live surveillance and self-service video retrieval solution (where permitted by law); and our three-dimensional tracking radar technology.**

Our proposed offering also goes beyond just red light camera systems. Our end-to-end solution includes:

- **Flexible ALPR deployment options:** Unlike other red light camera vendors' systems, our ATS CheckPlate™ solution is not limited to red light camera sites. The Cintel-powered ALPR camera system can be deployed on a trailer, on a fixed structure or on a vehicle. Our solution provides law enforcement with the flexibility to deploy it in various environments (where ALPR usage is allowed), giving your police department the ability to choose where they believe the ALPR camera systems are needed the most.
- **Self-service historical video retrieval:** City and police personnel can request, download and save recorded video footage (from sites that are not in state rights-of-way) from any internet-connected device. This is key for investigators looking to retain valuable evidence needed to recreate a scene and/or conduct a comprehensive post-incident analysis far earlier than might otherwise be possible.
- **Program support:** When CS/HB 325 was enacted in 2010, we worked closely with our clients to update their programs to comply with the law. We also implemented more programs than any other provider—after the bill was enacted—in Key Biscayne, New Port Richey, Boynton Beach, Milton, Sunrise, Davie, Green Cove Springs, Medley, Miami Springs, West Park, Orange Park, Tamarac, Tampa, Osceola County and Doral.

Lastly, our **local** Director of Account Management—who lives about a half hour away from Miami Beach—and experienced Client Implementation team will work with the City to craft custom business rules that we hope will yield a higher officer-approved notice of violation issuance rate. They will also partner with the City to help ensure a seamless program transition with minimal, if any, system downtime.

Award-Winning Communications Program

Verra Mobility's award-winning communications, marketing and public awareness professionals will extend the City's public information resources and assist you in maintaining public acceptance through proven tactics such as website development and maintenance, social media monitoring, outreach, and press management. Our expertise will help to re-energize and rebrand your program communications.

Value

**For a lower monthly price per camera than what the City is paying now, Verra Mobility will upgrade all your approaches to the latest technology.**

We believe switching to our camera technology will increase the number of prosecutable violations and secure a higher payment rate for your program; all while receiving unparalleled support from our experienced team of professionals, led by South Florida resident and Director of Account Management Orlando Torres.

Mr. Torres is Verra Mobility's authorized representative for this proposal. You may contact him with any questions or additional clarifications that you may have at 786.837.4981 or orlando.torres@verramobility.com. We look forward to the opportunity to show you all the key differentiating factors that make Verra Mobility the best choice for Miami Beach.

Sincerely,



Garrett Miller  
Executive Vice President of Government Solutions

## **Tab 1. Cover Letter & Minimum Qualifications Requirements**



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## **1.2 Proposal Certification Form (Appendix A-1)**

Failure to submit the Proposal Certification Form with the Proposal shall result in Proposal being deemed non-responsive.

Please see the following pages for our completed and executed Proposal Certification Form (Appendix A-1).

## APPENDIX A1 - PROPOSAL CERTIFICATION FORM


This document is a **REQUIRED FORM** that must be submitted fully completed and executed.

**FAILURE TO SUBMIT THE PROPOSAL CERTIFICATION FORM WITH ITS PROPOSAL SHALL RESULT IN THE PROPOSAL BEING DEEMED NON-RESPONSIVE.**

Solicitation No: 2019-093-JC	Solicitation Title: Red Light Violation Camera Enforcement System And Related Support Services	
Procurement Contact: Jason Crouch	Tel: 305-673-7490	Email: JasonCrouch@MiamiBeachFL.gov

PROPOSER'S NAME: American Traffic Solutions, Inc. dba Verra Mobility		
NO. OF YEARS IN BUSINESS: 16*	NO. OF YEARS IN BUSINESS LOCALLY: 12	NO. OF EMPLOYEES: 665**
OTHER NAME(S) PROPOSER HAS OPERATED UNDER IN THE LAST 10 YEARS: None		
FIRM PRIMARY ADDRESS (HEADQUARTERS): 1150 N. Alma School Rd.		
CITY: Mesa		
STATE: AZ	ZIP CODE: 85201	
TELEPHONE NO.: 480.443.7000		
TOLL FREE NO.: 888.776.8475		
FAX NO.: 480.596.4501		
FIRM LOCAL ADDRESS: 2114 N. Flamingo Rd. #111		
CITY: Pembroke Pines		
STATE: FL	ZIP CODE: 33028	
PRIMARY ACCOUNT REPRESENTATIVE FOR THIS ENGAGEMENT: Orlando Torres		
ACCOUNT REP TELEPHONE NO.: 786.837.4981		
ACCOUNT REP TOLL FREE NO.: None		
ACCOUNT REP EMAIL: orlando.torres@verramobility.com		
FEDERAL TAX IDENTIFICATION NO.: 48-1114931		

Except as stipulated in General Condition 36, Proposer agrees: to complete and unconditional acceptance of the terms and conditions of this document, inclusive of this solicitation, all specifications, attachments, exhibits and appendices and the contents of any Addenda released hereto; to be bound, at a minimum, to any and all specifications, terms and conditions contained herein or Addenda; that the Proposer has not divulged, discussed, or compared the proposal with other Proposals and has not colluded with any other proposer or party to any other proposal; that proposer acknowledges that all information contained herein is part of the public domain as defined by the State of Florida Sunshine and Public Records Laws; that all responses, data and information contained in the proposal are true and accurate.

Name of Proposer's Authorized Representative: Garrett Miller	Title of Proposer's Authorized Representative: Executive Vice President of Government Solutions
Signature of Proposer's Authorized Representative: 	Date: 6/11/19

\*American Traffic Solutions, Inc. was incorporated in 1992 as Traffic Electronics Corporation, and in 2003 after a change in control, changed its name to American Traffic Solutions, Inc. and began operating as a photo enforcement company.

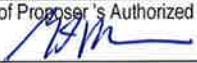
\*\*VM Consolidated, Inc. (Verra Mobility's direct parent company) employee base will service your program.

### **1.3 Questionnaire & Requirements Affidavit (Appendix A-2)**

Please see the following pages for our completed and executed Questionnaire & Requirements Affidavit (Appendix A-2).

## APPENDIX A2 - QUESTIONNAIRE AND REQUIREMENTS AFFIDAVIT FORM

The purpose of this Proposal Certification, Questionnaire and Requirements Affidavit Form is to inform prospective Proposers of certain solicitation and contractual requirements, and to collect necessary information from Proposers in order that certain portions of responsiveness, responsibility and other determining factors and compliance with requirements may be evaluated. Attach any requested information.

Name of Proposer's Authorized Representative: <b>Garrett Miller</b>	Title of Proposer's Authorized Representative: <b>Executive Vice President</b>
Signature of Proposer's Authorized Representative: 	Date: <b>6/11/19</b>

1. **Veteran Owned Business.** Is Proposer claiming a veteran owned business status?  
 YES       NO

**SUBMITTAL REQUIREMENT:** Proposers claiming veteran owned business status shall submit a documentation proving that firm is certified as a veteran-owned business or a service-disabled veteran owned business by the State of Florida or United States federal government, as required pursuant to ordinance 2011-3748.

2. **Conflict Of Interest.** All Proposers must disclose, in their Proposal, the name(s) of any officer, director, agent, or immediate family member (spouse, parent, sibling, and child) who is also an employee of the City of Miami Beach. Further, all Proposers must disclose the name of any City employee who owns, either directly or indirectly, an interest of ten (10%) percent or more in the Proposer entity or any of its affiliates.

**SUBMITTAL REQUIREMENT:** Proposers must disclose the name(s) of any officer, director, agent, or immediate family member (spouse, parent, sibling, and child) who is also an employee of the City of Miami Beach. Proposers must also disclose the name of any City employee who owns, either directly or indirectly, an interest of ten (10%) percent or more in the Proposer entity or any of its affiliates

*See attached.*

3. **References & Past Performance.** Proposer shall attach at least three (3) references for whom the Proposer has completed work similar in size and nature as the work referenced in solicitation.

**SUBMITTAL REQUIREMENT:** For each reference submitted, the following information is required: 1) Firm Name, 2) Contact Individual Name & Title, 3) Address, 4) Telephone, 5) Contact's Email and 6) Narrative on Scope of Services Provided.

*See attached.*

4. **Suspension, Debarment or Contract Cancellation.** Has Proposer ever been debarred, suspended or other legal violation, or had a contract cancelled due to non-performance by any public sector agency?  
 YES       NO (*See attached*)

**SUBMITTAL REQUIREMENT:** If answer to above is "YES," Proposer shall submit a statement detailing the reasons that led to action(s).

5. **Vendor Campaign Contributions.** Proposers are expected to be or become familiar with, the City's Campaign Finance Reform laws, as codified in Sections 2-487 through 2-490 of the City Code. Proposers shall be solely responsible for ensuring that all applicable provisions of the City's Campaign Finance Reform laws are complied with, and shall be subject to any and all sanctions, as prescribed therein, including disqualification of their Proposals, in the event of such non-compliance.

**SUBMITTAL REQUIREMENT:** Submit the names of all individuals or entities (including your sub-consultants) with a controlling financial interest as defined in solicitation. For each individual or entity with a controlling financial interest indicate whether or not each individual or entity has contributed to the campaign either directly or indirectly, of a candidate who has been elected to the office of Mayor or City Commissioner for the City of Miami Beach.

6. **Code of Business Ethics.** Pursuant to City Resolution No.2000-23879, each person or entity that seeks to do business with the City shall adopt a Code of Business Ethics ("Code") and submit that Code to the Procurement Department with its proposal/response or within five (5) days upon receipt of request. The Code shall, at a minimum, require the Proposer, to comply with all applicable governmental rules and regulations including, among others, the conflict of interest, lobbying and ethics provision of the City of Miami Beach and Miami Dade County.

**SUBMITTAL REQUIREMENT:** Proposer shall attach its Code of Business Ethics. In lieu of submitting Code of Business Ethics, Proposer may submit a statement indicating that it will adopt, as required in the ordinance, the City of Miami Beach Code of Ethics, available at <http://www.miamibeachfl.gov/city-hall/procurement/procurement-related-ordinance-and-procedures/>

~~7. **Living Wage.** Pursuant to Section 2-408 of the City of Miami Beach Code, as same may be amended from time to time, covered employees shall be paid the required living wage rates listed below:~~

- ~~1. Effective January 1, 2018, covered employees must be paid a living wage rate of no less than \$11.62 per hour with health care benefits of at least \$2.26 per hour, or a living wage rate of no less than \$13.88 per hour without health care benefits.~~
- ~~2. Effective January 1, 2019, covered employees must be paid a living wage rate of no less than \$11.70 per hour with health care benefits of at least \$2.74 per hour, or a living wage rate of no less than \$14.44 per hour without health care benefits.~~
- ~~3. Effective January 1, 2020, covered employees must be paid a living wage rate of no less than \$11.78 per hour with health care benefits of at least \$3.22 per hour, or a living wage rate of no less than \$15.00 per hour without health care benefits.~~

~~The living wage rate and health care benefits rate may, by Resolution of the City Commission be indexed annually for inflation using the Consumer Price Index for all Urban Consumers (CPI-U) Miami/Ft. Lauderdale, issued by the U.S. Department of Labor's Bureau of Labor Statistics. Notwithstanding the preceding, no annual index shall exceed three percent (3%). The City may also, by resolution, elect not to index the living wage rate in any particular year, if it determines it would not be fiscally sound to implement same (in a particular year).~~

~~Proposers' failure to comply with this provision shall be deemed a material breach under this proposal, under which the City may, at its sole option, immediately deem said Proposer as non-responsive, and may further subject Proposer to additional penalties and fines, as provided in the City's Living Wage Ordinance, as amended. Further information on the Living Wage requirement is available at <http://www.miamibeachfl.gov/city-hall/procurement/procurement-related-ordinance-and-procedures/>~~

~~Any payroll request made by the City during the contract term shall be completed electronically via the City's electronic compliance portal, LCP Tracker (LCPTracker.net).~~

**SUBMITTAL REQUIREMENT:** Indicate below that Proposer agrees to the living wage requirement. Failure to agree shall result in proposal disqualification.

YES       NO

8. **Equal Benefits for Employees with Spouses and Employees with Domestic Partners.** When awarding competitively solicited contracts valued at over \$100,000 whose contractors maintain 51 or more full time employees on their payrolls during 20 or more calendar work weeks, the Equal Benefits for Domestic Partners Ordinance 2005-3494 requires certain contractors doing business with the City of Miami Beach, who are awarded a contract pursuant to competitive proposals, to provide "Equal Benefits" to their employees with domestic partners, as they provide to employees with spouses. The Ordinance applies to all employees of a Contractor who work within the City limits of the City of Miami Beach, Florida; and the Contractor's employees located in the United States, but outside of the City of Miami Beach limits, who are directly performing work on the contract within the City of Miami Beach.

A. Does your company provide or offer access to any benefits to employees with spouses or to spouses of employees?

YES       NO

B. Does your company provide or offer access to any benefits to employees with (same or opposite sex) domestic partners\* or to domestic partners of employees?

YES       NO

C. Please check all benefits that apply to your answers above and list in the "other" section any additional benefits not already specified. Note: some benefits are provided to employees because they have a spouse or domestic partner, such as bereavement leave; other benefits are provided directly to the spouse or domestic partner, such as medical insurance.

BENEFIT	Firm Provides for Employees with Spouses	Firm Provides for Employees with Domestic Partners	Firm does not Provide Benefit
Health	X	X	
Sick Leave	X	X	
Family Medical Leave	X	X	
Bereavement Leave	X	X	

If Proposer cannot offer a benefit to domestic partners because of reasons outside your control, (e.g., there are no insurance providers in your area willing to offer domestic partner coverage) you may be eligible for Reasonable Measures compliance. To comply on this basis, you must agree to pay a cash equivalent and submit a completed Reasonable Measures Application (attached) with all necessary documentation. Your Reasonable Measures Application will be reviewed for consideration by the City

Manager, or his designee. Approval is not guaranteed and the City Manager's decision is final. Further information on the Equal Benefits requirement is available at <http://www.miamibeachfl.gov/city-hall/procurement/procurement-related-ordinance-and-procedures/>

9. **Public Entity Crimes.** Section 287.133(2)(a), Florida Statutes, as currently enacted or as amended from time to time, states that a person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a proposal, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a proposal, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit proposals, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in s. [287.017](#) for CATEGORY TWO for a period of 36 months following the date of being placed on the convicted vendor list.

**SUBMITTAL REQUIREMENT:** Proposer agrees to the requirements of Section 287.133, Florida Statutes, and certifies it has not been placed on convicted vendor list. Failure to agree shall result in proposal disqualification.

YES  NO

10. **Non-Discrimination.** Pursuant to City Ordinance No.2016-3990, the City shall not enter into a contract with a business unless the business represents that it does not and will not engage in a boycott as defined in Section 2-375(a) of the City Code, including the blacklisting, divesting from, or otherwise refusing to deal with a person or entity when such action is based on race, color, national origin, religion, sex, intersexuality, gender identity, sexual orientation, marital or familial status, age or disability.

**SUBMITTAL REQUIREMENT:** Proposer agrees it is and shall remain in full compliance with Section 2-375 of the City of Miami Beach City Code. Failure to agree shall result in proposal disqualification.

YES  NO

11. **Moratorium on Travel to and the Purchase of Goods or Services from North Carolina and Mississippi.** Pursuant to Resolution 2016-29375, the City of Miami Beach, Florida, prohibits official City travel to the states of North Carolina and Mississippi, as well as the purchase of goods or services sourced in North Carolina and Mississippi. Proposer shall agree that no travel shall occur on behalf of the City to North Carolina or Mississippi, nor shall any product or services it provides to the City be sourced from these states.

**SUBMITTAL REQUIREMENT:** Proposer agrees it is and shall remain in full compliance with Resolution 2016-29375. Failure to agree shall result in proposal disqualification.

YES  NO

12. **Fair Chance Requirement.** Pursuant to Section 2-376 of the City Code, the City shall not enter into any contract resulting from a competitive solicitation, unless the proposer certifies in writing that the business has adopted and employs written policies, practices, and standards that are consistent with the City's Fair Chance Ordinance, set forth in Article V of Chapter 62 of the City Code ("Fair Chance Ordinance"), and which, among other things, (i) prohibits City contractors, as an employer, from inquiring about an applicant's criminal history until the applicant is given a conditional offer of employment; (ii) prohibits advertising of employment positions with a statement that an individual with a criminal record may not apply for the position, and (iii) prohibits placing a statement on an employment application that a person with a criminal record may not apply for the position.

**SUBMITTAL REQUIREMENT:** Proposer certifies that it has adopted policies, practices and standards consistent with the City's Fair Chance Ordinance. Proposer agrees to provide the City with supporting documentation evidencing its compliance upon request. Proposer further agrees that any breach of the representations made herein shall constitute a material breach of contract, and shall entitle the City to the immediate termination for cause of the agreement, in addition to any damages that may be available at law and in equity. Failure to agree shall result in proposal disqualification.

YES  NO



13. **Acknowledgement of Addendum.** After issuance of solicitation, the City may release one or more addendum to the solicitation which may provide additional information to Proposers or alter solicitation requirements. The City will strive to reach every Proposer having received solicitation through the City's e-procurement system, PublicPurchase.com. However, Proposers are solely responsible for assuring they have received any and all addendum issued pursuant to solicitation. This Acknowledgement of Addendum section certifies that the Proposer has received all addendum released by the City pursuant to this solicitation. Failure to obtain and acknowledge receipt of all addenda may result in proposal disqualification.

Initial to Confirm Receipt		Initial to Confirm Receipt		Initial to Confirm Receipt	
GFM	Addendum 1		Addendum 6		Addendum 11
GFM	Addendum 2		Addendum 7		Addendum 12
GFM	Addendum 3		Addendum 8		Addendum 13
GFM	Addendum 4		Addendum 9		Addendum 14
GFM	Addendum 5		Addendum 10		Addendum 15

## Appendix A2 Responses

### 2. Conflict of Interest

Conflict Of Interest. All Proposers must disclose, in their Proposal, the name(s) of any officer, director, agent, or immediate family member (spouse, parent, sibling, and child) who is also an employee of the City of Miami Beach. Further, all Proposers must disclose the name of any City employee who owns, either directly or indirectly, an interest of ten (10%) percent or more in the Proposer entity or any of its affiliates.

SUBMITTAL REQUIREMENT: Proposers must disclose the name(s) of any officer, director, agent, or immediate family member (spouse, parent, sibling, and child) who is also an employee of the City of Miami Beach. Proposers must also disclose the name of any City employee who owns, either directly or indirectly, an interest of ten (10%) percent or more in the Proposer entity or any of its affiliates

Verra Mobility is an indirect wholly owned subsidiary of Verra Mobility Corporation. Verra Mobility Corporation is registered with the Securities and Exchange Commission, and shares of Verra Mobility's Class A Common Stock are traded on Nasdaq. As a publicly traded entity, Verra Mobility Corporation has limited information about its shareholders and as such Verra Mobility is only able to say that to its knowledge no City employee owns, either directly or indirectly, an interest of ten (10%) percent or more in the Verra Mobility or any of its affiliates.

### 3. References & Past Performance

References & Past Performance. Proposer shall attach at least three (3) references for whom the Proposer has completed work similar in size and nature as the work referenced in solicitation.

SUBMITTAL REQUIREMENT: For each reference submitted, the following information is required: 1) Firm Name, 2) Contact Individual Name & Title, 3) Address, 4) Telephone, 5) Contact's Email and 6) Narrative on Scope of Services Provided.

Verra Mobility is the leading red light safety camera provider in South Florida. The following are a few of our Miami-Dade County clients who can attest to our program support.

---

**Firm Name:** Aventura, Florida

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**Contact Individual Name & Title:** Chief Bryan Pegues  
**Address:** 19200 West Country Drive; Aventura, Florida 33180  
**Telephone:** 305.466.8966  
**Contact's Email:** peguesb@aventurapolice.com

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**Narrative on Scope of Services Provided:** End-to-end red light safety camera solution, including provision of the camera systems, maintenance and repairs for the camera systems, our ATS Live real-time viewing and self-service video retrieval solution at five of the 15 camera sites, event processing, NOV and UTC generation and mailing, payment processing through our banking relationships, reporting, call center support, City staff and Police training, and community outreach program support.

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**Firm Name:** Miami Gardens, Florida

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**Contact Individual Name & Title:** Craig Clay, Deputy City Manager  
**Address:** 18605 NW 27th Avenue; Miami Gardens, Florida 33056  
**Telephone:** 305.622.8000 x2702  
**Contact's Email:** [cclay@miamigardens-fl.gov](mailto:cclay@miamigardens-fl.gov)

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**Narrative on Scope of Services Provided:** End-to-end red light safety camera solution, including provision of the camera systems, maintenance and repairs for the camera systems, event processing, NOV and UTC generation and mailing, payment processing through our banking relationships, reporting, call center support, City staff and Police training, and community outreach program support.

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**Firm Name:** West Miami, Florida

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**Contact Individual Name & Title:** Dr. Nelson Andreu, MPA, Ed.D., Chief of Police  
**Address:** 901 S.W. 62nd Avenue; West Miami, Florida 33144  
**Telephone:** 305.266.0530  
**Email:** [ChiefAndreu@WestMiamiPolice.org](mailto:ChiefAndreu@WestMiamiPolice.org)

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**Narrative on Scope of Services Provided:** End-to-end red light safety camera solution, including provision of the camera systems, maintenance and repairs for the camera systems, event processing, NOV and UTC generation and mailing, payment processing through our banking relationships, reporting, call center support, City staff and Police training, and community outreach program support.

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#### 4. Suspension, Debarment or Contract Cancellation

Suspension, Debarment or Contract Cancellation. Has Proposer ever been debarred, suspended or other legal violation, or had a contract cancelled due to non-performance by any public sector agency?

No. Verra Mobility has never been debarred or suspended, nor has Verra Mobility had a contract with a public sector agency cancelled due to non-performance, but we are uncertain what "Has the Proposer ever been... other legal violation" means. That said, Verra Mobility has never had a contract with a public sector agency cancelled as a result of a legal violation.

#### 5. Vendor Campaign Contributions

Vendor Campaign Contributions. Proposers are expected to be or become familiar with, the City's Campaign Finance Reform laws, as codified in Sections 2-487 through 2-490 of the City Code. Proposers shall be solely responsible for ensuring that all applicable provisions of the City's Campaign Finance Reform laws are complied with, and shall be subject to any and all sanctions, as prescribed therein, including disqualification of their Proposals, in the event of such non-compliance.

**SUBMITTAL REQUIREMENT:** Submit the names of all individuals or entities (including your sub-consultants) with a controlling financial interest as defined in solicitation. For

each individual or entity with a controlling financial interest indicate whether or not each individual or entity has contributed to the campaign either directly or indirectly, of a candidate who has been elected to the office of Mayor or City Commissioner for the City of Miami Beach.

The following list comprises every individual or entity with a controlling interest in American Traffic Solutions, Inc. No individual or entity listed below has made a contribution to a candidate who has been elected to the office of Mayor or City Commissioner of Miami Beach.

VM Consolidated, Inc  
Greenlight Acquisition Corporation  
Greenlight Acquisition Holding Corporation  
Greenlight Holding Corporation  
Verra Mobility Holdings, LLC  
Verra Mobility Corporation  
PE Greenlight Holdings, LLC

## **7. Code of Business Ethics**

Code of Business Ethics. Pursuant to City Resolution No.2000-23879, each person or entity that seeks to do business with the City shall adopt a Code of Business Ethics ("Code") and submit that Code to the Procurement Department with its proposal/response or within five (5) days upon receipt of request. The Code shall, at a minimum, require the Proposer, to comply with all applicable governmental rules and regulations including, among others, the conflict of interest, lobbying and ethics provision of the City of Miami Beach and Miami Dade County.

**SUBMITTAL REQUIREMENT:** Proposer shall attach its Code of Business Ethics. In lieu of submitting Code of Business Ethics, Proposer may submit a statement indicating that it will adopt, as required in the ordinance, the City of Miami Beach Code of Ethics, available at <http://www.miamibeachfl.gov/city-hall/procurement/procurement-related-ordinance-and-procedures/>

Please see the following pages for Verra Mobility Corporation's Code of Business Ethics and Conduct.

# VERRA MOBILITY CORPORATION

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## CODE OF BUSINESS ETHICS AND CONDUCT

Adopted as of October 17, 2018

## VERRA MOBILITY CODE OF BUSINESS ETHICS AND CONDUCT

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## **INTRODUCTION: OUR EXPECTATIONS AND VALUES**

Verra Mobility Corporation (“*Verra Mobility*” or the “*Company*”) is committed to improving the quality of life of everyone—from our colleagues, to our customers, to the communities where we live and work. Our reputation for integrity and excellence demands a diligent observance of the spirit and letter of all applicable laws and regulations, as well as a scrupulous regard for the highest standards of conduct and personal integrity. Accordingly, this Code of Business Ethics and Conduct (“*Code*”) sets forth the ethical and fiduciary principles and related compliance requirements under which the Company must operate.

Verra Mobility complies with all applicable laws and regulations, and we strive to cultivate a culture where its directors, officers, employees, agents, contractors, and consultants not only conduct business in accordance with the letter and spirit of all relevant laws and regulations, but also seek to exceed such standards. It is the responsibility of every officer, director, and employee (each, an “*Employee*”), as well as agent, contractor and consultant of Verra Mobility to fulfill the Company’s commitment to ethical conduct and compliance with laws and regulations.

The Verra Mobility Code of Business Ethics and Conduct is crucial to ensuring that our Employees—as well as our customers and the public at large—are aware of the standards we have set for ourselves. All Employees, agents, contractors, and consultants are personally responsible for compliance with the Code, and failure to comply with its provisions is grounds for disciplinary action or assignment/contract termination.<sup>1</sup>

The Compliance and Ethics Committee (the “*Compliance Committee*”) is responsible for Enforcement of the Code (including implementation, training, investigations, and remedial measures) and the implementation of a Compliance Program. The Compliance Committee shall consist of the Chief Financial Officer, the General Counsel, and the Chief People Officer, who shall operate according to the [Compliance & Ethics Committee Charter](#).

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<sup>1</sup> For purposes of this document, Verra Mobility agents, contractors, and consultants are herein encompassed in the term “Employee” and bound by the respective responsibilities as stated within this Code. Depending on the scope of their work, these entities/individuals may receive a modified Code of Conduct.



## **1. MAINTAINING INTEGRITY AND FAIRNESS IN THE WORKPLACE**

### ***1.1 Standards of Integrity***

Employees are subject to the following Standards of Integrity, which are intended to provide guidance for handling a spectrum of matters. Any questions regarding the application of these Standards of Integrity to particular matters should be directed to the Company's Compliance Committee or to the Ethics Hotline (identified below):

- Employees must respect and obey all applicable laws, rules and regulations governing the Company and the operation of its business.
- Employees shall avoid inappropriate conflicts of interest or any abuse of a position of trust and responsibility.
- Employees shall not take inappropriate advantage of their position with the Company.
- Employees shall ensure that Verra Mobility and Client information is kept confidential, including the identity of prospective Clients.
- Verra Mobility will continue to establish formal, company-wide procedures to train every Employee in the Company's Standards of Integrity governing all of our business interactions.

Regarding any course of conduct not specifically addressed in the Code, Employees are instructed to consult with their managers (or, for contractors and consultants, their usual point of contact at Verra Mobility), Legal, or Human Resources, but ultimately, they are responsible for using good judgment and acting in a manner consistent with the spirit, principles, and values embodied in the Code.

Before engaging in any activity, conduct, transaction or relationship that might give rise to or appear to be a conflict of interest, as discussed more fully below, Employees must seek review from their manager, Human Resources, or a member of the Compliance Committee.

### ***1.2 Create a Culture of Open and Honest Communication***

At Verra Mobility, everyone should feel comfortable to speak his or her mind, particularly with respect to ethics concerns. Managers have a responsibility to create an open and supportive environment where Employees feel comfortable raising such questions. We all benefit when

Employees exercise their power to prevent mistakes or wrongdoing by asking the right questions at the right times.

***Decision Test***

The below Decision Test is a set of criteria you can use to help determine the appropriate course of action.

Simply ask yourself:

- Is the action legal?
- Does it comply with the letter of our standards and policies?
- Does it comply with the spirit of our standards and policies?
- How would it look in the newspaper?
- Would it appear to be improper or make you feel embarrassed?

If you are unsure about what to do, contact your manager, the Human Resources Department or General Counsel for guidance.

Knowledge of events by Employees related to questionable, inappropriate or fraudulent business conduct, accounting practices or regulatory, internal accounting, or auditing matters must be immediately reported to a member of the Compliance Committee or the Ethics Hotline. Any such reports will be treated confidentially to conduct a complete and fair investigation or to take appropriate corrective action (to the extent permitted by law and feasible in light of the investigation). **Failure to report such matters constitutes a violation of this Code.** The Committee will investigate any reported or suspected violation of the provisions of this Code and take appropriate remedial actions, where appropriate.

In addition, in order to further promote the Verra Mobility Code of Business Ethics and Conduct, there is an alternative way to report incidents, which provides the option to do so anonymously. The Ethics & Compliance Hotline enables Employees to report incidents via the web at [hotline.verramobility.com](http://hotline.verramobility.com) or via a toll-free number 800-461-9330 (available 24 hours a day, seven days a week).

Employees are required to cooperate in any investigation if they raise a potential violation of this Code in any manner other than anonymously. Employees who discourage or prevent another either from making such a report or seeking the help or assistance they need to report the matter to the

individuals identified above will be subject to disciplinary action. As discussed more fully below, retaliation against an individual who reports a violation is prohibited and will be dealt with as a separate violation of Company policy and procedure. We will not tolerate retaliation against Employees who raise good faith ethics concerns. Please see the Company's Policy for Reporting Violations and Complaints for additional information regarding reporting suspected or actual violations of this Code.

### ***1.3 Tone at the Top***

Management has the added responsibility of demonstrating, through their actions, the importance of this Code. In any business, ethical behavior does not simply happen; it is the product of clear and direct communication of behavioral expectations, modeled from the top and demonstrated by example. Again, ultimately, our actions are what matter.

To make our Code work, managers must be responsible for promptly addressing ethical questions or concerns and for taking appropriate steps to deal with such issues. Managers should not consider ethics concerns as threats or challenges to their authority, but rather as another encouraged form of business communication. At Verra Mobility, we want the ethics dialogue to become a natural part of daily work.

### ***1.4 Conflicts of Interest***

We must avoid any relationship or activity that might impair, or even appear to impair, our ability to make objective and fair decisions when performing our jobs. At times, we may be faced with situations where the business actions we take on behalf of Verra Mobility may conflict with our own personal interests because the course of action that is best for us personally may not be the best course of action for Verra Mobility. A "conflict of interest" exists when the private interest of an employee interferes, in any way, or even appears to interfere, with the interests of the Company as a whole. We must never use Verra Mobility property or information for personal gain or personally take for ourselves any opportunity that is discovered through our position with Verra Mobility.

#### 1.4.1 Examples of Conflicts of Interest

The following non-exclusive list is intended to serve as a guide of those activities that may create a conflict of interest in violation of this policy (some of which are addressed in more detail elsewhere in this Code).

- Being employed by, or acting as a consultant to, a competitor or potential competitor, supplier or contractor, client or customer, regardless of the nature of the employment, while also being employed by Verra Mobility.
- Hiring, supervising, or influencing Verra Mobility personnel decisions impacting relatives or close personal friends.
- Direct reporting to a spouse, partner or immediately family member.
- Serving as a board member for an outside company or organization without disclosure to Verra Mobility where a potential conflict of interest may arise.
- Owning or having a significant financial interest in a competitor, supplier, or contractor. A significant financial interest is any financial interest that: (a) is more than 1/10 of one percent of a company's securities or other financial instruments and (b) exceeds 25 percent of an Employee's Verra Mobility annual base salary and bonuses.
- Placing Company business with a company, which Employee or an Employee's relative or personal friend controls or has a significant financial interest.
- Accepting gifts, discounts, favors, or services from a customer, potential customer, competitor, or supplier unless of modest value-as outlined by the Legal Department pursuant to applicable federal, state and local laws.

Determining whether a conflict of interest exists is not always easy to do. Employees with conflict of interest questions should seek advice from their manager, or the Legal or Human Resources departments, or the Committee.

#### **1.5 *Political Conflicts of Interest***

Verra Mobility encourages its Employees to participate in the political process. It is the responsibility of every Verra Mobility Employee to fully comply with all laws and regulations in relation to interactions with government officials, including laws governing campaign finance, government ethics and lobbying. In addition, all lobbying activities on behalf of the company

must be authorized by the General Counsel or his or her designee, in accordance with the [Verra Mobility Political Contributions Policy](#).

### ***1.6 Personal Political Interests***

Verra Mobility Employees must keep their personal political contributions and activities separate from the Company. If you make political contributions, you may not refer in any way to your employment or use the company's assets, including its name, in connection with your contributions, unless required to do so by law.

If you are appearing before a government body or engaging in contact with a public official outside of your ordinary work duties regarding a business in which Verra Mobility is engaged or a business issue in which Verra Mobility has an interest, you should make it clear that you are not representing Verra Mobility, and you must advise the Legal Department in advance.

### ***1.7 Contributions of Corporate Assets***

Verra Mobility Employees may not make payments of corporate contributions, whether monetary or non-monetary assets, to any domestic or foreign political party, candidate, campaign or public official on behalf of the Company or in the Company's name unless that contribution is permitted under applicable laws and approved in advance by the General Counsel or his or her designee. All political contributions made on behalf of the company or by an Employee in their capacity representing Verra Mobility must comply with the [Political Contributions Compliance Policy](#) and be done through the [Political Contribution Request Form](#). In addition, Employees may never reimburse (or request or authorize reimbursement to) anyone for any political contribution using company funds, except as set forth in the Political Contributions Compliance Policy and in accordance with the required authorizations.

### ***1.8 Outside Employment***

Employees may hold outside jobs with companies that do not compete with Verra Mobility as long as they meet the performance standards of their jobs with Verra Mobility. However, outside employment that competes with, constitutes a conflict of interest with, or creates an adverse impact on Verra Mobility is prohibited. In addition, (i) outside employment must not be done on Company time and must not involve the use of Company equipment or supplies; (ii) the employee should not attempt to sell products or services related to outside employment to the Company; and (iii)

performance of outside employment must not interfere with or prevent the employee from devoting the time and effort needed to fulfill the employee's primary duties and obligations as an employee of the Company. If you have a question about whether outside employment might constitute a conflict of interest or otherwise violate the Code, you should seek guidance from your manager, Human Resources, or the Legal Department.

## **2. PROTECTING VERRA MOBILITY'S ASSETS AND REPUTATION**

### **2.1 *Build Trust and Credibility***

The success of our business is dependent on the trust and confidence we earn from our employees, agents, contractors, consultants, customers and shareholders. We gain credibility by adhering to our commitments, displaying honesty and integrity, and reaching company goals solely through honorable conduct. Ultimately, we will be judged on what we do.

When considering any action, it is wise to ask:

- Will this build trust and credibility for Verra Mobility?
- Are there potentially applicable laws and regulations that govern the activity, and if so, are the activities in full compliance? (If unsure, seek guidance from the Law Department before acting.)
- Will it help create a working environment in which Verra Mobility can succeed over the long term?
- Is the commitment I am making one upon which I can follow through?

The only way we will maximize trust and credibility is by answering "yes" to these questions and by working every day to build our trust and credibility.

### **2.2 *Respect for the Individual***

We all deserve to work in an environment where we are treated with dignity and respect. Verra Mobility is committed to creating such an environment because it brings out the full potential in each of us, which, in turn, contributes directly to our business success. We cannot afford to let anyone's talents go to waste.

Verra Mobility is an equal opportunity employer and is committed to providing a workplace that is free of discrimination and all types of abusive, offensive, or harassing behavior. Any Employee

who feels harassed or discriminated against should report the incident to his or her manager or Human Resources. See the [Employee Handbook](#) for further information.

### **2.3 No Retaliation**

It is strictly prohibited to take any adverse action against anyone who reports conduct that he or she reasonably believes is illegal or otherwise violates the Code, even if the report is ultimately mistaken or unsupported. An Employee will not be discharged, demoted, suspended, threatened, harassed or in any way subject to adverse treatment in terms of conditions of employment because of such a report, including reports made to government agencies or other branches of government. An Employee found to have retaliated against a reporting individual will face disciplinary action and possible termination of employment.

### **2.4 Corporate Recordkeeping**

We create, retain, and dispose of our Company records as part of our normal course of business in compliance with all Verra Mobility policies and guidelines, as well as all regulatory, legal and contractual requirements. It is the responsibility of Verra Mobility Employees to preserve the confidentiality of on-site, hard-copy and electronic records. Similar caution should be exercised when selecting a vendor to store documents offsite. Employees can obtain more information about the Verra Mobility records retention policy by contacting the Legal Department or the Information Security Department, or by reviewing the [Company's Data Retention Policy](#).

In the event of litigation or regulatory directive, all relevant hard-copy and electronic records must be retained, regardless of any applicable records retention/destruction schedule, and all automatic destruction features within the Company's systems will be overruled in accordance with the scope of the litigation or regulatory directive.

Employees should dispose of sensitive, confidential, or restricted printed information appropriately. An approved vendor has been contracted to dispose of all such records. Scheduled service by the vendor is specifically designed to manage the destruction of regularly generated Confidential Information.<sup>2</sup> Locked security consoles are placed at the worksite and Employees are

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<sup>2</sup> "Confidential Information" is any and all non-public, confidential or proprietary information in any form concerning the Company, its Clients or any other information received by the Company from a third party to whom the Company has an obligation of confidentiality, regardless of when such information was produced or obtained by the Company. Confidential Information includes documentation in any medium or format whatsoever, and all reproductions, copies, notes and excerpts of any documentation comprising or including any Confidential Information, as well as information

instructed to deposit sensitive documents into the consoles at times when disposal is appropriate or warranted.

## **2.5 Accurate Disclosures**

We will ensure that all disclosures made in financial reports and documents are full, fair, accurate, timely and understandable. This obligation applies to all Employees, including all financial executives, with any responsibility for the preparation for such reports, including drafting, reviewing, and signing or certifying the information contained therein. The perceived achievement of a business goal is never an excuse for misrepresenting facts or falsifying records.

Business records and communications often become public, and Employees should avoid exaggeration, derogatory remarks, guesswork, or inappropriate characterizations of people and companies that can be misunderstood. This applies equally to email, internal memos, and formal or informal communications.

We must not improperly influence, manipulate, or mislead any authorized audit, or interfere with any auditor engaged to perform an independent audit of Verra Mobility's books, records, processes, or internal controls.

Employees should inform the General Counsel or the Chief Financial Officer ("**CFO**") if they learn that information in any report or communication was untrue or misleading at the time it was made or if subsequent information would affect a future report or communication.

It is of paramount importance to the Company that all disclosure in reports and documents that the Company files with, or submits to, the SEC, and in other public communications made by the Company is full, fair, accurate, timely and understandable. Employees must take all steps available to assist the Company in these responsibilities consistent with their role within the Company. In particular, Employees are required to provide prompt and accurate answers to all inquiries made to them in connection with the Company's preparation of its public reports and disclosure.

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orally conveyed to the Employee. Confidential Information shall not include (i) any information which the Employee can prove by documentary evidence is generally available to the public or industry other than as a result of a disclosure by the Employee, or (ii) any information that the Employee obtains from a third party who is not subject to a confidentiality agreement with the Company and who did not obtain that information directly or indirectly from the Company.



The Company's Chief Executive Officer ("**CEO**") and CFO are responsible for designing, establishing, maintaining, reviewing and evaluating on a quarterly basis the effectiveness of the Company's disclosure controls and procedures (as such term is defined by applicable SEC rules). The Company's CEO, CFO, controller and such other Company officers designated from time to time by the Audit Committee of the Board of Directors shall be deemed the "**Senior Officers**" of the Company. Senior Officers shall take all steps necessary or advisable to ensure that all disclosure in reports and documents filed with or submitted to the SEC, and all disclosure in other public communication made by the Company is full, fair, accurate, timely and understandable.

Senior Officers are also responsible for establishing and maintaining adequate internal control over financial reporting to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles. The Senior Officers will take all necessary steps to ensure compliance with established accounting procedures, the Company's system of internal controls and generally accepted accounting principles. Senior Officers will ensure that the Company makes and keeps books, records, and accounts, which, in reasonable detail, accurately and fairly reflect the transactions and dispositions of the assets of the Company. Senior Officers will also ensure that the Company devises and maintains a system of internal accounting controls sufficient to provide reasonable assurances that:

- transactions are executed in accordance with management's general or specific authorization;
- transactions are recorded as necessary (a) to permit preparation of financial statements in conformity with generally accepted accounting principles or any other criteria applicable to such statements, and (b) to maintain accountability for assets;
- access to assets is permitted, and receipts and expenditures are made, only in accordance with management's general or specific authorization; and
- the recorded accountability for assets is compared with the existing assets at reasonable intervals and appropriate action is taken with respect to any differences, all to permit prevention or timely detection of unauthorized acquisition, use or disposition of assets that could have a material effect on the Company's financial statements.

Any attempt to enter inaccurate or fraudulent information into the Company's accounting system will not be tolerated and will result in disciplinary action, up to and including termination of employment.

## ***2.6 Special Ethics Obligations for Employees with Financial Reporting Responsibilities***

Senior Officers each bear a special responsibility for promoting integrity throughout the Company. Furthermore, the Senior Officers have a responsibility to foster a culture throughout the Company as a whole that ensures the fair and timely reporting of the Company's results of operation and financial condition and other financial information.

Because of this special role, the Senior Officers are bound by the following Senior Officer Code of Ethics, and by accepting the Code of Business Conduct and Ethics each agrees that he or she will:

- perform his or her duties in an honest and ethical manner.
- handle all actual or apparent conflicts of interest between his or her personal and professional relationships in an ethical manner.
- take all necessary actions to ensure full, fair, accurate, timely, and understandable disclosure in reports and documents that the Company files with, or submits to, government agencies and in other public communications.
- comply with all applicable laws, rules and regulations of federal, state and local governments.
- proactively promote and be an example of ethical behavior in the work environment.

## ***2.7 Safeguarding Company Information***

Verra Mobility Employees are expected to protect company information, both non-public information, that includes "inside information" and non-public information entrusted to Verra Mobility, as well as publicly available information in which Verra Mobility or others have intellectual property rights.

## ***2.8 Protecting Non-public Company Information***

Verra Mobility Employees are expected to safeguard non-public company information by following company policies and procedures and contractual agreements for identifying, using, retaining, protecting and disclosing this information.

You may not release non-public company financial information to the public or third parties unless specifically authorized by the General Counsel or the CFO to do so.

### ***2.9 Selective Disclosure***

We will not improperly disclose (whether in one-on-one or small discussions, meetings, presentations, proposals or otherwise) any confidential information with respect to Verra Mobility, its securities, business operations, plans, non-public financial information, results of operations, development plans or any other information about clients or potential clients in the Company's possession. We should be particularly vigilant when making presentations or proposals to customers to ensure that our presentations do not contain confidential, proprietary, or trade secret information of Verra Mobility or other third parties, including, but not limited to, current, former and potential clients.

### ***2.10 Physical Security of Information***

Verra Mobility Employees should avoid discussions of Confidential Information in hallways, elevators, trains, subways, airplanes, restaurants and other public places generally. Use of speaker phones or cellular telephones also shall be avoided in circumstances where Confidential Information may be overheard by unauthorized persons. Documents and files that contain Confidential Information must be kept secure in order to minimize the possibility that such Confidential Information will be transmitted to an unauthorized person. Confidential documents should be stored in locked file cabinets or other secure locations. Confidential databases and other Confidential Information accessible by computer should be maintained in computer files that are password protected or otherwise secure against access by unauthorized persons. All Employees should lock their computers at the end of each work day.

Information Security standards are covered more thoroughly in the related Verra Mobility Information Security Policies and Procedures, which employees are required to read and comply with.

### ***2.11 Use of Company Resources***

Company resources, including time, material, equipment, and information, are provided for Company business use. Nonetheless, limited personal use is permissible as long as it does not affect job performance or cause a disruption to the workplace.

Employees and those who represent Verra Mobility are trusted to behave responsibly and use good judgment to conserve Company resources. Managers are responsible for the resources assigned to their departments and are empowered to resolve issues concerning their proper use.

Generally, Employees may not use Company equipment such as computers, copiers, and fax machines in the conduct of an outside business or in support of any personal, religious, political, or other outside activity. Employees may not solicit contributions from other Employees or distribute non-work-related materials and literature on Company premises during working hours.

Employees may not physically remove Confidential Information from the premises of the Company except consistent with and in furtherance of the performance of their duties to the Company. All originals and copies of Confidential Information are the sole property of the Company. Upon the termination of employment for any reason, or upon the request of the Company at any time, each Employee promptly will deliver all copies of such materials to the Company.

In order to protect the interests of the Verra Mobility network and our fellow Employees, Verra Mobility reserves the right to monitor or review all data and information contained on an Employee's Company-issued computer or electronic device or exchanged on or transmitted via the Company's networks and servers. All communications exchanged or transmitted via, or stored on, Company hardware (including mobile phones), software, servers, and e-mail systems are the property of the Company, and you should not have any expectation of privacy in such communications. We will not tolerate the use of Company resources to create, access, store, print, solicit, or send any materials that are abusive, sexually explicit, profane, or that violate the Company's discrimination or harassment policies. Questions about the proper use of Company resources should be directed to your manager. The mobile device policy is separately published and managed by Information Security. Any employee who uses a personal mobile device for Verra Mobility purposes, or who is issued an Verra Mobility mobile device, must sign and comply with this policy.

### ***2.12 Information of Former Employers***

Former Employers may have required you to sign non-disclosure or other agreements that may affect your work at Verra Mobility. If you have not disclosed these to your supervisor by the time of hire, you must do so immediately.

### ***2.13 Handling External Communications: Personal to Media Inquiries***

Unless you receive prior approval, you may never suggest that you are speaking on behalf of Verra Mobility when presenting your personal views at community professional or cultural functions or on the Internet.

Use of the company brand and logo by Verra Mobility Employees for commercial business purposes must adhere to approved corporate identity specifications. To determine if anticipated use is appropriate, seek guidance from the Sr. VP of Sales, MarCom and Public Affairs or the Compliance Committee.

#### **2.13.1 Media Inquiries**

Verra Mobility is a high-profile company, and, from time to time, Employees may be approached by reporters and other members of the media. In order to avoid giving misinformation in response to any media inquiry, Employees are encouraged to direct all media inquiries to the MarCom department. No Employee may issue a press release purporting to speak on behalf of the Company or grant a media interview holding oneself out as a spokesperson of the Company without first consulting with the Sr. VP of Sales, MarCom and Public Affairs and obtaining its express prior written consent.

### ***2.14 Public Company Reporting***

As a public company, it is of critical importance that the Company's filings with the Securities and Exchange Commission and reports distributed to its stockholders be accurate and timely. An employee may be called upon to provide necessary information to ensure that the Company's public reports are complete, fair and understandable. The Company expects employees to take this responsibility very seriously and to provide prompt and accurate answers to inquiries relating to the Company's public disclosure requirements. The harm done to the Company's reputation and to its investors by fraudulent or misleading reporting can be severe. Dishonest financial reporting can also result in civil or criminal penalties to the individuals involved and to the Company. Consequently, the reporting of any false or misleading information in internal and external financial reports is strictly prohibited.

### **3. MAINTAINING INTEGRITY AND FAIRNESS IN THE MARKETPLACE**

Verra Mobility's integrity in the marketplace is a key component of our reputation for trustworthiness and service.

#### ***3.1 Customer Relationships***

Verra Mobility's customers expect and deserve fair, honest and respectful service. You are accountable for your role in the delivery of this standard of service.

#### ***3.2 Competition***

Verra Mobility is dedicated to ethical, fair, and vigorous competition. We will sell Verra Mobility products and services based on their merit, superior quality, functionality and competitive pricing. We will make independent pricing and marketing decisions and will not agree with its competitors to raise, lower or stabilize prices; limit our production or restrict the supply of our services; divide or allocate markets, territories or customers; require a customer to purchase a product it does not want as a condition to the sale of a different product the customer does want to purchase; or otherwise improperly cooperate or coordinate our activities with our competitors. We will not offer or solicit improper payments or gratuities in connection with the purchase of goods or services for Verra Mobility or the sales of its products or services. We will not engage or assist in unlawful boycotts of particular customers.

#### ***3.3 Selling with Integrity***

Verra Mobility's policy requires that we fully, clearly and directly inform our customers of the terms and conditions of our services. Any attempt to deceive a customer will not be tolerated and may result in disciplinary action including termination of employment. The following guidelines must be followed at all times:

- All advertising and sales materials must be truthful and accurate. Materials must not be false, misleading or have a tendency to deceive. All claims must be substantiated in advance with a factual basis.
- Comparisons to competitors must be accurate and substantiated at the time they are made. Do not disparage competitors. You should promote Verra Mobility's products and services through fair and accurate comparisons with its competitors, and sell on the strength of Verra

Mobility's services and reputation. Do not make misleading or inaccurate comparisons with competitors' products and services.

These are strict rules regarding sales and promotions. We will follow them without exception.

### ***3.4 Insider Trading***

Employees who have access to Confidential Information are not permitted to use or share that information for stock trading purposes or for any other purpose except the conduct of Company business. The Company discourages its employees from investing in the securities of the Company's customers or potential customers because of the possibility of possessing non-public information and the appearance of impropriety. To use non-public information for personal financial benefit or to "tip" others who might make an investment decision on the basis of this information is not only unethical but also illegal. For more information, please refer to the Company's Insider Trading Policy.

### ***3.5 Corporate Opportunities***

Employees owe a duty of loyalty to the Company and must advance the Company's legitimate interests when the opportunity to do arises. As a result, unless approved by the Legal Department, you should not:

- own a direct or indirect interest in any company that is a lessee of the Company or a company that is otherwise financed by the Company;
- own a direct or indirect interest in any competitor of the Company;
- own or acquire property knowing that its value is likely to increase as a result of an action the Company is considering;
- take opportunities that are discovered through the use of any Company property, information or position; or
- give to others any business opportunity in which the employee knows the Company would be interested.

### ***3.6 The Government as a Customer***

When dealing with government agencies that are customers, you should consult with the Legal Department to identify additional laws, regulations and procedures that you must follow, including

those related to gifts, entertainment, accuracy in billing and limitations on contacts with government officials during active government procurements.

The United States government has a number of laws and regulations regarding business gratuities which may be accepted by United States government personnel. The promise, offer or delivery to an official or employee of the United States government of a gift, favor or other gratuity in violation of these rules would not only violate Company policy but could also be a criminal offense. State and local governments, as well as foreign governments, may have similar rules. In addition, the United States Foreign Corrupt Practices Act prohibits giving anything of value, directly or indirectly, to officials of foreign governments or foreign political candidates in order to obtain or retain business. The Company strictly prohibits any illegal payment to government officials of any country.

### ***3.7 Court Orders and Other Legal Documents***

Verra Mobility may receive court orders seeking information about its customers. You may neither confirm nor deny to any unauthorized person the existence of, or any information concerning, a subpoena, warrant or court order. You should immediately refer to the Legal Department any inquires or requests of this kind.

If you receive any legal documents in the workplace directed towards the Company or an individual acting in their capacity as an Employee, including court orders, subpoenas, warrants, summons and correspondence from any government or law enforcement agency, or any attorney, you must forward them immediately to the Legal Department.

### ***3.8 Proprietary Information***

It is important that we respect the property rights of others. We will not seek to acquire a competitor's trade secrets or other proprietary or confidential information by improper means. We will not engage in unauthorized use, copying, distribution, or alteration of software or other intellectual property in the possession of the Company, regardless of whether such information is Company-specific or relates to a current, former or potential client.

### ***3.9 Gifts, Gratuities and Business Courtesies***

Verra Mobility is committed to competing solely on the merit of our products and services. We must avoid any actions that create a perception that favorable treatment of outside entities by Verra



Mobility was sought, received, or given in exchange for business courtesies. Business courtesies include gifts, gratuities, meals, refreshments, entertainment or other benefits from persons or companies with whom Verra Mobility does or seeks to do business. We will neither give nor accept business courtesies that constitute, or could reasonably be perceived as constituting, unfair business inducements that would violate law, regulation, or policies of Verra Mobility or its customers, or would cause embarrassment or reflect negatively on Verra Mobility's reputation. Additionally, you may never make payments to a third party that you suspect may be passed to government officials or other persons to improperly influence any person's decision-making to secure, retain or direct business for Verra Mobility. You must not use an agent to make any payment that Verra Mobility itself cannot make. Whenever you retain any agent in connection with our business, you must make sure that you can properly trace any funds provided to the agent to ensure that they are not improper payments.

#### 3.9.1 Accepting Business Courtesies

Most business courtesies offered to us in the course of our employment are offered because of our positions at Verra Mobility. We should not feel any entitlement to accept a business courtesy. Although we may not use our positions at Verra Mobility to obtain business courtesies, and we must never ask for them, we may accept unsolicited, permissible business courtesies (defined below) that promote successful working relationships and goodwill with the firms with which Verra Mobility maintains or may establish business relationships.

Employees who award contracts, who can influence the allocation of business, who create specifications that result in the placement of business, or who participate in negotiation of contracts must be particularly careful to avoid actions that create the appearance of favoritism or that may adversely affect the company's reputation for impartiality and fair dealing. The prudent course is to refuse a courtesy when Verra Mobility is involved in choosing or reconfirming a supplier or under circumstances that would create an impression that offering courtesies is the way to obtain Verra Mobility's business.

#### 3.9.2 Meals, Refreshments and Entertainment

We may accept occasional meals, refreshments, entertainment and similar business courtesies, provided that:

- They are not lavish or excessive.
- The courtesies are not frequent and do not reflect a pattern of frequent acceptance of courtesies from the same person or entity.
- The courtesy does not create the appearance of an attempt to influence business decisions, such as accepting courtesies or entertainment from a supplier whose contract is expiring in the near future.
- The Employee accepting the business courtesy would not feel uncomfortable discussing the courtesy with his or her manager or co-worker or having the courtesies known by the public.

### 3.9.3 Gifts

Employees may accept unsolicited gifts, other than money, that conform to the reasonable ethical practices of the marketplace, including:

- Flowers, fruit baskets and other modest presents that commemorate a special occasion.
- Gifts of nominal value, such as calendars, pens, mugs, caps and t-shirts (or other novelty, advertising or promotional items).

Generally, Employees may not accept compensation, honoraria or money of any amount from entities with whom Verra Mobility does or may do business. Employees with questions about accepting business courtesies should talk to their managers, Legal, or Human Resources. If an Employee violates this policy, Verra Mobility will take prompt corrective action, including discipline and termination, if appropriate.

### 3.9.4 Offering Business Courtesies

Employees may not offer business courtesies unless approved by their managers and they cannot be reasonably interpreted as attempts to gain unfair business advantage or otherwise reflect negatively upon Verra Mobility. Accounting for business courtesies must be done in accordance with approved Company procedures.

Other than to our government customers, for whom special rules apply, we may provide nonmonetary gifts (*i.e.*, company logo apparel or similar promotional items) to our customers. Further, management may approve other courtesies, including meals, refreshments, or entertainment of reasonable value provided that:

- the practice does not violate any law or regulation or the standards of conduct of the recipient's organization;
- the business courtesy is consistent with industry practice, is infrequent in nature, and is not lavish or excessive; and
- the business courtesy is properly reported and accounted for internally at Verra Mobility.

#### **4. MAINTAINING AN INCLUSIVE, FAIR AND HEALTHY WORK ENVIRONMENT**

Verra Mobility is dedicated to maintaining a safe and healthy environment. All Employees are required to follow all applicable safety precautions at all times and must immediately report any unsafe condition to the appropriate manager. Violence and threatening behavior are not permitted. Everyone is expected to obey safety rules and to exercise caution in all work activities. Employees must comply with all occupational safety and health standards and regulations established by the Occupational Safety and Health Act and state and local regulations, and they must immediately report any unsafe condition to the appropriate manager/point of contact and/or Human Resources. Anyone who violates safety standards, causes hazardous or dangerous situations, or fails to report or, where appropriate, remedy such situations, may be subject to disciplinary action or assignment/contract termination.

##### ***4.1 Driving Record***

As a traffic safety company, Verra Mobility has an expectation of Employees to timely address any civilian driving citations they may receive. Verra Mobility expects Employees to pay their citations, and/or follow through on the appropriate options available to them in regards to disputing the violation.

##### ***4.2 Discrimination and Harassment***

Diversity of the Company's employees is a tremendous asset and one the Company actively embraces. Embracing diversity means respecting visible differences such as age, race, gender, nationality and physical ability, as well as invisible differences such as culture, religion, marital status, sexual orientation, experience and perspective. We are firmly committed to providing equal opportunity in all aspects of employment and forbid illegal discrimination against any person and harassment, intimidation or hostility of any kind, including on the basis of race, religion, color, sex (including pregnancy, childbirth and related medical conditions), sexual orientation, sexual or

gender identity, age, disability, national origin, military or veteran status or any other characteristic that may be protected by applicable local, state or federal law.

You should refer to the Employee Handbook and discuss any issues with Human Resources or a member of the Committee for further guidance in this area.

#### **4.3 *Consumption of Alcohol at Company or Business Functions***

Verra Mobility acknowledges that alcohol may be consumed at some activities involving Employees, including Verra Mobility-initiated activities. When attending a function as a representative of Verra Mobility, Employees are expected to conduct themselves responsibly within the bounds of Company policies. Alcohol is not to be consumed on Company premises unless approved by the Company's President or Chief People Officer, and then only during approved social events or business development activities. When alcohol is consumed at a business function with other internal Employees or with our customers, over-consumption of alcohol may result in termination of employment, even if the event is hosted outside of standard business operating hours.

Whether or not to drink alcoholic beverages is entirely a personal decision. In all situations, an Employee's conduct when consuming alcoholic beverages is solely his/her responsibility. The Company is not in a position to alter the consequences, legal or otherwise, of irresponsible alcohol consumption. If Employees choose to consume alcohol, they must do so responsibly and arrange for safe transportation to their place of residence. Alternative transportation (taxis, etc.) should be arranged to transport any Employee whose driving ability is in question. Managers are expected to assist in making these arrangements upon request, or when advisable in their judgment.

#### **4.4 *Personal Relationships in the Workplace***

Verra Mobility prohibits romantic or sexual relationships between management or other supervisory Employees and their staff (an Employee who reports directly or indirectly to them) unless it is first disclosed to Human Resources for the purpose of ensuring that the relationship will not create a perceived or real conflict of interest or create other workplace concerns. When a dating relationship exists between a manager and an Employee, it is the responsibility and obligation of the manager involved in the relationship to disclose the existence of the relationship to management. Management will decide what action will be taken.

The employment of relatives or individuals involved in a dating relationship in the same organization may cause serious conflicts, cause the appearance of favoritism, and impact Employee morale. In addition to claims of partiality in treatment at work, personal conflicts from outside the work environment can be carried over into day-to-day working relationships.

Employees may not occupy a position in which they will be working directly for or supervising their relatives or influencing the terms and conditions of the other's employment. Individuals also may not occupy a position that will be working directly for or supervising an Employee with whom they are involved in a dating relationship. Verra Mobility reserves the right to take prompt action (including, without limitation, reassigning or transferring one or both Employees) if an actual or potential conflict of interest arises involving relatives or individuals involved in a dating relationship who occupy positions at any level in the same line of authority or organization.

For purposes of this policy, (a) a dating relationship is defined as a relationship that may be reasonably expected to lead to the formation of a consensual romantic or sexual relationship (without regard to the gender or sexual orientation of the individuals involved); and (b) a relative is any person who is related by blood or marriage, or whose relationship with the Employee is similar to that of persons who are related by blood or marriage (including a spouse, domestic partner, fiancé, parent, child, sibling, grandparent, grandchild, aunt or uncle, niece or nephew, cousin, guardian or ward, step-relation, half-relation, in-law relation, or a person living in/cohabiting in one's household).

In cases where a relationship between Employees results in performance issues because of the relationship, the Employees may be separated by reassignment or terminated from employment. Employees in a close personal relationship must refrain from any inappropriate workplace behavior.

#### ***4.5 Relationships with and Obligations of Departing and Former Employees***

Your obligation to abide by company standards exists even after your employment with Verra Mobility ends. The following requirements apply to all current, departing and former Verra Mobility Employees:

- When leaving or retiring, you must ensure that you return all Verra Mobility property in your possession, including all records and equipment.

- You may not breach any employment condition or agreement you have with Verra Mobility. You may not use or disclose Verra Mobility non-public information in any subsequent employment, unless you receive written permission in advance from the Legal Department.
- You may not provide any Verra Mobility non-public company information to former Employees, unless authorized by the Legal Department. If a former Employee solicits non-public information from you, you must immediately notify the Legal Department.

If you are concerned that a former Verra Mobility Employee is benefiting unfairly from information obtained while employed at Verra Mobility, or may be inappropriately receiving Verra Mobility non-public information, you should contact the Legal Department for guidance, or you may report the concern to the Committee or using the Ethics Hotline.

## **5. PROMOTE SUBSTANCE OVER FORM**

At times, we are all faced with decisions we would rather not have to make and issues we would prefer to avoid. Sometimes, we hope that if we avoid confronting a problem, it will simply go away. At Verra Mobility, we must have the courage to tackle the tough decisions and make difficult choices; secure in the knowledge that Verra Mobility is committed to doing the right thing. At times, this will mean doing more than simply what the law requires. Merely because we can pursue a course of action does not mean we should.

Although Verra Mobility's guiding principles cannot address every issue or provide answers to every dilemma, they can define the spirit in which we intend to do business and should guide us in our daily conduct. Each of us is responsible for knowing and adhering to the values and standards set forth in this Code and for raising questions if we are uncertain about Company policy. If you are concerned whether the standards are being met or are aware of violations of the Code, you must contact your manager or Human Resources. Verra Mobility takes seriously the standards set forth in the Code, and violations will result in disciplinary action up to and including termination of employment or assignment/contract termination.

In addition to this Code, you should refer to the following Company policies and procedures, as appropriate, as an additional resource in resolving conduct, ethical and governance issues: the Company's Employee Handbook; Disclosure and Regulation FD Policy; Insider Trading Policy; Policy for Reporting Violations and Complaints; and Corporate Governance Guidelines.

## 6. DO THE RIGHT THING

Several key questions can help identify situations that may be unethical, inappropriate or illegal.

Ask yourself:

- Is it Legal?
- Does this comply with Verra Mobility Policy?
- Does this reflect Verra Mobility Core Values?
- Would you feel concerned to see this broadcast to the general public?
- Could this negatively affect Verra Mobility if all Employees did it?

Verra Mobility reserves the rights to amend or alter this Code at any time and for any reason. If you have any questions regarding any matter discussed in this Code, please contact Human Resources or a member of the Compliance Committee.

## 7. REQUESTS FOR WAIVERS AND CHANGES IN CODE

A waiver of a provision of this Code may be requested whenever there is a reasonable likelihood that a contemplated action will violate the Code. Any waiver may be made only by the Company's Board of Directors or Audit Committee, and any substantive waiver or amendment (including an implicit waiver) that constitutes a material departure from a provision of this Code shall be publicly disclosed within four business days of such action (a) on the Company's website for a period of not less than 12 months or (b) in a Form 8-K filed with the SEC, to the extent required by applicable rules and regulations of the SEC.

**Nothing in this Code shall interfere with or limit in any way the right of the Company to terminate any person's employment with the Company, or modify or change the "at will" employment relationship of any person's employment with the Company. The policies contained in this Code are not intended to create any contractual rights, express or implied, with respect to employment, or termination thereof, and shall not be construed to create any type of right to a "fair procedure" prior to termination or other disciplinary action.**

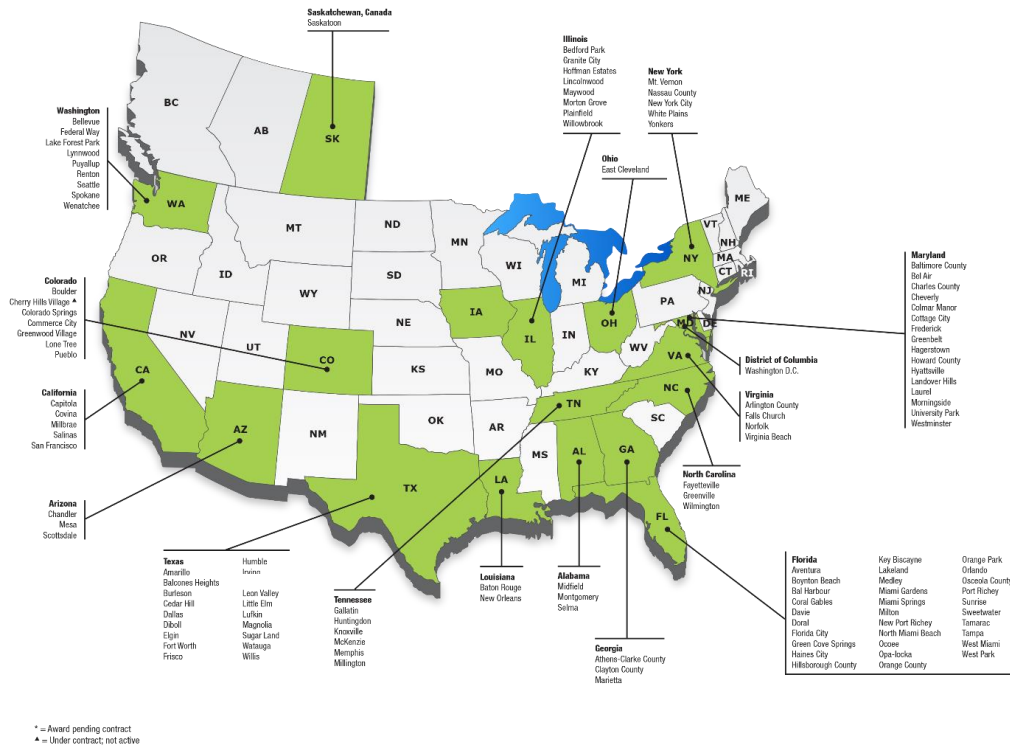
## 1.4 Minimum Qualifications Requirements

Submit verifiable information that Proposer has a minimum of three (3) years experience providing similar services to public sector agencies (e.g., cities, counties, states, highway authorities, etc.).

Verra Mobility possesses the most experience providing and supporting red light safety camera solutions for its clients across Miami-Dade County, the State of Florida, and the rest of the United States. We are the county, the state and the nation’s premier provider, with the most red light camera contracts and installed systems. As the leading red light safety camera provider in Florida, Verra Mobility is also involved with the local police and municipal organizations. We are members of the Florida Police Chiefs Association and Miami-Dade League of Cities. Orlando Torres is also a member of the Miami-Dade Police Chiefs Association.

The following map lists all of our current red light safety camera contracts, including our 31 programs in Florida.

### Verra Mobility’s Red Light Safety Camera Clients



On May 17, 2019, the Texas legislature passed a bill prohibiting red light photo enforcement programs in cities and counties across the state, which became effective on June 1, 2019. The bill grandfathers certain red light camera programs, allowing them to continue through their current expiration dates. Verra Mobility and our Texas clients are evaluating the impact of this change in law on our Texas red light photo enforcement programs.

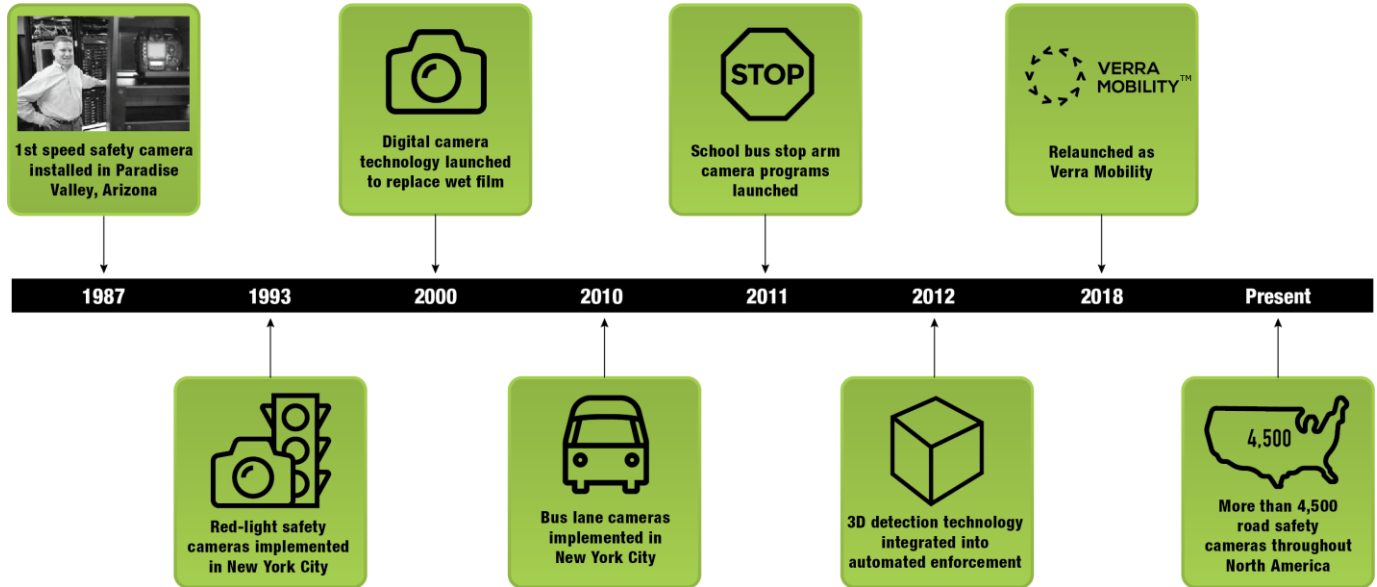
### We Exceed the City’s Minimum Qualifications Requirements

*We have supported red light safety camera programs in Florida for more than 10 years. Our three client references listed in Appendix A-2 and in Section 2.2 have contracted with us for at least 10 years, and they will verify our level of customer service and program performance for the City of Miami Beach.*



In addition, our oldest nationwide contract is with New York City, where Verra Mobility’s wholly owned subsidiary Mulvihill ICS implemented the country’s first red light camera program 26 years ago in 1993. As you can see below, Verra Mobility and its founders have pioneered the photo enforcement industry with the implementation of the first speed safety camera program and the first red light safety camera program in the United States.

### Verra Mobility’s Industry Timeline



### 3.1.1 Experience Replacing Other Vendors

Verra Mobility also has vast experience replacing other vendors and their camera systems. The following is our extensive list of programs where Verra Mobility replaced the incumbent vendor.

#### Relevant Experience

*We will apply our most recent experience transitioning the Conduent programs in Baltimore County, Dallas and Annapolis, in addition to our experience in the other seven jurisdictions that Conduent previously supported, to your program.*

#### Verra Mobility’s Experience Replacing Other Vendors

State	Client	Former Vendor
AZ	Mesa	Conduent (Xerox)
CA	Los Angeles	Conduent (Xerox)
CA	San Diego	Conduent (Xerox)
CA	San Francisco	Conduent (Xerox)
CO	Boulder	Conduent (Xerox)

State	Client	Former Vendor
D.C.	Washington	Conduent (Xerox)
TX	Dallas	Conduent (Xerox)
MD	Annapolis	Conduent (Xerox)
MD	Anne Arundel County	Conduent (Xerox)
MD	Baltimore County	Conduent (Xerox)
AZ	Chandler	Redflex
AZ	Scottsdale	Redflex
TX	Frisco	Redflex
VA	Norfolk	Redflex
VA	Virginia Beach	Redflex
IA	Windsor Heights	Sensys Gatso
MD	Cheverly	Brekford
MD	Laurel	LaserCraft

### 3.1.2 What Our Experience Means for Miami Beach

The City will benefit from our experience as the leading provider in Miami-Dade County, in Florida and the rest of the United States.

Choosing Verra Mobility means:



- > We believe **new technology** (high-definition 1080p video camera, 29-megapixel still camera, three-dimensional tracking radar, and our live-view (where permitted) and self-service video retrieval solution) for the City's program will help ensure that the highest number of prosecutable violations are captured.
- > Our experience replacing your current vendor will help ensure a **seamless transition**.
- > Our South Florida-based Director of Account Management Orlando Torres will work closely with you beginning when the contract is awarded. He has supported all of our South Florida programs in Miami-Dade and Broward Counties since 2012, providing great knowledge and experience, along with best practices. As part of our **productive partnership** with the City of Miami Beach, Orlando will be your single point-of-contact and will help ensure that your program meets your expectations and that you receive the highest level of customer service from our teams.

We will combine our hands-on experience and our proven red light safety camera solution to help the Miami Beach Police Department support its mission to *prevent crime and enhance public safety*.

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### **Why Choose Verra Mobility**

*In addition to our RFP response to the City, we have created a website that provides an interactive overview of our offering: <https://safesmartmiamibeach.com/>. The site provides you with a clear understanding of what sets us apart from our competition, along with a sample violation video in HD, 1080p resolution.*

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## Tab 2. Proposer Qualifications

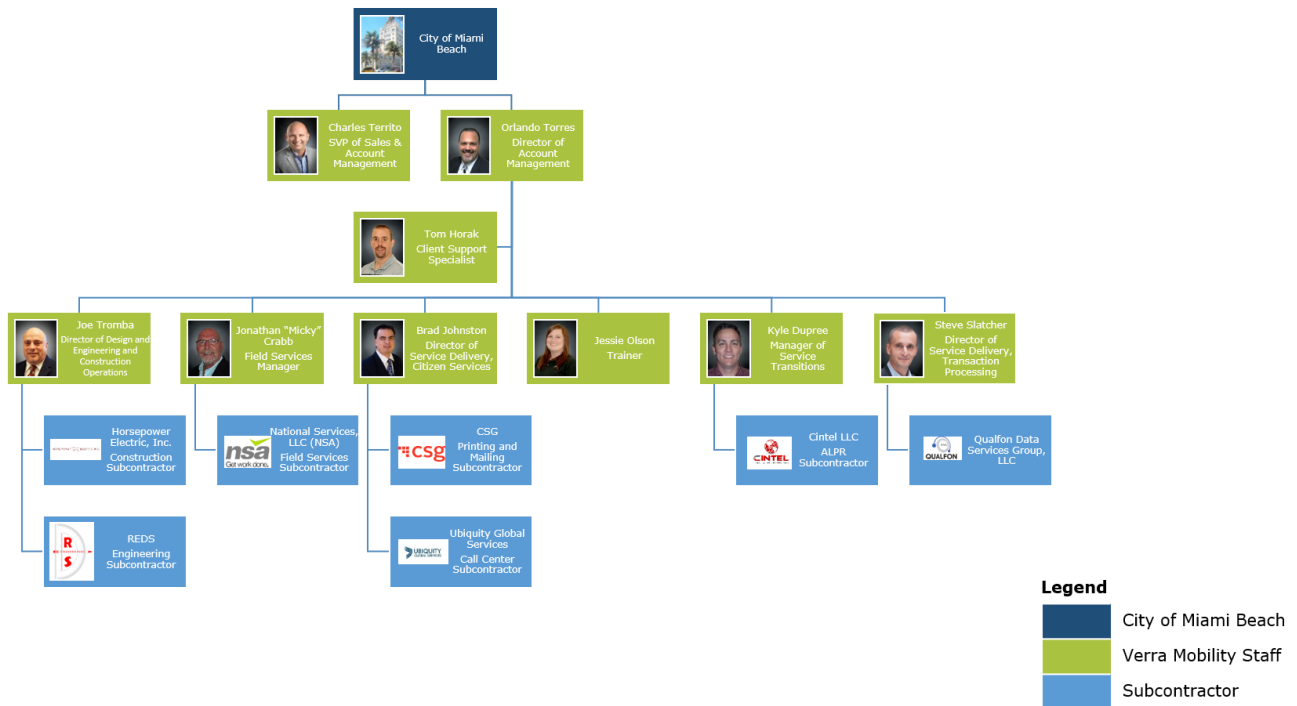


### 2.1 Organizational Chart

An organizational chart depicting the structure and lines of authority and communication for all firms, principals and personnel involved in the project. Include information that describes the intended structure regarding project management, accountability and compliance with the terms of the RFP.

The following is Verra Mobility’s proposed team and organizational chart.

#### Organizational Chart



Verra Mobility’s project management methodology is based on a client-centric approach that helps ensure your program’s success. We provide an experienced team of personnel to support your program: a Director of Account Management, a Client Support Specialist, a Director of Design/Engineering and National Construction, a Manager of Service Transitions, and a Regional Field Services Manager. This team, along with the VM Consolidated, Inc. (Verra Mobility’s direct parent company) employee base will service your program.

As the Director of Account Management and the person who will be accountable for the program implementation and operations, Orlando Torres will be the City’s single point of contact from the moment the contract is awarded. Mr. Torres will be available as needed during program implementation and during the entire contract period. He will work with the team to help ensure that we comply with the RFP terms.

Client Support Specialist Tom Horak will serve as the City’s day-to-day support provider, including helping with reporting and data analysis and documenting your program’s business rules, in addition to keeping those rules up-to-date during the contract period. Kyle Dupree, as the Manager of Service Transitions, will oversee the site selection and for the program. Joe Tromba, who is our Director of Design and Engineering and Construction Operations, will oversee the permitting activities and camera-site construction; and Micky Crabb—as Regional Field Services Manager—will oversee the installation, repair and maintenance of the camera systems.

### 3.1.3 Key Personnel

The following are brief bios on our proposed team. Their resumes, which include their qualifications, experience, education and accomplishments, are in Appendix A.

#### Verra Mobility’s Key Personnel



**Orlando Torres**

**Position:** Director of Account Management  
**Experience:** 12 years

Orlando manages all of our South Florida programs, including all of our programs in Miami-Dade County, in addition to some of our clients’ programs in Georgia. He will apply this valuable experience with surrounding safety camera programs, in addition to his five years as Deputy Director of Toll Operations for SunPass, to Miami Beach’s program.



**Jason Norton**

**Position:** Vice President of Account Management  
**Experience:** 25+ years

Mr. Norton has more than 25 years of experience in local, state and federal government. He has worked with Verra Mobility for 12 years and has an extensive knowledge of the industry. Mr. Norton has served in many roles in his long tenure with Verra Mobility, including National Project Manager, and has overseen installations of programs across the United States.

As Vice President of Account Management, he now oversees a team of professionals devoted to supporting your program and to other programs across Florida, Georgia, North Carolina, the mid-Atlantic region, and the Midwest.



**Tom Horak**

**Position:** Client Support Specialist

**Experience:** 12 years

Tom Horak has 12 years of experience in the photo enforcement industry, including seven years as a Client Support Specialist supporting many of our Florida red light camera programs. His regular interaction with our Florida clients and his familiarity with how Florida programs operate make him an invaluable asset to the Verra Mobility/Miami Beach team.



**Joe Tromba**

**Position:** Director of Design and Engineering and Construction Operations

**Experience:** 15 years

For 15 years, Mr. Tromba has overseen the construction of road safety camera sites across the country, including in Florida. His experience managing our design and engineering team and our construction team. He has helped implement our programs in Miami-Dade County, so he is very knowledgeable about the requirements surrounding plan preparation, permitting and site construction in your community.



**Kyle Dupree**

**Position:** Manager of Service Transitions

**Experience:** 19 years

Since 2000 and most of his professional career, Mr. Dupree has been managing large-scale civil construction projects as well as owning his own civil construction firm. He and his team will help manage the implementation of your program.



**Micky Crabb**

**Position:** Field Services Manager

**Experience:** 43 years

Having personally installed more than 400 Verra Mobility systems throughout the country, provided technical support, developed training materials and trained field service technicians, Mr. Crabb is more than qualified to oversee the technical professionals installing and maintaining all roadside camera sites in Florida, Alabama and Tennessee. He also provides expert witness testimony for our Florida programs.



**Brad Johnston**

**Position:** Director of Service Delivery, Citizen Services

**Experience:** 20+ years

Brad Johnston brings 20-plus years of experience managing public safety operations, service delivery, and customer contact centers across various industries, with a proven track record of innovation and success. His experience includes four years overseeing our operations teams, including our mail processing staff and our printing and mailing subcontractor, our call center subcontractor, and our delinquent collections subcontractor.



**Steven Slatcher**

**Position:** Director of Service Delivery, Transaction Processing

**Experience:** 30+ years

Mr. Slatcher is a Customer Experience, Operations, and Continuous Improvement leader with more than 30 years of experience. He has a strong passion for creating solutions that deliver exceptional client results while fully engaging his team in the process. He is also certified as a Lean Six Sigma Black Belt from the American Society for Quality (ASQ) and has led many successful projects aimed at improving the client experience while also driving operational efficiencies and flow.



**Charles Territo**

**Position:** SVP of Sales and Account Management

**Experience:** 18 years

Mr. Territo and his team will work with clients on their public awareness and community outreach campaigns. He delivers his proven ability to lead a diverse team who coordinates effective media strategies using customized tactics. He and his team will effectively communicate the importance of traffic safety to the people of Miami Beach.



**Jessie Olson**

**Position:** Learning & Development

**Experience:** 13 years

Ms. Olson and the rest of the training team understand Verra Mobility's solutions and facilitate effective training to their clients.

**3.1.4 Subcontractors' Bios**

We are also teaming with the following subcontractors to support the City's program.

***Cintel, ALPR Subcontractor***



Cintel is a premier technology provider of convergent intelligence security solutions. Cintel manufactures a broad range of custom ALPR security and surveillance solutions to fit a variety of demanding applications for their customers and to help keep communities safe. The company manufactures an industry-leading product line of Capture Series Automatic License Plate Recognition (ALPR) cameras. Their CLARITY LPR software is an

affordable, easy-to-use, secure, LPR software platform that ensures agency compliance to CJIS and FDLE standards. CLARITY LPR was developed to capture license plates; securely manage data; and disseminate information for alerting, investigations and data sharing.

Their competitive edge begins with their people and values. They are a professional team of experienced and passionate people whose goal is to deliver transformational solutions that exceed their customers' expectations in terms of features, function, ease of use, and reliability. CINTEL takes pride in their partnerships with other global technology leaders, integrators, and distributors, to provide best of breed solutions. The CINTEL team is the choice for integrated surveillance solutions.

At CINTEL they think differently. They think like operators. They think like YOU. They are dedicated to serve those who protect and serve them. Whether you are providing surveillance for a special event, campus, parking operation or to solve a case, they understand that your job is mission critical. System performance is not an option; it is mandatory. Each and every solution they design is robust, reliable, seamlessly integrated and best of all, easy. Easy to install, easy to operate and easy to maintain. CINTEL. Safe. Secure. Simple.

***Horsepower Electric, Construction Subcontractor***



Horsepower Electric, Inc. (HPE) will assist us with site construction.

HPE is a mature Florida contracting company certified as a State Electrical and General Contractor - License Numbers EC#0001153 and GC#B01285 headquartered in Miami-Dade County, Florida. HPE specializes in Intelligent Transportation Systems (ITS), Traffic Signalization, and Roadway Lighting since 1985. Their firm has been a leader and pioneer in



the signalization industry, implementing the latest in signalization technology such as first HAWK Traffic Signal for FDOT District 6/Miami-Dade County, Reversible Lane Signal Control Project for Miami-Dade County and Sun Life Stadium (now Hard Rock Stadium), various ATMS projects, and Adaptive Signalization Technology. HPE has assisted Verra Mobility with constructing its red light camera sites for many of Verra Mobility's Florida programs.

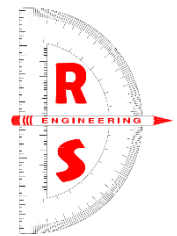
HPE has a workforce of more than 100 employees, most of which are International Municipal Signal Association (IMSA) certified Traffic Signal technicians. HPE played a critical role in the aftermath of Hurricane Andrew, Wilma, Katrina, and Irma restoring hundreds of signalized intersections for FDOT District 4, FDOT District 6, Broward County and Miami-Dade County.

HPE is prequalified by the Florida Department of Transportation in the following work classes:

Computerized Traffic Control, Drainage, Electrical Work, Fencing, Flexible Paving, Grading, Grassing, Seeding & Sodding, Intelligent Transportation Systems, Roadway Signing, & Traffic Signals.

***Reliable Engineering Development Services (REDS), PLLC,  
Engineering Subcontractor***

REDS, PLLC is a professional engineering firm, providing a variety of professional services in traffic and transportation engineering; including design and preparation of plans, performing traffic engineering and traffic safety studies. The REDS team has collaborated with Verra Mobility on numerous similar projects across United States, including many in the State of Florida. REDS will assist us with the plans required for the camera sites in Miami Beach.



***National Services, LLC (NSA), Field Services Subcontractor***

NSA is the national go-to solutions provider for many of America's leading corporations that need to get a wide range of projects completed or problems solved in "the field." From ongoing field support to national rollouts to simple daily tasks that need to be correctly executed, NSA serves as a creative problem solver for many of our customers' needs. NSA successfully performed over 180,000 site visits at more than 70,000 unique locations throughout the U.S. and parts of the Caribbean, including the ongoing support of Verra Mobility's red light safety cameras in other cities and counties across the country, including our cameras in Miami-Dade County.



***Qualfon, Event Processing Subcontractor***

Qualfon will assist us with processing events for the City of Miami Beach's program. The company was founded in 1995 and has an employee base of 13,000. The following highlights their organization:

- > Broad BPO offering strength of scale, speed, and flexibility
- > Experienced BPO leadership
- > Six Sigma-based continuous improvement



- > Certifications/Audit - PCI DSS v3, SSAE16, ISO27001 & HIPAA
- > Enterprise-grade security and technology

A financially strong company:

- > Privately held
- > Solid EBIT
- > Strong balance sheet
- > Positioned to invest

Qualfon currently provides staff for event processing for many of our road safety camera programs.

### ***CSG, Printing and Mailing Subcontractor***

CSG provides comprehensive Customer Communications Management solutions, spanning the entire document creation and distribution workflow process from electronic and print delivery to document archival and customer care. Services include composition of transactional and business critical documents, eCare, data processing, printing, finishing, mail services and comprehensive electronic delivery, payment and archiving solutions. With over 75 million mailings a month, CSG is a "Top 10" USPS First-Class mailer, providing capabilities to ensure the highest efficiencies for document and statement composition, printing, address cleansing, mailing and mail tracking. CSG currently provides printing and mailing services for many of our programs, including those in Miami-Dade County.



### ***Ubiquity Global Services, Call Center Subcontractor***



Ubiquity Global Services will provide call center services for the City's program.

Ubiquity Global Services (Ubiquity) is a multinational outsourcing organization offering a wide variety of business services designed to improve customer satisfaction while reducing operating costs.

The world's leading outsourcer for the FinTech and emerging payments sector, Ubiquity's offering includes live customer experience management services, interactive voice response (IVR) solutions and a comprehensive risk and compliance solution, including fraud detection and disputes management services.

Ubiquity has developed a next-generation technology platform engineered for operational excellence while delivering clients meaningful and actionable business intelligence.

Headquartered in New York City, the company's expanding network includes call center delivery locations in the United States, Hungary, Portugal, El Salvador and the Philippines. Planned expansion includes sites in Colombia and an additional site in the United States. Ubiquity also has an innovation hub for the development of artificial intelligence and machine learning technologies located in Amsterdam.

Together with its clients, Ubiquity is pioneering a new approach for maximizing the potential of every customer contact.

## 2.2 Relevant Experience of Prime Proposer

Summarize projects where the Proposer and/or its principals have provided services similar to those described herein. For each project provide the following:

- a. project name and scope of services provided;
- b. name of individuals that worked on the referenced project that have been included in Section 2.1 above.
- c. client;
- d. client project manager and contact information;
- e. costs of the services provided; and
- f. term of the engagement.

Verra Mobility is the leading red light safety camera provider in South Florida. The following are a few of our Miami-Dade County clients who can attest to our program support.

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### Aventura, Florida

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#### Client Project Manager and Contact Information:

Chief Bryan Pegues  
Aventura Police Department  
19200 West Country Drive  
Aventura, Florida 33180  
Email: peguesb@aventurapolice.com

---

**Project Name:** Intersection safety camera program

**Scope of Services Provided:** End-to-end red light safety camera solution, including provision of the camera systems, maintenance and repairs for the camera systems, our ATS Live real-time viewing and self-service video retrieval solution at five of the 15 camera sites, event processing, NOV and UTC generation and mailing, payment processing through our banking relationships, reporting, call center support, City staff and Police training, and community outreach program support.

**Names of Individuals Who Worked on This Project:** Jason Norton, Orlando Torres and Tom Horak

**Costs of the Services Provided:** The program is currently operational, so the total costs cannot be determined at this time.

**Term of Engagement:** Operational since 2008 through present

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## Miami Gardens, Florida

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Client Project Manager and Contact Information:

Craig Clay, Deputy City Manager  
City of Miami Gardens  
18605 NW 27th Avenue  
Miami Gardens, Florida 33056  
Email: [cclay@miamigardens-fl.gov](mailto:cclay@miamigardens-fl.gov)

---

**Project Name:** Red light safety program

**Scope of Services Provided:** End-to-end red light safety camera solution, including provision of the camera systems, maintenance and repairs for the camera systems, event processing, NOV and UTC generation and mailing, payment processing through our banking relationships, reporting, call center support, City staff and Police training, and community outreach program support.

**Names of Individuals Who Worked on This Project:** Jason Norton, Orlando Torres and Tom Horak

**Costs of the Services Provided:** The program is currently operational, so the total costs cannot be determined at this time.

**Term of Engagement:** Operational since 2008 through present

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## West Miami, Florida

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Client Project Manager and Contact Information:

Dr. Nelson Andreu, MPA, Ed.D., Chief of Police  
West Miami Police Dept.  
901 S.W. 62nd Avenue  
West Miami, Florida 33144  
Email: [ChiefAndreu@WestMiamiPolice.org](mailto:ChiefAndreu@WestMiamiPolice.org)

---

**Project Name:** Traffic safety camera program

**Scope of Services Provided:** End-to-end red light safety camera solution, including provision of the camera systems, maintenance and repairs for the camera systems, event processing, NOV and UTC generation and mailing, payment processing through our banking relationships, reporting, call center support, City staff and Police training, and community outreach program support.

**Names of Individuals Who Worked on This Project:** Jason Norton, Orlando Torres and Tom Horak

**Costs of the Services Provided:** The program is currently operational, so the total costs cannot be determined at this time.

**Term of Engagement:** Operational since 2010 through present

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## 2.3 Relevant Experience of Sub-Consultant(s)/Sub-Contractor(s)

If utilizing Sub-consultant(s)/Sub-contractor(s), summarize projects where the Sub-consultant(s)/Sub-contractor(s) and/or its principals have provided services similar to those described herein. For each project provide the following:

- a. project name and scope of services provided;
- b. name of individuals that worked on the referenced project that have been included in Section 2.1 above.
- c. client;
- d. client project manager and contact information;
- e. costs of the services provided; and
- f. term of the engagement.

### 3.1.5 Cintel's Relevant Experience

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#### Miami Beach, Florida Police Department

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Client Project Manager and Contact Information:

Lt. Steven Feldman

Email: [StevenFeldman@miamibeachfl.gov](mailto:StevenFeldman@miamibeachfl.gov)

---

**Project Name:** Provision of Fixed ALPR

**Scope of Services Provided:** Cintel has supplied and delivered 2 LPR trailer systems, 1 fixed HOA LPR (Star Island) and 8 fixed ALPR systems For Miami Beach Police Department.

**Names of Individuals Who Worked on This Project:** Ariel Rodgers

**Costs of the Services Provided:** \$200k over five contracted awards

**Term of Engagement:** Capital purchase

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#### Miami-Dade County, Florida Police Department

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Client Project Manager and Contact Information:

Sgt. Randy Rossman

Email: [rrossman@mdpd.com](mailto:rrossman@mdpd.com)

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**Project Name:** Provision of Fixed ALPR

**Scope of Services Provided:** Cintel has supplied and delivered 14 LPR Trailer systems and is in the process of deploying 192 cameras at 31 fixed intersections for Miami-Dade County Police.

**Names of Individuals Who Worked on This Project:** David Tooby

**Costs of the Services Provided:** \$3.89 million over three contracted awards

**Term of Engagement:** Capital purchase with five-year maintenance and support

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## Miami, Florida Police Department

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Client Project Manager and Contact Information:

Sgt. Alejandro Gutierrez, RTCC

Email: [27878@miami-police.org](mailto:27878@miami-police.org)

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**Project Name:** Provision of Fixed and Mobile ALPR

**Scope of Services Provided:** Cintel has supplied, installed and continues to maintain a mixture of fixed (pole-mounted), trailer-based and patrol car-based ALPR systems, totaling 33 cameras.

**Names of Individuals Who Worked on This Project:** David Tooby & Ariel Rodgers

**Costs of the Services Provided:** Approx. \$180,000 over several separate tasking orders.

**Term of Engagement:** Capital purchase with three-year maintenance and support

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### 3.1.6 Horsepower Electric's Relevant Experience

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#### Verra Mobility

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Client Project Manager and Contact Information:

Danny Newman

Email: [danny.newman@verramobility.com](mailto:danny.newman@verramobility.com)

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**Project Name:** Red Light Camera Traffic Safety Programs

**Scope of Services Provided:** Installation of photo enforcement cameras, vehicular detectors, and wireless communication systems throughout south and central Florida area.

**Names of Individuals Who Worked on This Project:** Julio Mondelo, Michael Martinez & Lazaro Hernandez

**Costs of the Services Provided:** \$11,140,000

**Term of Engagement:** 2008 to current

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## **Broward County Highway Construction and Engineering Division**

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Client Project Manager and Contact Information:

Michael Cleary

Email: [mcleary@broward.org](mailto:mcleary@broward.org)

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**Project Name:** Design-Build Services for Mast Arm Conversion – Group 1

**Scope of Services Provided:** Mast Arm conversion of 20 intersections

**Names of Individuals Who Worked on This Project:** Julio Mondelo, Michael Martinez & Lazaro Hernandez

**Costs of the Services Provided:** \$8,795,347

**Term of Engagement:** 2013-2015

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## **Broward County Highway Construction and Engineering Division**

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Client Project Manager and Contact Information:

Manuel Fontan

Email: [mfontan@broward.org](mailto:mfontan@broward.org)

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**Project Name:** Roadway Traffic & Miscellaneous Construction

**Scope of Services Provided:** Traffic Operations projects and miscellaneous construction at various locations throughout Broward County including Drill Shaft and structures, traffic signals, traffic controller cabinet, sidewalk and curbs, milling and resurfacing, signing and pavement markings.

**Names of Individuals Who Worked on This Project:** Julio Mondelo, Michael Martinez & Lazaro Hernandez

**Costs of the Services Provided:** \$8,569,385

**Term of Engagement:** 2013-2015

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### 3.1.7 REDS' Relevant Experience

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#### Verra Mobility

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Client Project Manager and Contact Information:

Kyle Dupree

Email: [kyle.dupree@verramobility.com](mailto:kyle.dupree@verramobility.com)

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**Project Name:** Red light running camera and speed camera design

**Scope of Services Provided:** Design and preparation of red light running camera and speed camera construction plans and documents for various cities in New York, Washington, Texas, Colorado and Arizona. Also prepared Virginia DOT intersection safety study & justification report for red light running enforcement.

**Names of Individuals Who Worked on This Project:** Ben Riddle, PE

**Costs of the Services Provided:** \$184,000

**Term of Engagement:** Two to five weeks, depending on project

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#### Jersey Village, Texas

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Client Project Manager and Contact Information:

Chief Foerster

Phone: 713.466.4119

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**Project Name:** Intersection Safety Study

**Scope of Services Provided:** TXDOT intersection safety study & justification report for red light running enforcement for US 290SR at Senate Rd, FM 529, Jones Rd, and West Rd

**Names of Individuals Who Worked on This Project:** Robert Zaitooni, PE, PTOE and Ben Riddle, PE

**Costs of the Services Provided:** \$56,000

**Term of Engagement:** Six weeks

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## AEC Engineering

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Client Project Manager and Contact Information:

Aaron Ament  
Phone: 480.390.3967

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**Project Name:** SJ Anderson Storage

**Scope of Services Provided:** TIA (ADOT) – Traffic Impact Study for lot split and warehousing facility

**Names of Individuals Who Worked on This Project:** Robert Zaitooni, PE, PTOE

**Costs of the Services Provided:** \$1,800

**Term of Engagement:** Two weeks

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### 3.1.8 NSA's Relevant Experience

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#### Verra Mobility

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Client Project Manager and Contact Information:

Micky Crabb  
Email: [micky.crabb@verramobility.com](mailto:micky.crabb@verramobility.com)

---

**Project Name:** Field Installation and Maintenance - FL

**Scope of Services Provided:** NSA provides post installation onsite support for Verra Mobility equipment. This includes Preventative Maintenance visits (PMs), upgrades to the equipment and by responding to break/fix requests.

**Names of Individuals Who Worked on This Project:** Fielden Torstrick

**Costs of the Services Provided:** Vary depending on geographic density of sites, equipment type and Service Level Agreements

**Term of Engagement:** Three years with an option term for additional subsequent one-year periods.

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### 3.1.9 Qualfon's Relevant Experience

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#### Verra Mobility

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Client Project Manager and Contact Information:

Steven Slatcher

Email: [steven.slatcher@verramobility.com](mailto:steven.slatcher@verramobility.com)

---

**Project Name:** Photo enforcement processing support

**Scope of Services Provided:** Transaction processing

**Names of Individuals Who Worked on This Project:** Nickola Hubiak and Courtney Bissett

**Costs of the Services Provided:** \$25,000-\$30,000 per month

**Term of Engagement:** 2014 to present

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### 3.1.10 CSG's Relevant Experience

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#### Verra Mobility

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Client Project Manager and Contact Information:

Brad Johnston

Email: [brad.johnston@verramobility.com](mailto:brad.johnston@verramobility.com)

---

**Project Name:** Photo enforcement program printing and mailing support

**Scope of Services Provided:** Printing and mailing services for notices, citations and related documents for photo enforcement programs

**Names of Individuals Who Worked on This Project:** Reid Kuhn

**Costs of the Services Provided:** Approximately \$1.9 million per year

**Term of Engagement:** Ongoing

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### 3.1.11 Ubiquity's Relevant Experience

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#### Verra Mobility

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Client Project Manager and Contact Information:

Brad Johnston

Email: [brad.johnston@verramobility.com](mailto:brad.johnston@verramobility.com)

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**Project Name:** Call center support

**Scope of Services Provided:** Call center support

**Names of Individuals Who Worked on This Project:** Kristin Wall

**Costs of the Services Provided:** Approximately \$750,000 per year

**Term of Engagement:** Three-year contract

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## Tab 3. Scope of Services



### 3.1 Overview of Proposed System

Submit detailed information on how the proposer will comply with the specifications included herein with a focus on the following, at a minimum:

Provide a high level of overview of the proposed system.

Please see the following section (Section I.) for a high-level overview of our AutoPatrol red light camera system.

#### I. Red Light Camera System

The Contractor shall provide and install all equipment including, but not limited to, cameras, poles, cabinets, related operational equipment, and shall provide all necessary labor and/or supervision at selected intersection(s) and/or other locations, as required by the City. The City currently has ten (10) active red light violation enforcement cameras in use. The City may, at the City's sole discretion, add to the current inventory, which would result in a total of fifteen (15) red light violation enforcement cameras citywide.

Current Active Red Light Camera Locations (10 units)

Washington Ave and 17th Street (2 cameras)

- 1 eastbound on 17th

- 1 southbound on Washington (missing due to Convention Center construction), relocate to 71 St and Indian Creek Dr (eastbound)

Washington Ave and Dade Blvd (1 camera)

- 1 eastbound on Dade, relocate to 15th St and Alton Rd (southbound)

17th Street and Alton Rd (1 camera)

- 1 westbound on 17th and Alton

23rd Street and Dade Blvd (1 camera)

- 1 southbound at Pinetree and 23rd

41st Street and Prairie Ave (1 camera)

- 1 northbound on 41st, relocate to 41 St and Alton Rd (eastbound)

63rd Street and Indian Creek Dr (1 camera)

- 1 southbound on 63rd, relocate to 41st Street and Pinetree Dr (westbound)

Chase Ave and Alton Rd (1 camera)

- 1 northbound on Alton

Abbott Ave and Indian Creek Dr (1 camera)

- 1 southbound on Indian Creek

71st Street and Indian Creek Dr (1 camera)

- 1 northbound on Indian Creek

Alternative Additions of Future Red Light Camera Locations (5 units) (at the City's sole discretion)

Collins Avenue (SR A1A) and 67th Street (1 camera)

- 1 northbound

5th St and Alton Rd (1 camera)

- 1 eastbound

MacArthur Causeway (SR A1A) and South Fountain Street (1 camera)

- 1 westbound

Alton Road (SR 907) and Michigan Avenue (1 camera)

- 1 southbound

Meridian Ave and Dade Blvd (1 camera)

- 1 northbound



**29MP**

STILL  
CAMERA



**3D**

TRACKING  
RADAR



**15-18**

FOOT  
POLE



**HD**

1920x1080  
VIDEO



**300**

FOOT  
DISTANCE

Verra Mobility will—in partnership with our subcontractors—provide and replace the City of Miami Beach's existing red light camera systems with newer technology. Our proposed solution includes a **high-definition video** camera, **real-time viewing and self-service video** retrieval (where permissible), a **29-megapixel** still camera, and **three-dimensional tracking radar detection** technology, as described on the following cut sheet.



VERRA  
MOBILITY™

**AUTO***P***TROL™ HD**



## Red-Light & Speed Enforcement + High-Definition Video

Verra Mobility is pleased to offer AutoPatrol HD, the all-in-one red-light and speed enforcement solution that features live streaming, on-demand recording and violation video in stunning 1920 x 1080 high-definition.



### LIVE STREAMING

ATS Live is always on, continuously streaming high-definition video to help keep you connected to the scene. Access any HD-enabled intersection via smartphone, tablet, or PC.



### ON-DEMAND RECORDING

Download high-definition video on-demand from an intuitive user interface by simply specifying the desired site, date and time range. Downloads are fast, easy and automated.



### VIOLATION VIDEO

Law enforcement and citation recipients may view a video clip of the violation event in high-definition via Verra Mobility's backend (law enforcement) or user-friendly website (ViolationInfo.com).



### ENFORCEMENT

- Red-Light Safety
- Speed Safety
- Surveillance Safety

### HIGH-DEFINITION VIDEO

- Live Streaming
- On-Demand Recording
- Violation Video

### APPLICATIONS

- Smartphone
- Tablet
- Desktop / Laptop



VERRA  
MOBILITY™

888.776.8475 | [www.VerraMobility.com](http://www.VerraMobility.com)  
SAFE. SMART. CONNECTED.





**VERRA  
MOBILITY™**

**AUTO PATROL™ HD**



## Red-Light & Speed Enforcement + High-Definition Video

AutoPatrol HD is packed with the latest detection, image quality, high-definition video and remote support technologies. The non-invasive system requires no roadway disruption and conveniently mounts to a single pole or existing infrastructure.



### TRAFFIC ENFORCEMENT

Customize your enforcement efforts with the ability to capture red-light events, speed events, or both. Intersection and midblock installation options available.

### 3-DIMENSIONAL RADAR DETECTION

Next-generation, non-invasive 3D tracking radar measures the distance, angle and speed of up to 32 vehicles for optimal event capture.



### ATS LIVE VIDEO

Innovative traffic surveillance with real-time visual intelligence and post-incident analysis via computer, phone, tablet, etc.

### HIGH-DEFINITION VIDEO

Digital video including a 12-second video clip of the violation event and 24/7 video of each intersection.



### HIGH-RESOLUTION IMAGES

Clear plate and vehicle images up to 29 megapixels that distinguish the make, model and color of vehicle.

### HIGH-EFFICIENCY STROBE

Clear plate images and vehicle color identification during the day and at night. No grayscale photos here.



### REAL-TIME SYSTEM SUPPORT

Real-time connectivity capabilities ensure that your cameras are online, operating correctly and capturing violations.

### AUTOMATED WIRELESS UPLOAD

Fast data and evidence transfer at speeds up to 4G.



**VERRA  
MOBILITY™**

888.776.8475 | [www.VerraMobility.com](http://www.VerraMobility.com)

SAFE. SMART. CONNECTED.



### 3.2 Equipment Details

Provide details on equipment (image quality, operating in varying weather conditions, reliability, etc.)

Details on our camera system’s image quality, ability to operate in varying weather conditions, reliability, etc. are in the following sections, beginning with Section 1.1 below.

#### 1.1 High-Quality Digital Camera System

The successful firm shall provide the following to the City of Miami Beach:

1.1 Use of a high quality digital camera system with an output in excess of 10 million pixels per image is required.

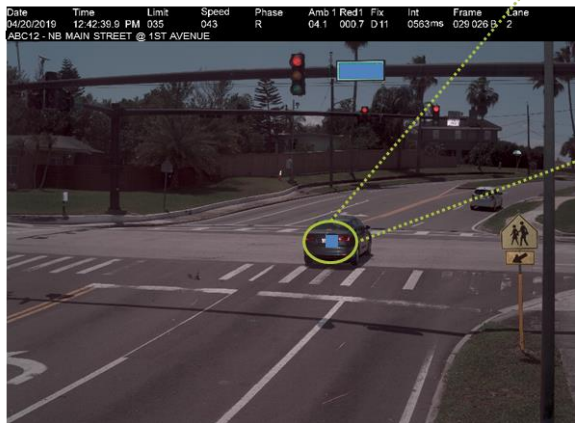
#### **Our system’s still camera exceeds the City’s 10-megapixel resolution requirement.**

The AutoPatrol camera system captures color images using a high-resolution, 29-megapixel still camera. The camera’s superior resolution allows for clear capture of elements within the main images (such as the license plate or signal head) for automatic image cropping and optical character recognition (OCR) processing. The following is a sample image set captured by our system’s 29-megapixel camera. Additional image sets are in Appendix A.

#### Sample Violation Image Set – Day – Fair Weather



PROPRIETARY & CONFIDENTIAL

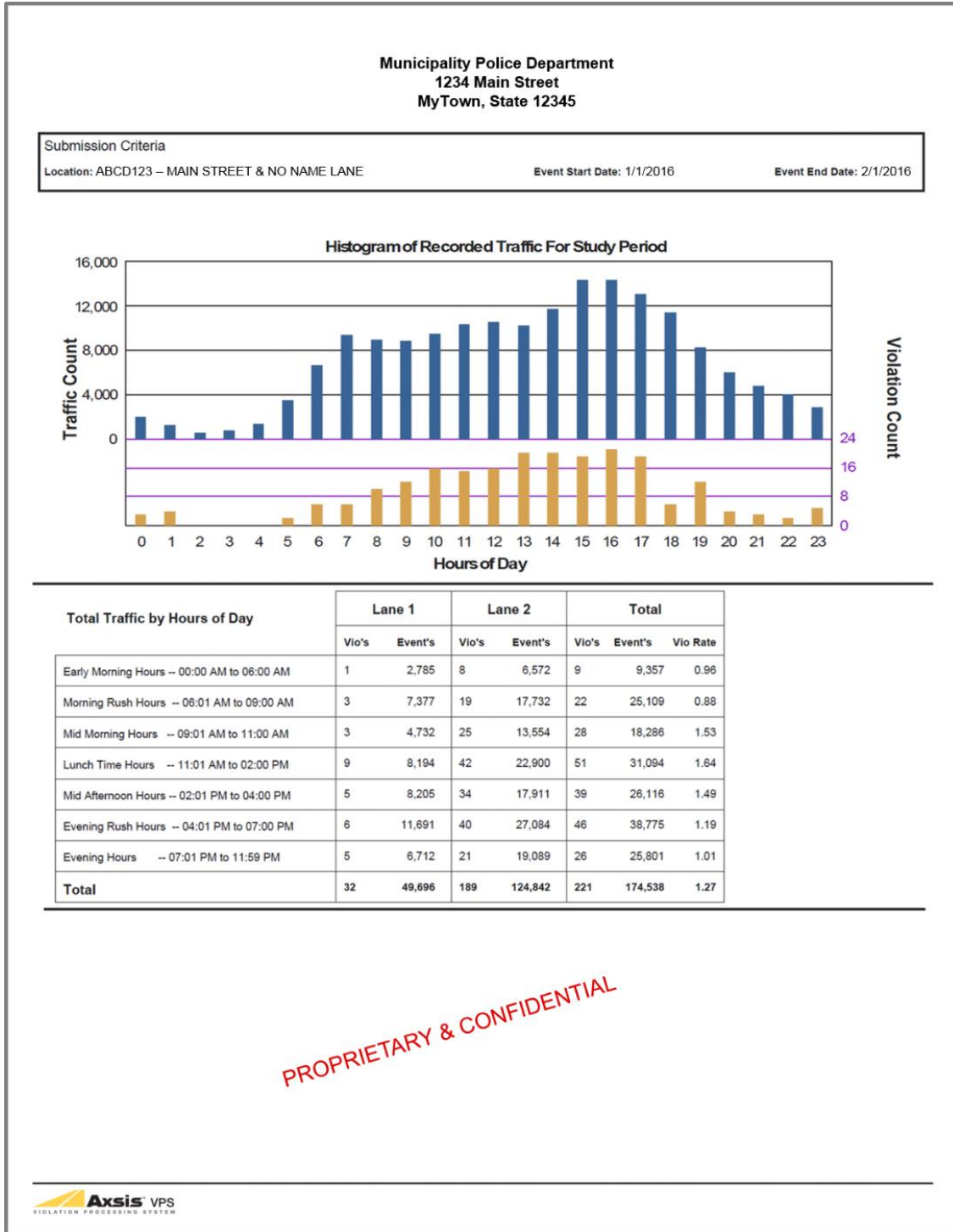


[Plate partially blocked and location modified to ensure privacy.]

## 1.2 Traffic Data for Statistical Analysis

1.2 The equipment capable of gathering traffic data for statistical analysis.

The AutoPatrol camera system records traffic volume data and vehicle counts by time of day and day of week. This data is loaded into the Axis VPS and can be viewed as reports online, or can be printed by an authorized user. The following is an example of this report.





### 1.3 Deployment in Various Operating Conditions

1.3 Equipment capable of deployment in a wide range of operating conditions; (e.g., heavy traffic volumes, adverse weather conditions, road surface configurations, etc., and across five (5) moving lanes of traffic).

The AutoPatrol camera system operates across multiple lanes of traffic and in a wide range of conditions, including heavy traffic volumes, adverse weather (IP rating of 65) and varied road surface configurations. A single system can monitor up to four lanes of traffic, and another (single-pole) system can be installed at the camera site to monitor additional lanes to enforce a five-lane approach. Our camera systems are currently operational in cities with varied climates, such as the snowy Northeast U.S., the rain and hurricane conditions in Florida and the rest of the South Central and Southeast parts of the country, and the hot desert climate of Arizona. In addition, our proposed system is operational in cities with high traffic volumes, including Orlando; New York City; Washington, D.C.

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***The Verra Mobility system captures color scene and plate images, unlike other vendors' systems that use flashless/infrared technology, which could result in poor image quality—sometimes even black and white!—especially in dark environments—and possibly a high event-rejection rate.***

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### 1.4 Connection to Red Phase Signal

1.4 Equipment that provide a reliable non-intrusive, non-physical connection to the red phase signal.

Our camera system connects to the red phase signal using inductance “donut” type sensor switches. The sensors are isolated from the cabinet in a separate “isolation box” mounted outside the signal cabinet. The “isolation box” is a NEMA-rated box attached to a separate pole with its current switch **completely independent of the traffic controller**. This method of phase detection is currently used with our camera systems throughout Miami-Dade County.

### 1.5 Image Capture

1.5 System capable of providing at least three (3) digital color still images of each violating event. The images must be taken so that the rear of the vehicle and license plate are captured and are readable. The first (1st) image shall capture the vehicle before the front wheels strike the legal infraction limit line. The second (2nd) image shall capture the vehicle after the rear axle has crossed the crosswalk or legal limit line. The third (3rd) one shall depict a close up of the license plate. Preference will be given for the ability to capture a short duration video of the infraction.

**Our system meets the City’s requirement for three digital color still images of each violation event.** Unlike some vendors’ systems that capture black and white plate images at night, our camera system captures color images during the day and night.

The AutoPatrol system provides three digital color still images of each event, including a clear **color** image of the license plate (day or night), as shown in the following image sets.

Note that the license plate image is cropped from one of the main scene, color images *clearly showing the traffic signal engaged in the **RED PHASE***. Many providers in the

marketplace utilize multiple-camera systems, which use a separate camera that is zoomed and trained on a specific roadway section. Such a zoomed image does *not* show the traffic signal engaged in the red phase and therefore may be open to challenge during a hearing. We believe that our camera's high resolution and the higher placement of our camera system increase the number of captured and prosecutable violations, even over buses and trucks that prevent other vendors' systems from capturing images of violating vehicles.

### Three Color Digital Images (Day)

#### First Image Captured – “A Shot”

- > Scene of the event
- > Captures the vehicle before the front wheels strike the crosswalk or legal violation limit line
- > One or more visible red light signals
- > Clear license plate image



[Plate partially blocked and location modified to ensure privacy.]

#### Second Image Captured – “B Shot”

- > Scene of the event
- > Captures the vehicle after the rear axle has crossed the crosswalk or legal limit line
- > The vehicle illegally entered the intersection
- > One or more visible red light signals
- > Clear license plate image



[Plate partially blocked and location modified to ensure privacy.]

#### Third Image Created – “License Plate”

- > Magnified image of the license plate from either of the two rear images captured
- > The license plate is not captured as a separate image. It is, instead, a close-up view of one of the scene images.



[Plate partially blocked to ensure privacy.]

### Three Color Digital Images (Night)

#### First Image Captured – “A Shot”

- > Scene of the event
- > Captures the vehicle before the front wheels strike the crosswalk or legal violation limit line
- > One or more visible red light signals
- > Clear license plate image



[Plate partially blocked and location modified to ensure privacy.]

#### Second Image Captured – “B Shot”

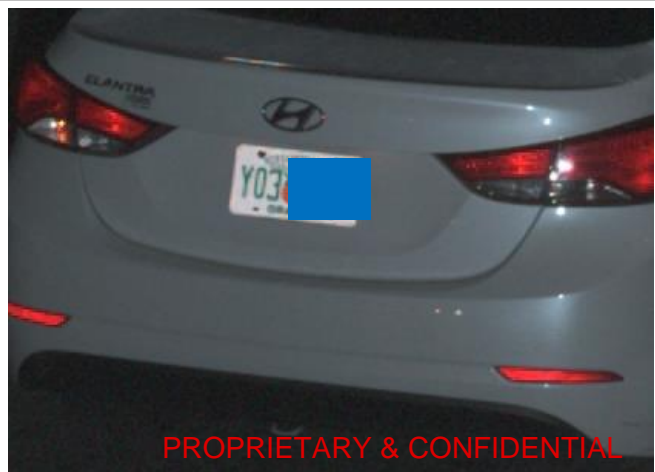
- > Scene of the event
- > Captures the vehicle after the rear axle has crossed the crosswalk or legal limit line
- > The vehicle illegally entered the intersection
- > One or more visible red light signals
- > Clear license plate image



[Plate partially blocked and location modified to ensure privacy.]

#### Third Image Created – “License Plate”

- > Magnified image of the license plate from either of the two rear images captured
- > The license plate is not captured as a separate image. It is, instead, a close-up view of one of the scene images.



[Plate partially blocked to ensure privacy.]

### ***HD Video Clips***

In addition to capturing a separate set of still images, our camera system captures **high-definition, 1080p** 12-second video clips that accompany each set of still images, as detailed in *Section 1.8 Ancillary Video System*.

#### **1.6 Data Capture**

1.6 The camera system shall record data pertinent to each infraction at the time of capture.

The AutoPatrol system captures and records multiple data elements with each event at the time of capture. These elements are displayed in the data bar, which is on each of the scene images, as detailed in the following section.

#### **1.7 Data Bar Requirements**

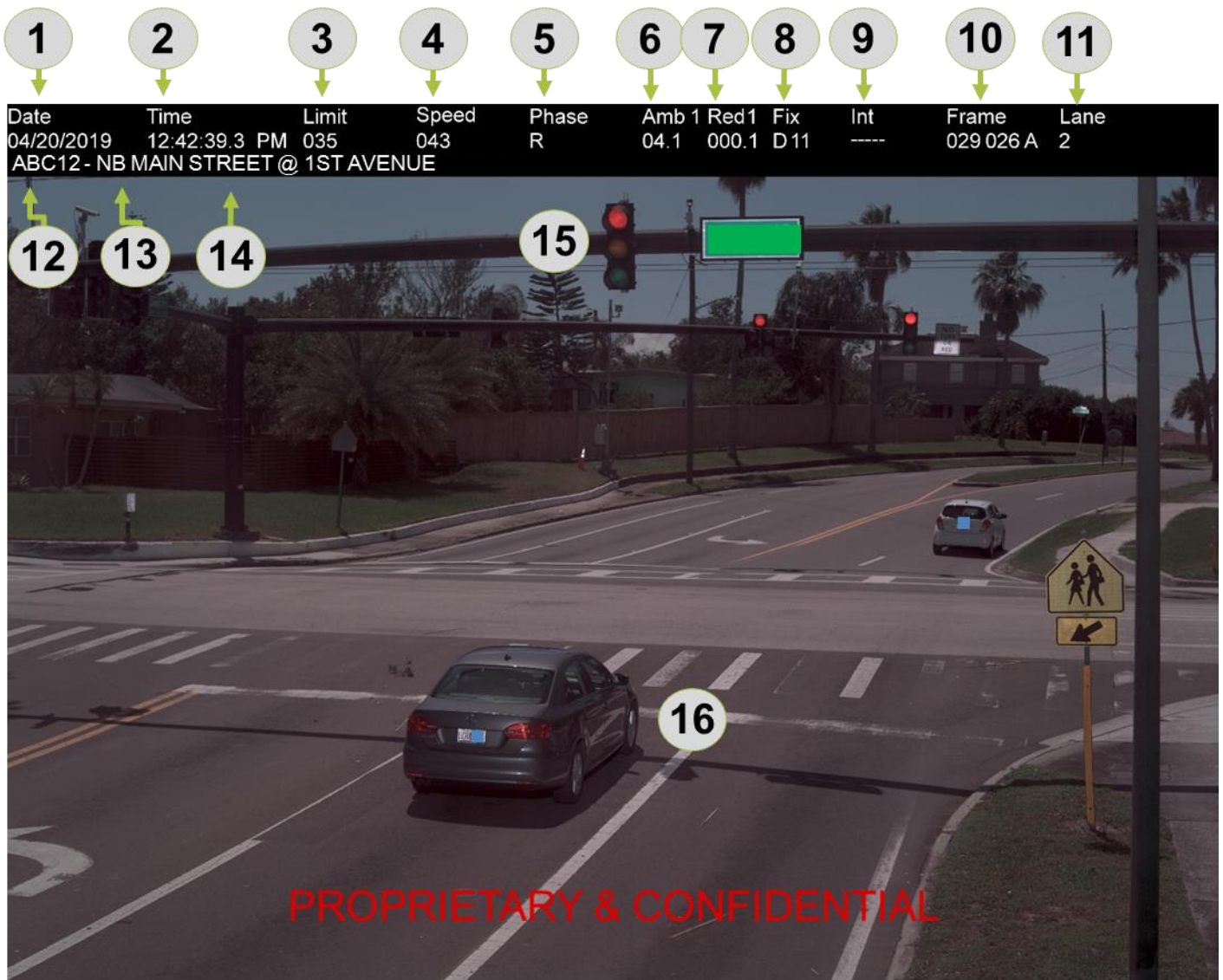
1.7 Data that is recorded in a flexibly configured data bar that is embedded with each scene, license plate and stop bar detection images that may be used to prove the infraction. The data bar shall include, but is not limited to, the following information for each infraction:

- a) Unique infraction identifier incorporating the City;
- b) Location of infraction;
- c) Date (MM/DD/YYYY);
- d) Time of the infraction in 24-hour clock including hours, minutes and seconds;
- e) Elapsed time between images;
- f) Direction of travel;
- g) Traffic signal phase;
- h) Time into the red phase displayed in thousandths of a second;
- i) Duration of the prior amber phase;
- j) Vehicle lane of travel;
- k) Camera ID; and
- l) Frame sequence number.

When an event is captured, the camera system automatically records multiple data elements and imprints a data bar on the top edge of the frame so that it will not obstruct the image.

### Data Bar Elements Imprinted on the First Image ("A Shot")

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. Date of the Event (mm/dd/yyyy)</li> <li>2. Time of the Event</li> <li>3. Posted Speed Limit</li> <li>4. Approximate Speed of Tracked Vehicle</li> <li>5. Traffic Signal Phase (R=Red)</li> <li>6. Amber Phase Length at Time of Image Capture (accurate to 1/10 second)</li> <li>7. Red Phase Length at Time of Image Capture (accurate to 1/10 second)</li> <li>8. Fixed Distance Vehicle Must Travel between the A shot and the B Shot (11 meters in this case)</li> </ol> | <ol style="list-style-type: none"> <li>9. Time Elapsed Between First and Second Image</li> <li>10.Event/Frame Number</li> <li>11.Traffic Lane in which Captured Vehicle was Traveling</li> <li>12.Site Location Code Incorporating the City</li> <li>13.Direction Captured Vehicle was Traveling</li> <li>14.Intersection Cross Streets</li> <li>15.Traffic Signal in the Red Phase</li> <li>16.Motor Vehicle Committing the Potential Violation</li> </ol> |
|--|---|

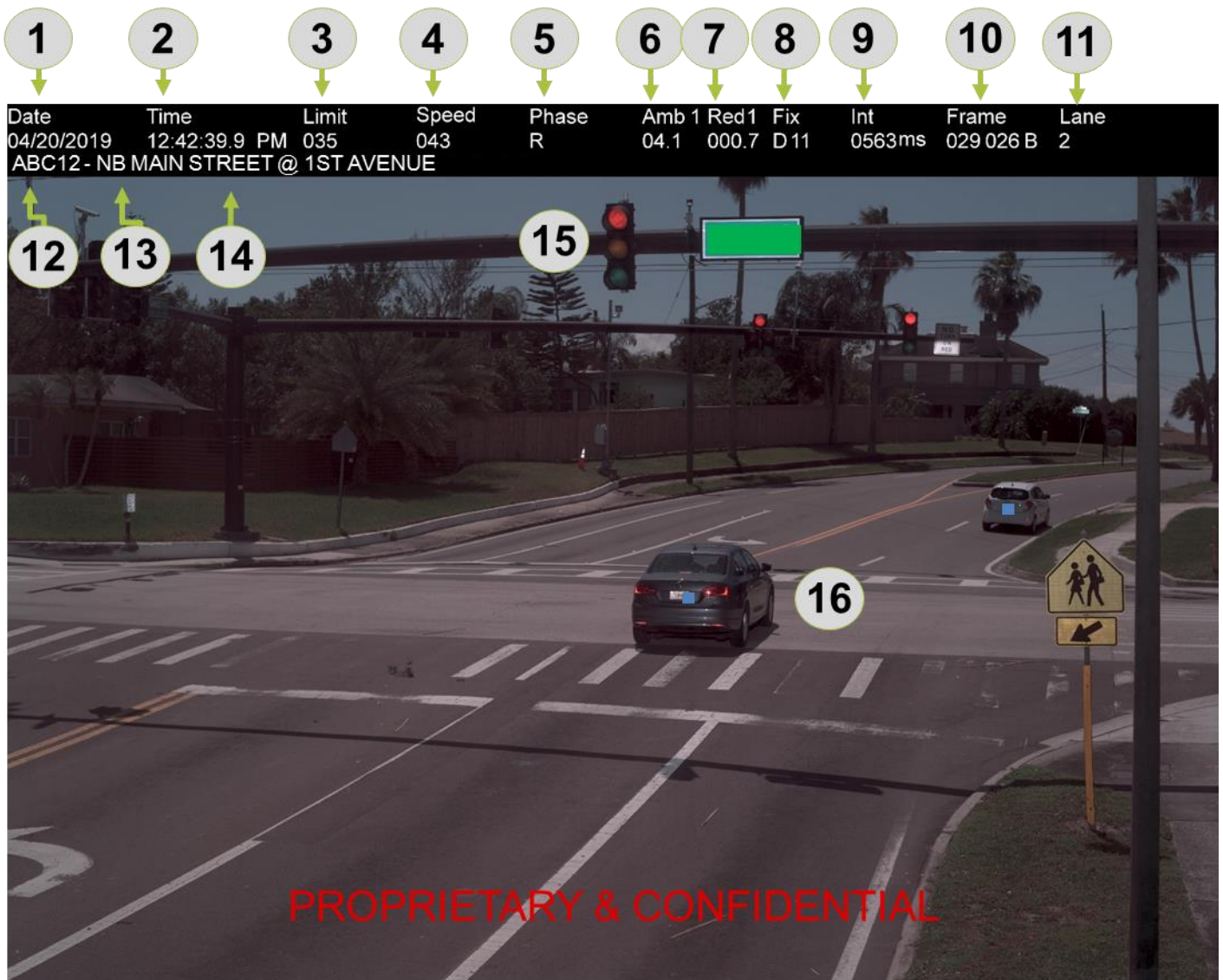


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[Plate partially blocked and location modified to ensure privacy.]

### Data Bar Elements Imprinted on the Second Image ("B Shot")

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. Date of the Event (mm/dd/yyyy)</li> <li>2. Time of the Event</li> <li>3. Posted Speed Limit</li> <li>4. Approximate Speed of Tracked Vehicle</li> <li>5. Traffic Signal Phase (R=Red)</li> <li>6. Amber Phase Length at Time of Image Capture (accurate to 1/10 second)</li> <li>7. Red Phase Length at Time of Image Capture (accurate to 1/10 second)</li> <li>8. Fixed Distance Vehicle Must Travel between the A shot and the B Shot (11 meters in this case)</li> </ol> | <ol style="list-style-type: none"> <li>9. Time Elapsed Between First and Second Image</li> <li>10.Event/Frame Number</li> <li>11.Traffic Lane in which Captured Vehicle was Traveling</li> <li>12.Site Location Code</li> <li>13.Direction Captured Vehicle was Traveling</li> <li>14.Intersection Cross Streets</li> <li>15.Traffic Signal in the Red Phase</li> <li>16.Motor Vehicle Committing the Potential Violation</li> </ol> |
|--|--|



[Plate partially blocked and location modified to ensure privacy.]

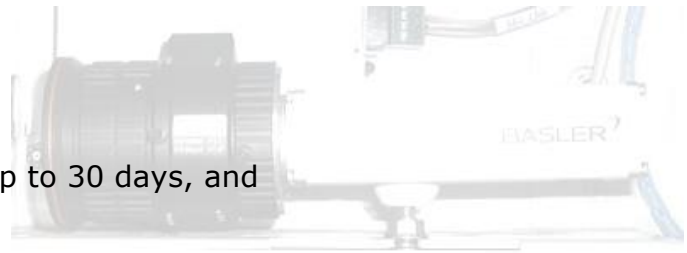
## 1.8 Ancillary Video System

1.8 Provide an ancillary video system as supporting information to the infraction provided by the still images. The video must be full motion at the rate of thirty (30) frames per second or greater and allow aperture adjustment.

The system includes **HD (1920x1080)** video recording of violation event sequences and meets the City's 30-frames-per-second requirement, and the camera allows for aperture adjustment. The video evidence can be retrieved over an internet connection and has proven beneficial in law enforcement's ability to prosecute citations in court hearings. The video system captures and stores separate full-motion video "clips" of the violation event. The standard system configuration includes a 12-second violation clip with customizable before and after time periods that show the scene and key violation data.

### Advantages of Verra Mobility's High-Definition Video System:

- > Demonstrates right-turn violations,
- > Adjustable recording speed,
- > Slow motion or frame by frame, and
- > Saves all (24/7) digital video data for up to 30 days, and
- > High-definition (1080p) color camera.



Below are still frames from an HD video clip so that the City can see how crisp the video is. We have also included the video clip on our customized website for the City to view at <https://safesmartmiamibeach.com/>.

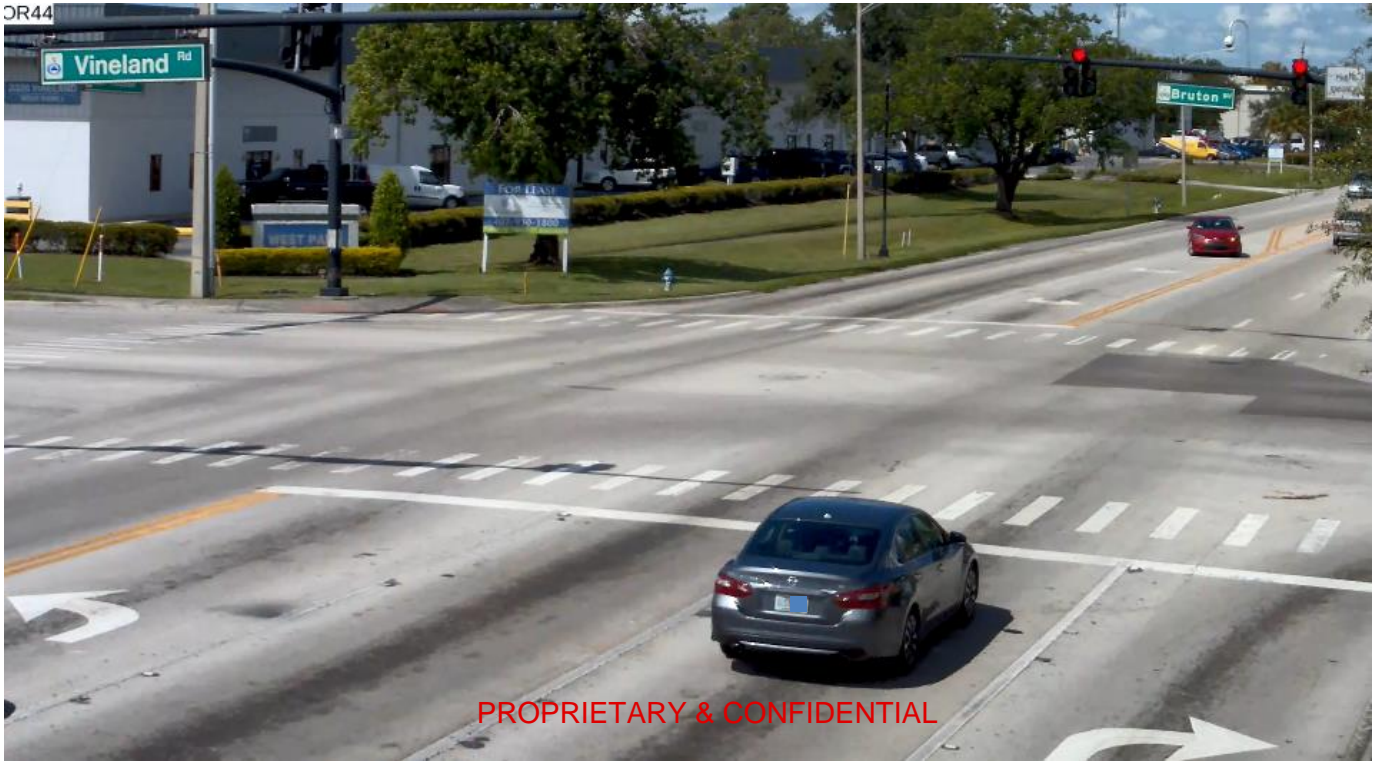
### Still Frame 1 from HD Video Clip



*[Plate partially concealed to ensure privacy]*

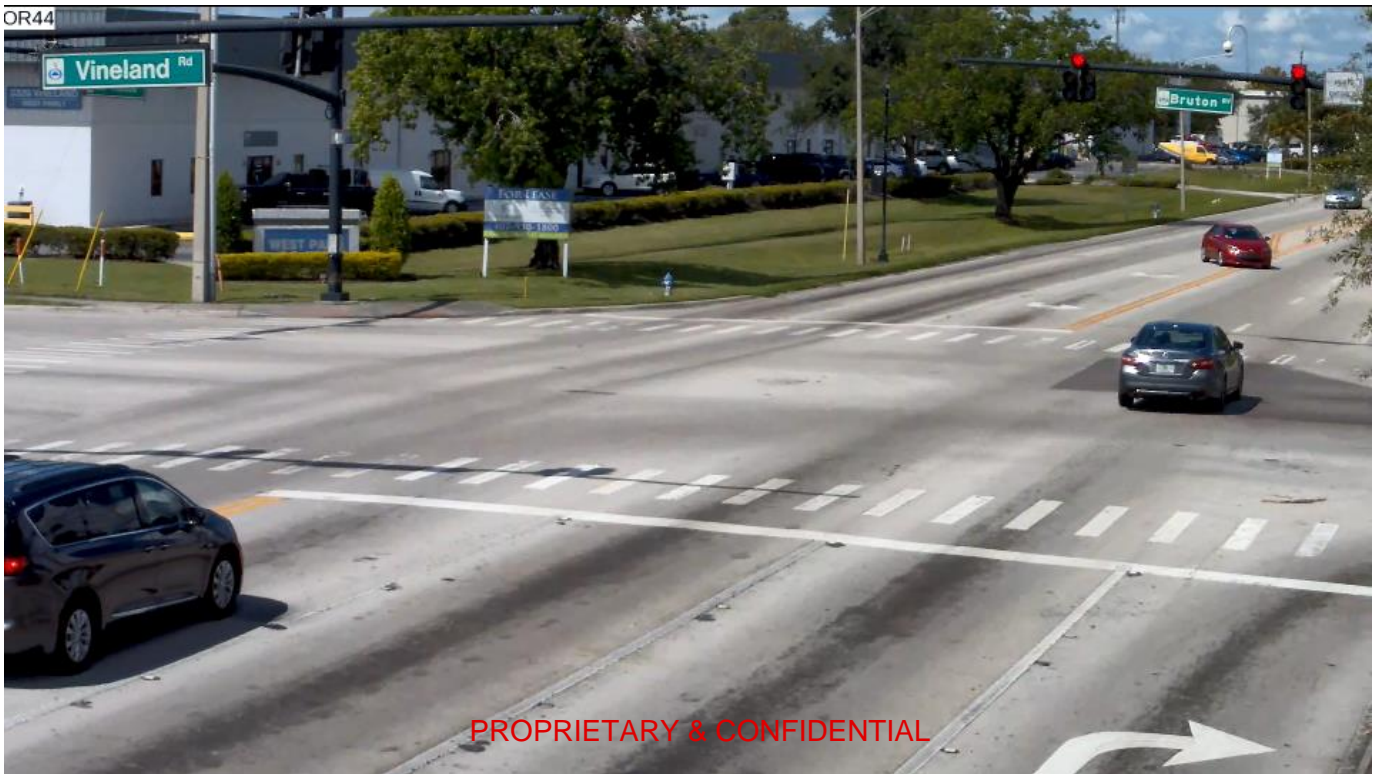


**Still Frame 2 from HD Video Clip**



*[Plate partially concealed to ensure privacy]*

**Still Frame 3 from HD Video Clip**



*[Plate partially concealed to ensure privacy]*

**Still Frame 4 from HD Video Clip**



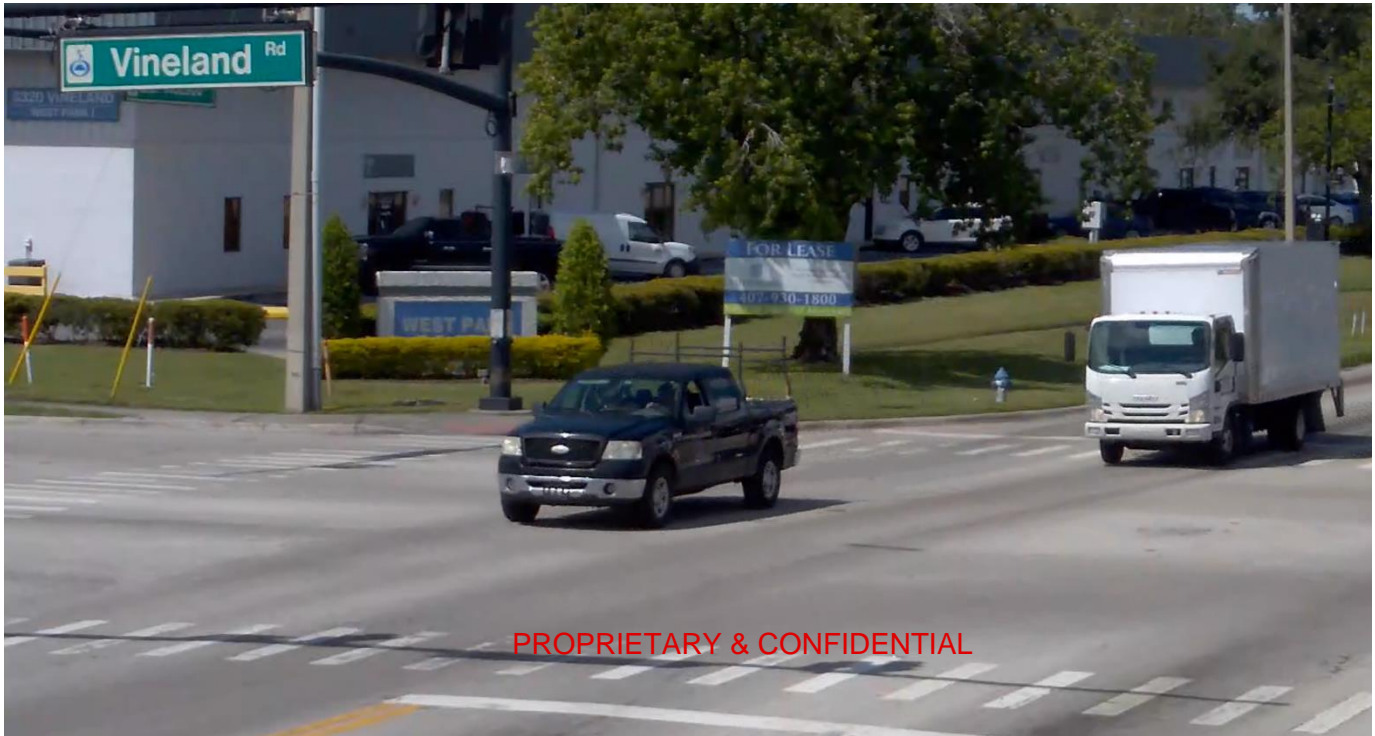
*[Plate partially concealed to ensure privacy]*

**Still Frame 5 from HD Video Clip**



*[Plate partially concealed to ensure privacy]*

### Still Frame 6 from HD Video Clip



*[Plate partially concealed to ensure privacy]*

#### 1.9 Imaging Unit's Operation

1.9 Each imaging unit's operation shall be microprocessor controlled and fully automatic.

The AutoPatrol system complies; it is microprocessor controlled and fully automatic.

#### 1.10 On-Site or Remote Activation and Maintenance Support

1.10 The Camera System shall be capable of on-site or remote activation and maintenance support.

The AutoPatrol system can be remotely activated and supported. It minimizes on-site maintenance and repair, and it allows for complete system testing and updates without the need for a site visit. **Minimal system downtime means a higher level of violation enforcement (i.e., the longer systems are operational, the more potential violations are captured).**

Verra Mobility's Verra Command Center (VCC) provides 24x7 monitoring and support for all camera systems, and the VCC team will verify each site's operational status every day. The VCC leverages a suite of systems and tools to ensure proper system functionality.

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***City personnel can customize how often they want to be notified of critical incidents. Notifications will be sent by text or email, depending on the user's preference.***

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Verra Mobility remotely monitors—on a daily basis—every site in a variety of ways. We have extensive monitoring functions that are continuously checking the system components of each site for connectivity to verify our ability to receive images and video. If an operational outage triggers an alert, field services technicians will begin the process of remote diagnosis and, if possible, remote repair.

Some examples of remote corrective actions include:

- > Adjusting car placement for radar detection,
- > Rebooting the system and/or individual component,
- > Making networking connectivity corrections,
- > Enabling/disabling the system,
- > Remote camera settings adjustment,
- > Adjusting triggering thresholds, and
- > Making updates to firmware or images.

In the event that remote repair is not possible, a field services technician will be dispatched to the site and will repair the system. The 72-hour repair/replacement timeframe will begin when the dispatch ticket is created for the onsite visit.

Prior to travelling to the camera site, a field service technician will have the information and parts needed to make the repair during the technician's visit to the site. We also utilize a priority scheme in our field services ticketing system to ensure that we respond first to critical outages that render the system inoperable or are potentially a safety hazard to the public. Verra Mobility and its subcontractor respond to emergency situations with the utmost urgency.



### 1.11 System Self-Test

1.11 The Camera System shall perform self-test on set-up; simulate an infraction being recorded for testing; communicate error messages; record date and time of system shutdown in the event of a malfunction.

The AutoPatrol system performs an intricate internal calibration test during power-up cycling, in and out of measure-mode of operations, and during the system's self-testing. The calibration test checks all vital functions of the system. In addition, the aforementioned self-testing schedule is programmable. We can program it to complete the self-testing once or twice every 24 hours.

In addition, our proprietary Axis Violation Processing System uses each self-test to make sure a successful internal calibration was taken before events. This is reportable in every evidence package. A test photo sequence with an imprinted image is also available during pre and post-deployment procedures. If either the comprehensive self-test or the internal calibration tests fail, operation of the system will be automatically suspended. The system will only measure traffic if the self-test was successful.

### 1.12 Malfunction Identification and Online Debugging

1.12 The Camera System shall allow a malfunction to be easily identified and debugged on-line.

The camera systems are remotely monitored as detailed in *Section 1.10 On-Site or Remote Activation and Maintenance Support*, and the cameras can also be remotely repaired.

### 1.13 Multiple, Simultaneous and/or Concurrent Infractions

1.13 The Camera System shall record event-specific evidence to substantiate multiple, simultaneous and/or concurrent infractions occurring during any red signal phase (Sample infraction images to demonstrate this capability are required as part of this proposal).

Verra Mobility’s high-resolution digital imaging solution provides multilane coverage enabling the ability to capture multiple violations in real time, while performing other sophisticated image processing functions and downloading images.

The AutoPatrol system is capable of capturing multiple images per second. The Verra Mobility camera and detection technology has been designed to detect and capture all vehicles, even those traveling side-by-side.

Our system captures simultaneous or near-simultaneous violations in a single set of violation images, if necessary, or will capture the violations in separate image sets. The following image set was captured by a Verra Mobility camera system.

#### Simultaneous Events Captured

Violation 1

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Date	Time	Limit	Speed	Phase	Amb 2	Red2	Fix	Int	Frame	Lane
12/26/2018	05:10:27.0 PM	040	022	R	04.9	000.9	D08	0790ms	013 184 B	1

Violation 2

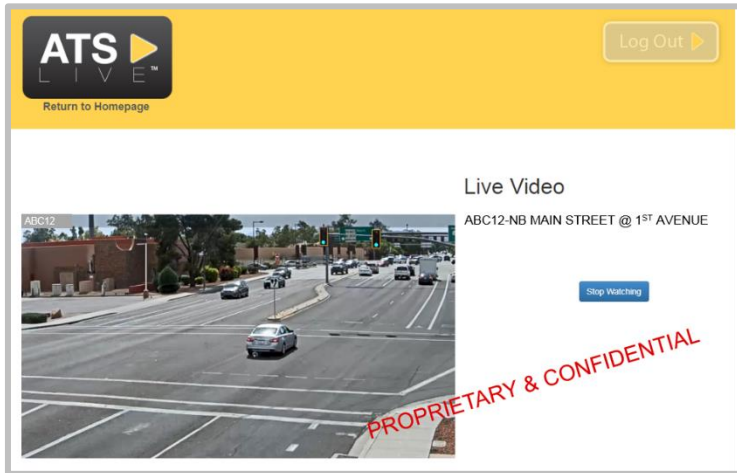
Date	Time	Limit	Speed	Phase	Amb 2	Red2	Fix	Int	Frame	Lane
12/26/2018	05:10:27.0 PM	040	018	R	04.9	000.9	D08	0790ms	013 184 B	2

[Plates partially blocked and location modified to ensure privacy.]

### 1.14 24/7 "Live" Intersection Monitoring and Viewing

1.14 System shall provide 24/7 "live" intersection monitoring and viewing capabilities, and be accessible to the City.

Our red light safety camera system provides a live video feed that allows the City—in real time—to monitor its photo-enforced intersections for traffic management purposes. In addition, City personnel can retrieve **high-definition** video from the camera sites at their convenience. Our live video feed and self-service historical video retrieval solution is called ATS Live.



[Location modified to ensure privacy]

We will provide ATS Live at the City's red light camera locations, where allowed.

ATS Live is an innovative traffic surveillance solution that provides real-time visual intelligence and post-incident analysis. Optimized for use with our red light safety cameras, ATS Live is always on, continuously recording video for future playback and ready to access for live-streaming video.

Connect to ATS Live via a URL on any internet-enabled mobile, laptop or desktop device and get access to live-

streaming video from any selected camera location. Users can also retrieve historical video footage from the past 30 days via the software's intuitive user interface by simply specifying the desired site, date and time range. Once available, an auto-generated notification is sent via email alerting users that the video is ready for viewing.

The advantage of ATS Live is the value that it provides to the police and incident management. The visual intelligence solution acts as an additional force multiplier enabling the client to remotely monitor areas of interest and build situational awareness miles away from the scene.



The opportunity to monitor immediately in the event of a critical situation saves community resources and enables first-responders to quickly and safely arrive on-scene. Furthermore, monitoring road conditions in real-time allows for swift intervention, adopting specific strategies for traffic signal control.

City and police personnel can request, download and save recorded video footage from any internet-connected device. This is key for investigators looking to retain valuable evidence needed to recreate a scene and/or conduct a comprehensive post-incident analysis far earlier than might otherwise be possible.

**The City is responsible for complying with all federal, state, and local laws, ordinances, regulations and orders with respect to its access to and use of ATS Live, including without limitation any laws relating to data privacy, photo enforcement, or public records.** Once the City obtains a requested video file, the City is responsible for any preservation, and associated storage requirements that may be required by law (including any applicable public records law) for the video file, since the requested video file is not required by Verra Mobility to continue to perform its photo enforcement services. Verra Mobility is not responsible for the provision of access to ATS Live to anyone other than City personnel. Verra Mobility retains the right to use all meta-data, business intelligence, or other analytics obtained, gathered, or mined by Verra Mobility through the use of its systems.

### 1.15 Synchronized Operations

1.15 All camera system component operations must be synchronized to a single, standard, independent, external and verifiable time and date source.

All Verra Mobility systems use Network Time Protocol (a national standard) to synchronize all camera systems to public time clocks.

### 1.16 Vehicle Detection Method

1.16 The selected Firm may provide more than one vehicle detection method (In-ground loops will not be considered), and shall detail the vehicle detection methods that can be used by the proposed system, including the benefits and limitations of each (if more than one is offered).

Verra Mobility's AutoPatrol red light camera system is equipped with advanced detection technology and is designed to perform a wide range of violation event detection and enforcement at signalized intersections, such as:

The logo for AutoPatrol, featuring the word "AUTO" in a bold, black, sans-serif font, followed by "PATROL" in a similar font. A yellow diagonal line separates the "A" and "P". A small trademark symbol (TM) is located at the end of the word "PATROL".

- > Red light running events;
- > Failure to come to a complete stop before turning when the signal light is red;
- > Turning right on red where prohibited;
- > Determining in which lane the captured vehicle is traveling;
- > Learning where the vehicle is moving; and
- > Enforcing potential violations across multiple lanes of traffic.

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***The AutoPatrol camera system is the best solution for the City because quite simply, we believe that it captures more potential violations, reduces false triggers, and provides a clearer picture than competitive units.***

---

### ***Three-Dimensional Tracking Radar Technology***

The AutoPatrol camera system utilizes **three-dimensional tracking radar technology** to capture potential red light violations across multiple lanes of traffic. With a single sensor, the AutoPatrol system can accurately measure the distance, angle and speed of up to 32 vehicles at any given moment. This enables precise vehicle tracking “decision making” and accurate triggering of event capture.

The sensor transfers the relevant measuring data to the camera for image capture and documentation of a potential violation for each vehicle that reaches a trigger point. Because the position of each object in the acquisition area is known, the system assigns a tracking number to each vehicle and then locates that vehicle to an individual lane. Different trigger points and thresholds can be assigned for each lane monitored and sensitivity can be changed down to the fraction of a foot for high-precision vehicle placement.

### **Unique, Self-Learning Radar**

Unique to Verra Mobility’s AutoPatrol system, our radar’s proprietary self-learning capabilities allow for continued performance improvement as the radar tracks the movement of vehicles as they travel through the enforcement area. This unique feature means more enforceable violations at the City’s photo-enforced intersections.

Communities across the country use our AutoPatrol technology to detect and capture potential red light violations. We currently have more than 520 AutoPatrol 3D red light safety cameras installed in the U.S. and Canada, in addition to nearly 460 AutoPatrol 3D speed enforcement systems, for a total of more than 980 3D radar-equipped systems. **Our 3D radar technology is currently operational in the following Florida cities and counties: Aventura, Boynton Beach, Florida City, Haines City, Lakeland, Medley, Miami Springs, North Miami Beach, Ocoee, Orange County, Orange Park, Orlando, Sweetwater, Tamarac and Tampa.**

Verra Mobility was the first photo enforcement provider to operate 3D tracking radar systems in the country; our first systems went live in 2012. Our relevant experience shows that we have the knowledge and the resources to continue supporting your program for years to come.

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### ***What Makes the AutoPatrol Radar Better?***

*Our radar is purpose-built. The benefits of the AutoPatrol radar sensor is that the system’s proprietary firmware allows the software algorithm to be improved over time, which, in turn, gives our system manufacturer insight into whether the sensor requires an upgrade. The radar used by some of our competition, on the other hand, is a third-party sensor and is limited in the vendor’s flexibility to upgrade or improve the algorithm.*

---



### 1.17 Tamper and Vandal-Resistant Camera Enclosures

1.17 Red light camera enclosures must be tamper proof and vandal proof.

The AutoPatrol camera system is securely contained within a protective, locked, tamper-resistant housing unit.

Several features make it difficult for vandals to damage the camera system equipment, including:

- > Positioned on a 12- to 20-foot tall pole;
- > Smaller equipment on top of pole with minimum glass front feature;
- > Connected to the pole without a bracket; and
- > Small opening for camera lens (minimizes vandalism from paint balls and bullets).

#### Camera Housing



### 1.18 Minimal Infrastructure

1.18 Preference will be given to systems that require the least infrastructure at Intersection.

A single Verra Mobility camera system monitors up to four lanes of traffic, requiring the least infrastructure. One system is mounted on a single pole, which could mean faster installation and reduced future points of failure and higher uptime for the City's program. The following is an example of our single-pole installation.

#### Verra Mobility's Single-Pole Camera System



### 1.19 Small Enclosures and Low Power Usage

1.19 Red light camera enclosures must be as small as possible and use as little power as possible. State the size of the red light camera system enclosure and the normal power draw of the system, including the power usage during the flash phase.

A Verra Mobility system's camera enclosure is as small as possible and uses as little power as possible. The camera enclosure is 14" x 9" x 13." The following details our system's normal power draw with and without the flash:

#### Power Draw When All Heaters and Fans Are Off:

- > Normal power draw (No Flash trigger): 580 milliamps
- > Power usage with the Flash trigger: 6.84 amps

#### Power Draw When All Heaters and Fans Are On:

- > Normal power draw (No Flash trigger): 1.360 amps
- > Power usage during the Flash trigger: 7.62 amps

Our system uses one strobe per camera. Our single-strobe unit is sufficient to cover up to four lanes of traffic for a distance up to 160 feet and provides adequate illumination at varying levels of ambient light. Two camera systems (each with a strobe unit) can cover a five-lane approach.

The robust strobe design of our unit is key to system uptime metrics. Our purpose-built strobe allows your program to effectively capture events that occur between the hours of 8pm and 6am, unlike other vendors' systems that use flashless/infrared technology, which can result in poor image quality—especially in dark environments—and possibly a high event-rejection rate.

An example of our nighttime images is in Appendix B.

### 1.20 Easy and Quick Maintenance

1.20 Red light camera enclosures must be designed in such a fashion that maintenance and other operations can be accomplished easily and quickly without creating a public safety hazard.

Our camera systems are designed to ensure easy maintenance and to ensure public safety. The controller cabinet on the fixed systems is mounted five feet off the ground for easy access by field technicians, ensuring easy maintenance and public safety. When a pole must be located within a pedestrian sidewalk, the controller is mounted seven feet off the ground so as not to pose a safety hazard.

The camera system is designed to be robust, supporting remote system testing and updates without the need for a site visit and reduces safety hazards.

The following details our typical maintenance procedures.

### **Local Field Support**

*NSA has field technicians in the Miami Beach area, in addition to our Verra Mobility remote support at our Mesa, Arizona corporate headquarters. The regional staff will help ensure that we meet the City's 72-hour repair and response requirement.*

Our field services organization has one goal in mind: to provide the highest-quality road safety cameras with maximum system uptime. Our proven, proactive maintenance approach makes it all possible. That approach revolves around established processes and procedures for preventive maintenance, remote monitoring, remote diagnosis, remote corrections, onsite repairs and quality assurance.

Through diligent adherence to our established processes and procedures, Verra Mobility quickly:

1. Determines whether there is, in fact, a problem;
2. Remotely identifies the probable cause of any failure and the components/resources required to resolve the problem; and
3. Remedies the problem (oftentimes problems are corrected remotely, without ever having to dispatch a field services technician or disable the system).

Our maintenance plan includes working with our field services subcontractor, NSA, to perform onsite preventive maintenance visits and onsite system repair and replacement, as necessary. Field technicians will repair and replace system components if the system becomes inoperable and cannot be repaired remotely by Verra Mobility. **We will help ensure optimal uptime for the City's program.**



### Remote Monitoring Tools and Processes

The Verra Command Center (VCC) provides 24x7 monitoring and support for all camera systems. The VCC leverages a suite of systems and tools to ensure proper system functionality.



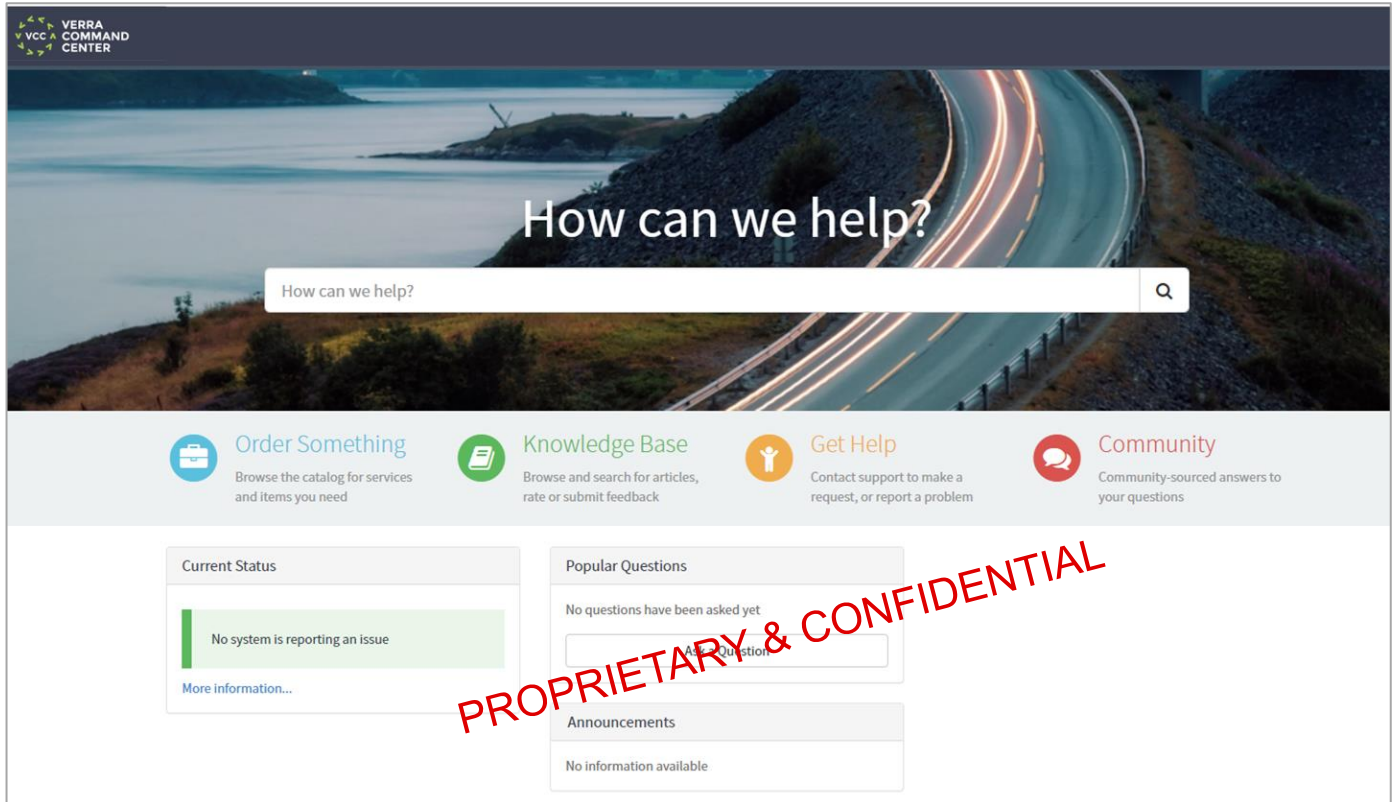
### Event Handling – Collection, Correlation and Automation

- > **Collection** – Verra Mobility collects real-time data from numerous sources including image/video data, violation data, network availability, system log files and sensor data. This is unprocessed raw data that feeds through our processing engine.
- > **Correlation** – The next phase is correlation where we make sense of the raw data. We connect details from disparate sources to draw a fuller picture of the impact. Using this powerful tool we are able to identify issues quickly, effectively prioritize their impact and ultimately build a faster path to resolution.
- > **Automation** – This is the final phase of our processing engine where we apply further automated logic in real-time including:
  - Automated image review to ensure optimum image and video quality,
  - Automated escalation and notification procedures to immediately engage resources to reduce mean time to repair (MTTR), and
  - Automated 24/7 paging to field to get support teams rolling when necessary.

### **Simplified Client Portal**

Our VCC system includes a client portal that will provide easy access for City personnel to engage with our support teams.

- > The City can verify status of incidents or submit requests through our client portal.
- > The City can view published reports.



### **Custom Incident Communication**

City personnel have the ability to customize their notification on critical incidents. They can be updated as little or as often as they would like by text or email.

### **Event Processor Reviews**

In addition to our ongoing monitoring and scheduled maintenance, each Event Processor who views images in Axis VPS is responsible for reporting any erosion in quality. Verra Mobility has established a dedicated email account so quality reports reach the correct party. Once a problem is detected, a trouble ticket is logged and submitted to our dispatch system for scheduling. Each dispatch event is assigned a priority level, problem ID and remedy recommendation.

### **Onsite Maintenance and Repairs**

We utilize a priority scheme in our field services ticketing system to ensure that we respond first to critical outages that render the system inoperable or are potentially a safety hazard to the public. Verra Mobility and its subcontractor respond to emergency situations with the utmost urgency.

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*Using NSA's Miami-Beach-area staff and our remote maintenance and repair capabilities, **Verra Mobility will meet the City's 72-hour onsite repair and replacement timeframe.***

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We will provide preventive maintenance visits to the camera sites, which includes the following proactive activities:

- > Clean all glass, camera enclosures, strobe housing, lens covers and polarizers (of graffiti, dust, oil and other grime);
- > Inspect all enclosures for proper seals, locking mechanisms, etc.;
- > Inspecting and tightening all cables, connections and terminations;
- > Test full functionality of the system (triggering, test shots, strobe and video);
- > Visually inspect the site environment (road surface conditions, signage and obstructions such as tree branches), photographing any potential issues and relaying information to field services and client project management for decisions on corrective action;
- > Test voltage coming to the system and being supplied throughout the system; and
- > Ensure proper grounding.

#### Issue Tracking and Dispatch System

Verra Mobility utilizes a web-based monitoring and scheduling system to dispatch field services technicians and track and document all maintenance and repair activity at camera sites, including:

- > Service Level Agreement (SLA) requirements;
- > Parts usage;
- > Parts history;
- > Site history;
- > Preventive maintenance history; and
- > All problem codes, cause codes and repair codes for all outages.
- > Tickets are created in response to:
  - > Verra Mobility's monitoring tools identifying a failure condition and auto-populating a ticket;
  - > Verra Mobility's Tier 2 Support organization identifying an issue and creating a service ticket;
  - > One of Verra Mobility's other support organizations, such as Network Operations (NetOps) or Image Quality, identifying an issue and creating a service ticket; or
  - > Regional field personnel identifying an issue and creating a service ticket.

Once a ticket is created, it is placed in a queue for the associated site. A severity level is assigned, and the ticket is prioritized accordingly. The system has built-in escalations for notification of appropriate management in exception conditions, such as knockdowns. In such cases, a field services technician is dispatched to ensure that there are no safety

hazards, such as live exposed wires and creates a follow-up ticket to complete the repairs and return the system to operational status. Depending on the specific damage, the construction team also may be engaged to pull new wire, repair a foundation, or replace a pole.

The system also allows for ticket transfers, showing the progression of a particular failure. For example, a ticket may have started out with NetOps (as a communications outage), been passed to the ISC team (for remote corrective actions) and then been passed to the field services technician (for onsite repair, if required). The system tracks each "touch" and records all activity as it is passed from one support group to another.

As new releases of software, firmware and hardware become available, or as general maintenance activities need to be performed (e.g., camera adjustments, lens cleaning, flash bulb replacements, etc.), a dispatch ticket is queued for scheduling in conjunction with either a "grouping" of upgrades or a repair call. Such scheduling allows us to complete system upgrades/maintenance with the least amount of disruption to the sites. Upgrades which are deemed critical are placed in our standard dispatch queue with a high priority and scheduled the same way as a trouble ticket would typically be handled.

All tickets have specific escalation "triggers." For example, schedule conflicts with resource requirements (i.e. equipment and labor) are a trigger, just as remedy-recommendation issues are a trigger. In response to each trigger, the dispatch team and appropriate management levels are notified, and corrective action is taken to complete and close the ticket swiftly and successfully. Throughout the entire process, updates are made to the ticket logs to form an "audit trail" and ensure that the status of every event is easily accessible and up-to-date.

### **1.21 Five Lanes of Enforcement**

1.21 The Firm's system shall be able to simultaneously monitor traffic in up to five (5) lanes.

The AutoPatrol system simultaneously monitors multiple lanes of moving traffic. One camera system can enforce up to four lanes of traffic, and a second system can be added to monitor a five-lane approach. Our system's 3D radar technology tracks up to 32 vehicles with a single sensor. The camera system assigns a tracking number to each vehicle travelling through the monitored intersection and then locates that vehicle to an individual lane. A big advantage to our proprietary self-learning system is that it allows for continued performance improvement as the radar tracks the movement of vehicles as they travel through the enforcement area. In the end, we believe that our camera system captures more violation events.

### **1.22 Left and Right-Turn Infractions**

1.22 In addition to monitoring straight-through infractions, the system shall be capable of detecting and recording evidence of left and right turn infractions, regardless of vehicle speed.

The 3D radar is configured on a lane-by-lane basis to be sensitive to any number of events, including illegal left and right turns on red. The camera captures two images of the event. The downloaded video clip that accompanies each set of still images is used to confirm that the vehicle did not stop during the violation event captured by the camera. Verra Mobility's red light safety cameras detect and record **both** left and right-turn violations regardless of

vehicle speed in many of our client cities. Sample right and left-turn-on-red violation image sets are in Appendix B.

### 1.23 ALPR

1.23 The selected Firm shall preferably have the capability, but not be required unless directed in writing by the City of Miami Beach, to do Optical Character Recognition (OCR) on ALPR, and store those reads in a centrally located database such as Microsoft SQL Server. The read would have the following components for bare-minimum integration:

- a) Plate Read
- b) Latitude
- c) Longitude
- d) Scan Time
- e) GMT Scan Time
- f) Plate Image
- g) Vehicle Image



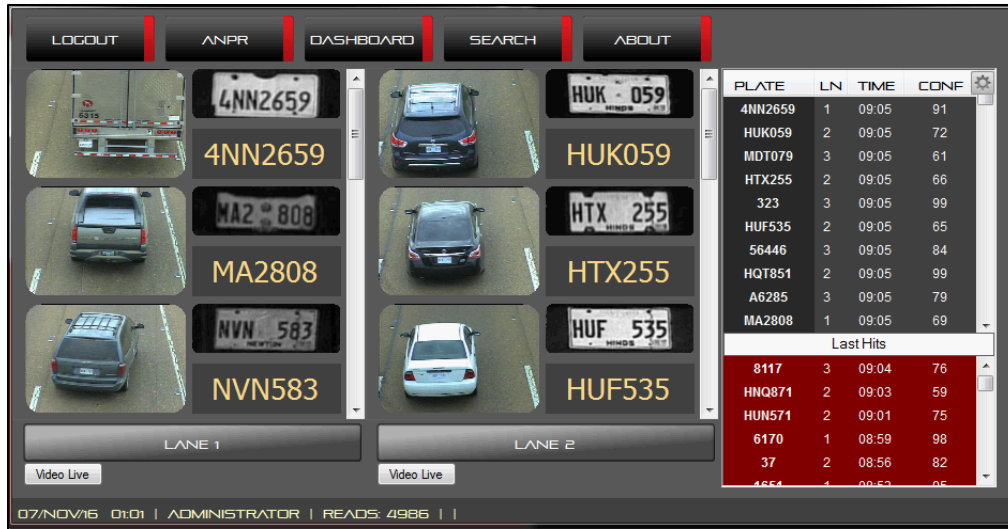
Verra Mobility will provide its ATS CheckPlate™ ALPR solution, powered by Cintel, for the City's program. The reads generated by the ALPR camera include the City's required components.

Our ATS CheckPlate ALPR solution provides real-time data and license plate collection and will report this information to the City 24 hours per day, 365 days per year. It also allows authorized mobile and desktop users to log into specific LPR cameras and cameras to narrow-down positive matches from the system while in the area.

ATS CheckPlate will enable law enforcement to pair its **daily, automated alerts of current stolen vehicles, Amber Alerts, Silver Alerts, registration status, wanted subjects, and other Federal, state and local law-enforcement-designated databases with license plates captured by ATS CheckPlate.** Cintel's CLARITY™ back office solution can be set to synchronize hotlists across the system as frequently as desired to keep the City's database current. Using Cintel's CLARITY, investigators will be able to enter plate numbers and see the various pin drops with data, time and location information. In addition, all images that are captured

by ATS CheckPlate are stored in CLARITY, which are easily retrievable for a specified period of time. In order to have access to the CLARITY™ back office solution, the City would enter into an end user license agreement with Cintel for the use of the software. CLARITY will be installed on Miami Beach's systems and any ALPR data will be housed on Miami Beach servers that are maintained by Miami Beach IT personnel.





### **Flexible Deployment Options**

ATS CheckPlate is extremely flexible and allows for use in various environments. Our offering consists of fixed, vehicle-mounted and trailer deployments. ATS CheckPlate is an “end to end” solution that is scalable and affordable for any size agency, company or organization.

Our vehicle-mounted camera system allows your law enforcement personnel to read the license plates and receive alerts from passing vehicles while in their squad cars.

Our trailer systems allow you to deploy where and as you need to such as special event venues. They can be deployed as either variable messaging sign boards to help communicate information or as speed trailers to encourage people to slow down. In both cases, ALPR systems are discretely capturing plates from passing vehicles.

---

### **ATS CheckPlate Differentiator**

*Our solution is completely independent of the red light camera system (allowing it to be deployed at both red light and non-red light camera sites) and can operate 24/7.*

---

### **ALPR System Integration**

We understand that the City currently has an LPR system. The ATS CheckPlate LPR cameras may be integrated with the existing system. ATS CheckPlate is built on an architecture that readily enables two-way data sharing between systems assuming that an incumbent system allows for the flow of data in and out of that system.

### **System Monitoring Tool**

The City-designated contact will have 24/7 access to the system health monitoring utility, which provides real-time ALPR camera operational status. The proposed solution is designed to support the ongoing functionality of the ALPR system, as well as enable intuitive troubleshooting in the event issues arise during use. Cintel’s CLARITY solution has several software-driven health monitoring statistics available. The system provides monitoring activities that include, but are not limited to:

- > Camera failure
- > Color video failure
- > Infrared video failure
- > Camera loss of connection
- > Processor failure
- > System launch and/or shut down confirmation
- > Server synchronization alert
- > Camera non-activity

***ATS CheckPlate Overview***

Please see the following cut sheet on our ATS CheckPlate ALPR solution for additional information.



HOTLIST DATABASE  
 Amber Alert  
 Stolen  
 Silver Alert



## Proven Community Policing Tool

Verra Mobility's CheckPlate product is an effective, flexible ALPR solution that enables law enforcement to expand investigative capabilities, solve crimes and secure large public venues.

As a stand-alone solution, CheckPlate enables law enforcement to expand ALPR efforts beyond traditional safety camera sites.



### HOT LISTS & ALERTING

- Instant Hot List Alerting
- Instant In-Vehicle/Officer-Specific Alerting
- Text & Email Alerts
- NCIC
- BOLO
- Amber & Silver Alerts
- Stolen Vehicle
- Whitelists
- All Other Agency Hot Lists
- At-the-Edge Hot-List Matching (Instant Alerting)

### TURNKEY ALPR SOLUTION

- ✓ No grants or funding required
- ✓ Best-in-class capture rates
- ✓ Compatible with existing systems
- ✓ Easy-to-use ALPR interface
- ✓ Mapping & analytics included
- ✓ CJIS compliant





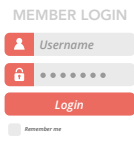
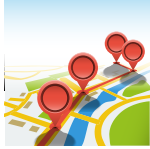




HOTLIST DATABASE  
Amber Alert  
Stolen  
Silver Alert



## Proven Community Policing Tool

HOTLIST ALERTING			INVESTIGATION		
1 Plate Capture 	2 Hotlist Hit 	3 Instant Alert 	1 Plate Database 	2 User Search 	3 Instant Results & Mapping 

SECURE BACK-OFFICE & DATA SHARING	
✓ Real-time ALPR data capture	✓ Vehicle destination mapping
✓ Instant alerting to law enforcement	✓ Intuitive & easy-to-use
✓ Complements other platforms	✓ Local secure server
✓ Comprehensive reporting analytics	✓ CJIS compliant

HARDWARE SPECIFICATIONS	
Camera	Small, compact, dual-lens (infrared & color) ALPR camera
Size (WxLxH)	6.7 x 3 x 2 in / 171 x 76 x 51 mm
Window / Sensor	Shatterproof window / 1/3" CCD
Infrared Wavelengths	740nm / 850nm / 950nm
Camera Control	Full LPR camera control via USB Telemetry
Power Consumption	Low power <10W average
Environmental Protection	IP66 / NEMA4 compliant
Operational Temperature	-40°C to 60°C   -40°F to 140°F
Cable Length	30ft (10m) Mobile / 300Ft (100m) Fixed
Cable Type	Cat5e or Cat6



## 1.24 Project Manager

1.24 Firm shall provide a project manager for the project as the single point of contact of the City.

South Florida resident Orlando Torres will serve as your project manager for the red light camera program. He will be your single point of contact from the moment the contract is awarded. Mr. Torres will be available as needed during program implementation and during the entire contract period. He has provided support and local service to Verra Mobility's South Florida clients for the past seven years. Mr. Torres will apply his local knowledge and experience to your program. He will help ensure that we seamlessly transition your program and that your program meets your road safety goals.

**Orlando Torres**



## 1.25 Design and Installation Plans

1.25 Firm shall provide intersection design and installation plans for review and approval by the City and Miami-Dade County Traffic Engineering, if applicable.

Working with our subcontractor REDS, we will provide intersection design and installation plans for the City and County's review and approval. As South Florida's premier provider, we have experience working with Miami-Dade County Traffic Engineering, and we will use this experience to obtain permits for the City's program.

## 1.26 Laptops for City's Red Light Camera Team

1.26 Firm shall provide two (2) laptops for the City's Red Light Camera Team, at no additional cost to the City. In the event that laptops require repairs and/or updates during the contract period, loaner laptop(s) shall be provided in the interim, at no cost to the City.

We will provide two laptop computers to City personnel who will work on the red light camera program. City personnel will be able to use these computers to access our Axis Violation Processing System. If one or both laptops require repairs or updates during the contract period, we will provide a loaner laptop in the interim at no cost to the City.

## 1.27 Mounting Equipment for Camera Systems

1.27 At no additional cost to the city, Firm shall provide mounting pole(s), and all related mounting equipment and hardware for each red light camera installed.

Verra Mobility will provide the pole on which the camera system is mounted at no additional cost to the City. The following is a component list that shows the pole and the other pertinent parts that are part of the red light camera system.

### Red Light Camera System Equipment List



**Single Pole**  
14" to 20" (S-1A, S14 & M2 Poles)

### 3.3 System's Software and Data Capabilities

Provide details on software and data capabilities of proposed system.

Verra Mobility's event processing system, the Axis Violation Processing System, gives authorized Police personnel 100-percent transparency to all events captured by our red light safety cameras. Only your Police Department will issue events as violations, and only after this, will the Notice of Violation be generated and mailed to the violating vehicle's registered owner.

Our processing system is a feature-rich, easy-to-use system, which automates the enforcement process from event capture to notice prosecution, thereby increasing efficiency and reducing operating costs. As a web-enabled processing system, Miami Beach Police personnel can review and approve events, in addition to accessing program reports, evidence packages and an violation record's history (from event capture to disposition), from any computer with a secure internet connection.

Verra Mobility has the resources necessary, including personnel dedicated to photo enforcement, to handle a high volume of event processing activity. Verra Mobility—with the assistance of our subcontractors—pre-processes and mails millions of violations every year. We have what it takes to transition and support your red-light safety camera program.

---

***In 2017 and 2018, for those clients who contract with Verra Mobility for printing and mailing, they issued an average of 8.5 million violations.***

---

### 3.4 Infraction Processing System

Provide details on the infraction processing system proposed.

Our web-based solution, the Axis Violation Processing System, is easy for City and police personnel to use. Details regarding our proposed processing solution are in the following sections, starting with Section II below.

## II. Infraction Processing

### 2.2 No Requirement for Software Installation

2.2 There shall be no requirement to install the Firm's processing software on City-owned/ maintained IT systems.

As an online, secure system, the system enables your authorized personnel to perform processing functions from any location with internet access. Our processing system does not need to be installed on users' computers. All City and Police personnel need to access our system is a web browser, such as Internet Explorer.

### 2.2 Detailed View of Information

2.2 Firm's infraction processing system shall allow the City a detailed view into all of the information related to the program.

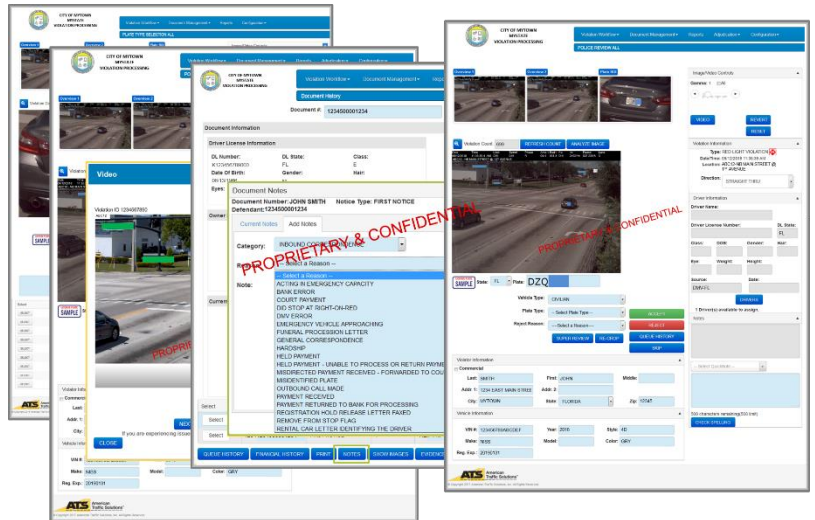
The Axis Violation Processing System provides authorized City and Police personnel with a detailed look at program information, including captured events and all statistical, financial and operational data related to the City's red light safety camera program.

Using our easy-to-use Police Review functionality within the Axis processing system, Miami Beach Police will review events and determine whether violations occurred. Once the Police determines the event is a violation and advises Verra Mobility to send the Notice of Violation, the reviewing officer's electronic signature will be applied to the Notice of Violation, and the Notice will be generated and mailed to the violator.

### 2.3 Access to Infraction Processing System

2.3 All access to the infraction processing system for the purpose of pre-processing evidence, police authorization, notice printing, payments tracking and generation of special master evidence packages shall be Internet enabled and shall be available 24/7 for authorized users.

The Axis Violation Processing System is internet-enabled. Authorized users can access the system 24/7 from any computer with a secure internet connection, except during our regularly scheduled monthly maintenance/upgrade periods. Although the Axis processing system is down during these periods, rarely do the scheduled upgrades have any impact on the service to our clients. It is generally unnoticeable to the client as with any major web-enabled service application. Importantly, the camera systems themselves are not affected and will continue to operate during the monthly maintenance periods.



Typically, notification of an upcoming system update will be delivered to the client by their Client Support Specialist by email. The system maintenance/upgrades occur after 8:00 P.M. EDT on the first Friday of every month, and we will send release notes to the City after each software release.

#### System Features

- > Automated Event Image Loading and Cropping
- > Automated License Plate Entry with Optical Character Reader (OCR) Capabilities
- > Accessibility to All 50 States, four Canadian Provinces, Puerto Rico and Government Plates (i.e. Fire, Police, Ambulance and Plates with "GS" as the state code) through the Florida DMV, Nlets and other DMV Interfaces
- > Payment Processing (If Desired by the City) and Tracking through our Banking Relationships, which is Available via Multiple Channels – Web, Lockbox (Mail-in), Phone, and MoneyGram
- > Inbound and Outbound Customer Correspondence Management
- > Hearing and Adjudication Support, including Automated Evidence Package Generation
- > Escalation Processes for Overdue and Unpaid Notices



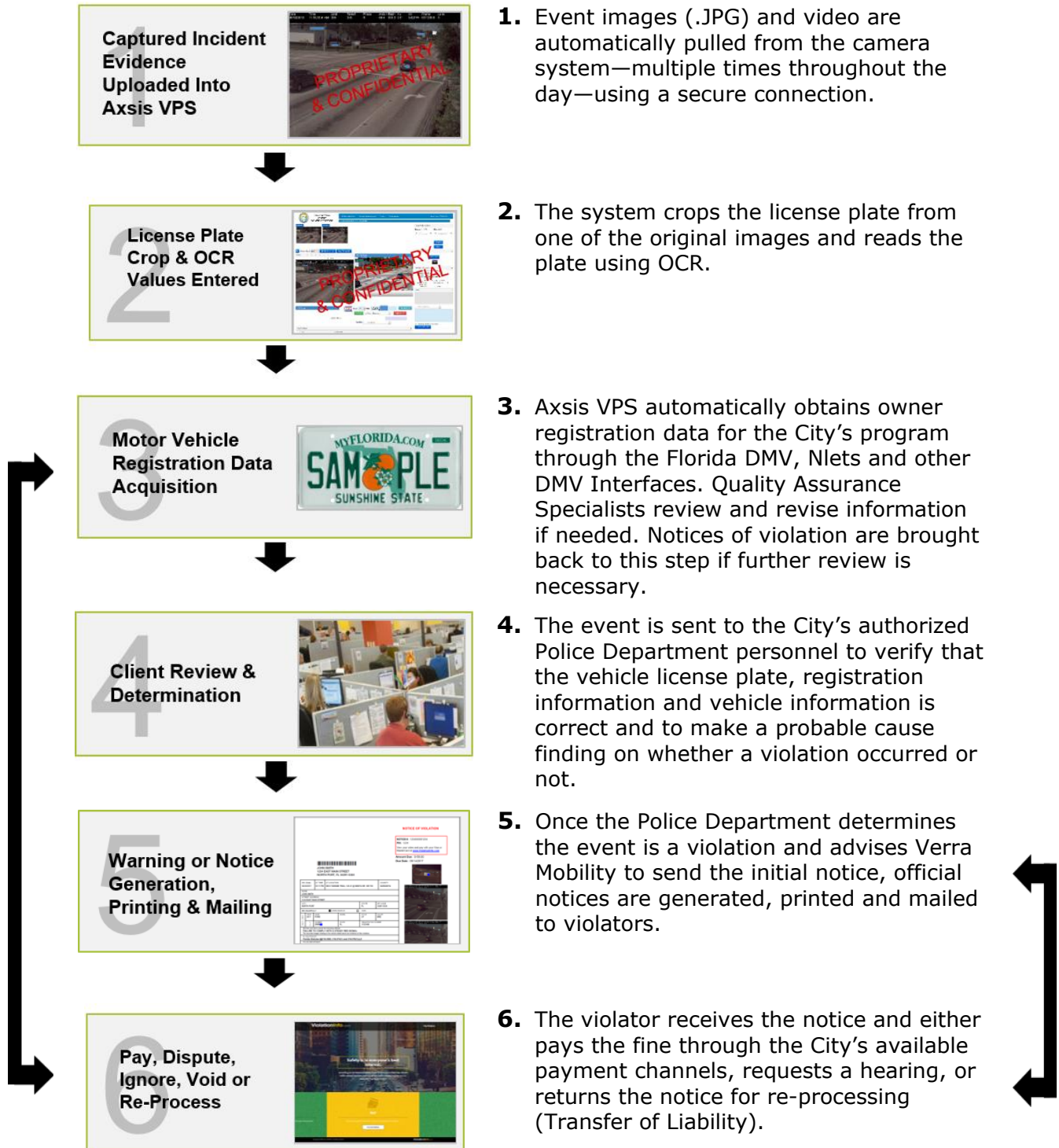
- > Statistical, Financial and Operational Report Generation
- > Archiving, Data Management and Security Maximizing Chain of Custody Support

Additional features include:

- > Search screen functionality:
  1. Middle name search: Users can specify a middle name or middle initial in the search parameters;
  2. Violator filter: Ability to search transferred violators' names, as well as current violation recipients' names within the "name search;"
  3. Balance filter: Ability to include or exclude violation accounts with a \$0 balance;
  4. Date filter: Ability to specify a date range and can be set to search by violation date or issue date;
  5. Search results: Includes columns to display the PIN from the issued notices and/or violation date; and
  6. Navigation: Buttons to scroll between results pages and ability to specify how many results will display per page.
- > Printing:
  1. Ability to print currently-displayed page of results,
  2. Ability to print all results/all pages, and
  3. Ability to print a single or multiple notice/ticket without opening the "document history" screen for each violation.
- > Enhanced video player capabilities:
  1. Users can opt to have the violation video open in a separate window or remain the standard pop-up display. This allows users with dual monitors to view the video on a second screen. The processing system will remember the preference and the location of the new window for future video playback.
- > Ability to change the name and address fields after the issuance of a Notice of Violation without affecting the issue date or due date. Examples of when this feature would be used are:
  1. Defendant moves to a different address after the first Notice was issued, or
  2. Defendant changed his/her name.
- > Second UTC review is in a workflow queue and is able to be reviewed in the same manner as a Notice of Violation.
- > Second UTC review allows use of DAVID lookup for missing violator demographic information.
- > Evidence package downloads multiple violations, which speeds up your preparation time.

### **Axis Violation Processing Workflow**

Processing staff from our subcontractor, Qualfon, will review, pre-process and queue the red light events for the Police Department's review and determination as to whether a violation occurred, as outlined in the following steps. The City maintains full control over which events are to be enforced as violations.




Detailed descriptions of the above workflow steps are in Appendix C.

### Police Review Screens

Verra Mobility’s processing system makes it easy for police officers to review potential red light violations. The following are examples of what a police officer will see when reviewing events in our system.

### City and Police Officer Review Screen – Overview Event Image A






**CITY OF MYTOWN  
MYSTATE  
VIOLATION PROCESSING**

Violation Workflow ▾
Document Management ▾
Reports
Adjudication ▾
Configuration ▾


POLICE REVIEW ALL

Overview 1
Overview 2
Plate ROI

Violation Count: 699 REFRESH COUNT ANALYZE IMAGE

Date	Time	Limit	Speed	Phase	Amo	Red1	Pix	Int	Frame	Lane
09/12/2018	11:35:38.0 AM	055	049	R	04.4	009.8	011	---	007.239 A	3



PROPRIETARY & CONFIDENTIAL

LICENSE PLATE SAMPLE
 State: FL
 Plate: DZQ

Vehicle Type: CIVILIAN

Plate Type: -- Select Plate Type --

Reject Reason: ---Select a Reason---

ACCEPT
REJECT

SUPER REVIEW
RE-CROP
QUEUE HISTORY
SKIP

Image/Video Controls

Gamma: 1 All

◀
▶

VIDEO
REVERT

RESET

Violation Information

**Type:** RED LIGHT VIOLATION ❗

**Date/Time:** 09/12/2018 11:35:39 AM

**Location:** ABC12-NB MAIN STREET @ 1ST AVENUE

**Direction:** STRAIGHT THRU

Driver Information

**Driver Name:**  

**Driver License Number:**   **DL State:** FL

**Class:**   **DOB:**   **Gender:**   **Hair:**  

**Eye:**   **Weight:**   **Height:**  

**Source:** DMV-FL **Date:**  

DRIVERS

**1 Driver(s) available to assign.**

Notes

-- Select QuickNote --

500 characters remaining(500 limit)

CHECK SPELLING

**Violator Information**

Commercial

**Last:** SMITH **First:** JOHN **Middle:**  

**Addr. 1:** 1234 EAST MAIN STREE **Addr. 2:**  


**City:** MYTOWN **State:** FLORIDA **Zip:** 12345

**Vehicle Information**

**VIN #:** 123456789ABCDEF **Year:** 2018 **Style:** 4D


**Make:** NISS **Model:**   **Color:** GRY

**Reg. Exp.:** 20190131

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*[License Plate Partially Concealed]  
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### City and Police Officer Review Screen – Overview Event Image B






**CITY OF MYTOWN  
MYSTATE  
VIOLATION PROCESSING**

Violation Workflow ▾
Document Management ▾
Reports
Adjudication ▾
Configuration ▾

POLICE REVIEW ALL

Overview 1
Overview 2
Plate ROI

Image/Video Controls

Gamma: 1  All

◀ ▶


VIDEO
REVERT

RESET

Violation Count: 699

REFRESH COUNT ANALYZE IMAGE

Date	Time	Limit	Speed	Phase	Amb 1	Red 1	Fix	Int	Frame	Lane
09/12/2018	11:35:39.4 AM	035	049	R	04.4	001.3	D11	0492ms	007239 B	3



LICENSE PLATE SAMPLE

State: FL Plate: DZQ

Vehicle Type: CIVILIAN

Plate Type: -- Select Plate Type --

Reject Reason: ---Select a Reason---

ACCEPT

REJECT

SUPER REVIEW

RE-CROP

QUEUE HISTORY

SKIP

Violator Information

Commercial

Last: SMITH First: JOHN Middle:

Addr. 1: 1234 EAST MAIN STREE Addr. 2:

City: MYTOWN State: FLORIDA Zip: 12345

Vehicle Information

VIN #: 123456789ABCDEF Year: 2018 Style: 4D

Make: NISS Model:  Color: GRY

Reg. Exp.: 20190131

Driver Information

Driver Name:

Driver License Number:  DL State: FL

Class:  DOB:  Gender:  Hair:

Eye:  Weight:  Height:

Source: DMV-FL Date:

DRIVERS

1 Driver(s) available to assign.

Notes

-- Select QuickNote --

500 characters remaining(500 limit)

CHECK SPELLING


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*[License Plate Partially Concealed]*

*[The data on the screen and images were modified to ensure privacy]*

### City and Police Officer Review Screen – License Plate Close-Up






**CITY OF MYTOWN  
MYSTATE  
VIOLATION PROCESSING**

Violation Workflow ▾
Document Management ▾
Reports
Adjudication ▾
Configuration ▾

**POLICE REVIEW ALL**

Overview 1
Overview 2
Plate ROI

Image/Video Controls


Gamma: 1  All

◀

▶

VIDEO
REVERT
RESET

Violation Information

**Type:** RED LIGHT VIOLATION 

**Date/Time:** 09/12/2018 11:35:39 AM

**Location:** ABC12-NB MAIN STREET @ 1<sup>ST</sup> AVENUE

**Direction:**

Driver Information

**Driver Name:**

**Driver License Number:**  **DL State:**

**Class:**  **DOB:**  **Gender:**  **Hair:**

**Eye:**  **Weight:**  **Height:**

**Source:**  **Date:**

DRIVERS

**1 Driver(s) available to assign.**


Notes

-- Select QuickNote --

500 characters remaining(500 limit)

CHECK SPELLING

Violation Count:  REFRESH COUNT ANALYZE IMAGE



**LICENSE PLATE SAMPLE** State:  Plate:

**Vehicle Type:**

**Plate Type:**

**Reject Reason:**

ACCEPT

REJECT

SUPER REVIEW

RE-CROP

QUEUE HISTORY

SKIP

Violator Information

Commercial

**Last:**  **First:**  **Middle:**

**Addr. 1:**  **Addr. 2:**

**City:**  **State:**  **Zip:**

Vehicle Information

**VIN #:**  **Year:**  **Style:**

**Make:**  **Model:**  **Color:**

**Reg. Exp.:**

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The Police Review screen provides a cursor-over pop-up which presents a larger image of the selected image (as shown below).

### City and Police Officer Review Screen – Pop-Up Image

**CITY OF MYTOWN  
MYSTATE  
VIOLATION PROCESSING**

Violation Workflow | Document Management | Reports | Adjudication | Configuration

**POLICE REVIEW ALL**

Overview 1 | Overview 2 | Plate ROI

Image/Video Controls  
Gamma: 1 | All  
VIDEO | REVERT | RESET

Violation Information

Violation Count: 699 | REFRESH COUNT | ANALYZE IMAGE

**Magnify Image**

Date	Time	Limit	Speed	Phase	Amb 1	Red 1	Fix	Int	Frame	Lane
09/12/2018	11:35:39.4 AM	035	049	R	04.4	001.3	D11	0492ms	007 239 B	3

ABC12 - NB MAIN STREET @ 1ST AVENUE

DL State: FL  
Hair:

Violator Info  
Commercial  
Last: [Redacted]

Addr. 1: 1234 EAST MAIN STREE | Addr. 2: [Redacted]  
City: MYTOWN | State: FLORIDA | Zip: 12345

Vehicle Information  
VIN #: 123456789ABCDEF | Year: 2018 | Style: 4D  
Make: NISS | Model: [Redacted] | Color: GRY  
Reg. Exp.: 20190131

500 characters remaining(500 limit)  
CHECK SPELLING

**PROPRIETARY & CONFIDENTIAL**

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At every step of the event processing workflow, authorized personnel can view the event's associated video clip. The screenshot below demonstrates how.

### City and Police Officer Review Screen – Video Evidence

The screenshot displays the 'CITY OF MYTOWN MYSTATE VIOLATION PROCESSING' interface. At the top, there are navigation tabs: 'Violation Workflow', 'Document Management', 'Reports', 'Adjudication', and 'Configuration'. Below these is a 'POLICE REVIEW ALL' button. The main area features three overview thumbnails: 'Overview 1', 'Overview 2', and 'Plate ROI'. To the right is an 'Image/Video Controls' panel with a gamma slider and buttons for 'VIDEO', 'REVERT', and 'RESET'. The central video player shows a street scene with a car at a red light. A large red watermark 'PROPRIETARY & CONFIDENTIAL' is overlaid on the video. Below the video are playback controls: 'Video is Paused', 'PREV', 'NEXT', '1/4', '1/2', '2X', and a 'CLOSE' button. A message reads: 'If you are experiencing issues playing the video Click Here to play the video in a new window.' The sidebar on the left contains a table of violations and a 'Violator Info' section with fields for 'Commercial', 'Last:', 'Addr. 1:', and 'City:'. The 'Vehicle Info' section includes fields for 'VIN #:', 'Make: NISS', 'Model:', 'Color: GRY', and 'Reg. Exp.: 20190131'. The bottom of the screen features the 'ATS American Traffic Solutions' logo and copyright information: '© Copyright 2017 American Traffic Solutions, Inc. All Rights Reserved.'

*[License Plate Partially Concealed]  
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Authorized police officers also have the ability to include the reason an event is being rejected. The police officer can select one of the provided reasons for rejection from a pull-down menu. When an event image is rejected, that image is removed from the Axis Violation Processing System and archived. Once archived, the City can still request to access the images.

### City and Police Officer Review Screen – Reject Reasons

**CITY OF MYTOWN MYSTATE VIOLATION PROCESSING**

Violation Workflow | Document Management | Reports | Adjudication | Configuration

**POLICE REVIEW ALL**

Overview 1 | Overview 2 | Plate ROI

Violation Count: 699 | REFRESH COUNT | ANALYZE IMAGE

36/12/2018 11:35:39.4 AM 055 049 R 04.4 001.3 D11 0492m 007299.8 3  
ABC12 - NB MAIN STREET @ 1ST AVENUE

**PROPRIETARY & CONFIDENTIAL**

**---Select a Reason---**

- AMBER OUT OF RANGE
- BAD ADDRESS INFORMATION
- DMV - ADDRESS MISSING-UNAVAILABLE
- DMV - NO MATCHES OR RECORDS
- ENVIRONMENTAL OBSTRUCTIONS
- NO DMV MATCHES/RECORD
- PLATE - NO PLATE/TEMPORARY PLATE
- PLATE UNREADABLE / MARRED
- PLATE/VEHICLE OBSTRUCTED
- SIGNAL MALFUNCTION
- STOLEN PLATE
- STOP BAR NOT PAINTED/VISIBLE
- TRAFFIC SIGNAL - NO RED LIGHT
- TRAFFIC SIGNAL - RED WITH YELLOW AFTERGLOW
- CROSS LANE TRIGGER
- EMT/POLICE/FIRE/GOV/DIPLOMAT
- FLAGMAN / WAVETHRU
- FUNERAL PROCESSION
- LANE CHANGE-NO EVENT

ACCEPT | REJECT | QUEUE HISTORY | SKIP

Violator Information

Commercial

Last: SMITH | First: JOHN | Middle: |  
 Addr. 1: 1234 EAST MAIN STREE | Addr. 2: |  
 City: MYTOWN | State: FLORIDA | Zip: 12345

Vehicle Information

VIN #: 123456789ABCDEF | Year: 2018 | Style: 4D  
 Make: NISS | Model: | Color: GRY  
 Reg. Exp.: 20190131

Image/Video Controls

Gamma: 1 | All

VIDEO | REVERT | RESET

Violation Information

Type: RED LIGHT VIOLATION  
 Date/Time: 09/12/2018 11:35:39 AM  
 Location: ABC12-NB MAIN STREET @ 1ST AVENUE  
 Direction: STRAIGHT THRU

Driver Information

Driver Name: |  
 Driver License Number: | DL State: FL  
 Class: | DOB: | Gender: | Hair: |  
 Eye: | Weight: | Height: |  
 Source: DMV-FL | Date: |  
 DRIVERS

1 Driver(s) available to assign.

Notes

-- Select QuickNote --

500 characters remaining(500 limit)  
 CHECK SPELLING

ATS American Traffic Solutions  
 © Copyright 2017 American Traffic Solutions, Inc. All Rights Reserved.

[License Plate Partially Concealed]  
[The data on the screen and images were modified to ensure privacy]



## **2.4 Processing System's Functions**

2.4 The infraction processing system shall provide the following functions:

Please see the following subsections for detailed responses regarding our processing system's functions, starting with Section 2.4.a below.

### **2.4.a Web-Enabled Access and Operation**

a) Web-enabled access and operation;

The Axis Violation Processing System is a web-enabled application. City personnel can access it using any computer securely connected to the internet.

### **2.4.b Secure Login and Access**

b) Secure user log-in and access;

Access to the system is via Secure Sockets Layer (SSL), which provides confidentiality over the internet between Verra Mobility and City personnel.

### **2.4.c Presentation of Images and Data for Review**

c) Automatic presentation of images and data captured by the camera system onto review PC's;

The event images and data will automatically be presented to Police Officers, upon logging into our web-enabled processing system.

### **2.4.d Easy Review of Infraction Evidence**

d) Easy review of infraction evidence against regulations;

Miami Beach Police can easily review the evidence using our Axis Violation Processing System. Screenshots, along with a description of the review process, is in *Section 2.3 Access to Infraction Processing System* of this proposal.

### **2.4.e Video Playback and Image Viewing**

e) Ability to both "play" full motion video and view multiple scene and plate images;

The City can view the video, as well as still images of the event at every step in the Axis Violation Processing System.

### **2.4.f Enlarged Image Viewing**

f) Ability to view each image as a full screen enlargement with a single click;

City personnel can view larger versions of the captured images with a single click as shown in the Police Review screens in *Section 2.3 Access to Infraction Processing System* of this proposal.

### **2.4.g View Original Images**

g) Ability to view all original images;

The original, "raw" images are available for the City's viewing within the Axis Violation Processing System. After a City-defined timeframe, the raw images are archived. Once archived, the City can still request to access those images.

### **2.4.h Plate Image**

h) Ability to “crop” a license plate image area from the optimal license plate image in the multiple-image license plate set to establish vehicle ID, and subsequently print the cropped plate area image to the notice;

The Axis Violation Processing System will create a magnified “crop” of the license plate from one of the scene images for easy viewing. However, the cropped license plate close-up is not a separate image, but rather it is a close-up, zoomed-in view from the original event image. This image can be taken from either of the two images captured. This is a significant and unique feature because it provides eliminates the need to synchronize one camera with another camera to capture the full-resolution license plate image, which other competitors’ systems are required to do.

When the notice is printed, the cropped license plate image is included, as shown in the sample notice of violation on the following page.

### Sample Notice of Violation



City of MyTown  
Intersection Safety Program  
PO Box 12345  
MyTown, ST 12345

### CITY OF MYTOWN NOTICE OF VIOLATION

**NOTICE #:** 1234500001234  
**PIN:** 1234  
View your video and pay with your Visa or MasterCard at [www.ViolationInfo.com](http://www.ViolationInfo.com)

**Amount Due:** \$158.00  
**Due Date:** 11/30/2018



**JOHN SMITH**  
1234 EAST MAIN STREET  
MYTOWN, FL 12345



ON/ (Date)	AT TIME	AT LOCATION	COUNTY		
09/12/2018	11:35 AM	NB MAIN STREET @ 1ST AVENUE	MYCOUNTY		
NAME					
JOHN SMITH					
STREET ADDRESS					
1234 EAST MAIN STREET					
CITY			STATE	ZIP CODE	
MYTOWN			FL	12345	
DID UNLAWFULLY <input checked="" type="checkbox"/> OPERATE/DRIVE <input type="checkbox"/> PARK <input type="checkbox"/>					
VEHICLE	YEAR	MAKE	MODEL	STYLE	COLOR
	2018	NISS	4D		GRY
LIC	NI/IR/FR	STATE	REGISTRATION NUMBER		
	DZQ	FL	0123456		
Did then and there commit the following offense: <b>FAILURE TO COMPLY WITH A STEADY RED SIGNAL</b> The recorded images relating to the vehicle stated above are evidence of this violation.					
IN VIOLATION OF: <b>Florida Statutes §§316.0083, 316.074(1) and 316.075(1)(c)1</b>					
POLICE DEPARTMENT <i>Linda Doe</i> ID# 1234					
The traffic infraction enforcement officer named or law enforcement officer above has reviewed the recorded images evidencing the red light signal violation, has identified the license tag number of the violating vehicle and has found reasonable and probable grounds that an offense has been committed.					ISSUE DATE
<b>STATUTORY PENALTY OF \$158.00</b>					10/12/2018



**IF YOU HAVE QUESTIONS ABOUT THIS NOTICE, PLEASE GO TO [WWW.VIOLATIONINFO.COM](http://WWW.VIOLATIONINFO.COM)**

Pay with your Visa or MasterCard at [www.ViolationInfo.com](http://www.ViolationInfo.com) or mail your check or money order with this coupon to the address below.



<b>NAME:</b> JOHN SMITH	<b>DUE:</b> 11/30/2018
<b>NOTICE #:</b> 1234500001234	<b>VERSION:</b> 2
<b>PLATE:</b> DZQ	<b>ISSUED:</b> 10/12/2018
<b>STATE:</b> FL	<b>TYPE:</b>

**No points will be assessed for this Notice of Violation nor will it affect vehicle insurance rates.**

- Si necesita ayuda en Español, favor llame al 1.866.225.8875.
- **PLEASE RESPOND WITH PAYMENT, REQUEST A HEARING, OR SUBMIT AN AFFIDAVIT POSTMARKED ON OR BEFORE THE DUE DATE TO AVOID ISSUANCE OF A UNIFORM TRAFFIC CITATION ("UTC"). SEE INSTRUCTIONS ON REVERSE SIDE.**
- Pay with your Visa or MasterCard at [www.ViolationInfo.com](http://www.ViolationInfo.com) or mail your check or money order with this coupon to the address to the right.
- Make your check or money order payable to City of MyTown.
- **DO NOT MAIL CASH.**
- Write the Notice # located above on the front of your payment.
- Insert this tear-off coupon in the enclosed envelope with the address to the right showing through the window.

City of MyTown  
Payment Processing Center  
PO Box 12345  
Cincinnati, OH 45274-2345

**AMOUNT DUE: \$158.00**

1 3511700067252 000017624847 158001



Your vehicle was observed by a traffic infraction detector failing to comply with a steady red light signal, in violation of Florida Statutes §§ 316.0083, 316.074(1) and 316.075(1)(c)1, at the intersection, date, and time stated on the front page of this Notice of Violation ("Notice"). This is a non-criminal infraction of state law. No points will be assessed and this infraction may not be used to set motor vehicle insurance rates.

This Notice has been issued by the City of MyTown.

**You have the following three options:**

- a) Pay this violation in the amount of \$158.00 on or before the due date specified on the front of this Notice; or
- b) Submit an affidavit by following the instructions below; or
- c) Request a hearing by signing and mailing the form below. You will be notified by letter of the time, location and date of the hearing. If you request a hearing and the Local Hearing Officer concludes that no infraction has been committed, this Notice will be dismissed and no costs or penalties shall be imposed. If the Local Hearing Officer concludes that an infraction has been committed, the Local Hearing Officer will uphold the infraction, and you will be responsible for payment of a \$158.00 fine as well as additional administrative fees and costs not to exceed \$250.00 as imposed by the Local Hearing Officer.

**SUBMISSION OF AFFIDAVIT:** You may download an affidavit at [www.ViolationInfo.com](http://www.ViolationInfo.com). As the registered owner of the vehicle, you are deemed responsible for the violation and the payment of a \$158.00 penalty unless, in compliance with Florida Statute § 316.0083(1)(d)1.a-d, you establish by a sworn affidavit that a statutory exemption applies. The exemptions are that the motor vehicle: (a) passed through the intersection in order to yield the right-of-way to an emergency vehicle or as part of a funeral procession; (b) passed through the intersection at the direction of a law enforcement officer; (c) was, at the time of the violation, in the care, custody, or control of another person; or (d) a Uniform Traffic Citation ("UTC") was issued by a law enforcement officer to the driver of the motor vehicle for the violation of Florida Statutes §§ 316.074(1) and 316.075(1)(c)1 stated in this Notice. **The affidavit must be sworn before a notary public or other person authorized to administer oaths.** If you assert that the vehicle was in the care, custody, or control of another person, you must provide the **name, address, date of birth**, and, if known, the **driver's license number** of the person who leased, rented, or otherwise had care, custody, or control of the vehicle at the time of the violation. If the vehicle was stolen, then the affidavit must include a copy of a police report showing the vehicle to have been stolen. If you assert that a UTC was issued by a law enforcement officer for the violation of Florida Statutes §§ 316.074(1) and 316.075(1)(c)1 stated in this Notice, then you must include the serial number of the UTC. For faster processing, you may, but are not required to, include a copy of the UTC. If your affidavit complies with the requirements of Florida Statute § 316.0083, then no further action will be taken against you. **The submission of a false affidavit is a misdemeanor of the second degree, punishable under Florida Statute § 775.082 or § 775.083 by a term of imprisonment not to exceed sixty (60) days and/or a fine not to exceed \$500.00.** If submitting an affidavit, it must be postmarked on or before the due date specified on the front page of this Notice in order to be appropriately processed. The affidavit should be mailed to City of MyTown c/o Intersection Safety Program, PO Box 12345, Tempe, AZ 12345.

**Do not send payment or affidavit to the Clerk of the Court.**

**If you fail to respond as outlined above, postmarked by the due date, a UTC will be issued to you.** Upon issuance of a UTC, you shall have the remedies specified in Florida Statutes §§ 316.0083 and 318.14, which include (a) the right to pay the civil penalty in the amount of \$251.00; (b) the right to submit an affidavit; or (c) the right to have a hearing before a designated official, who shall determine whether an infraction has been committed. If the official concludes that no infraction has been committed, the UTC will be dismissed and no costs or penalties shall be imposed. If the official concludes an infraction has been committed, the official will uphold the UTC and may impose an additional civil penalty not to exceed \$500.00 and court fees and costs. Failure to pay, submit an affidavit, or request a hearing on the UTC could result in your driving privileges being suspended.

**VIEW YOUR IMAGES AND VIDEO EVIDENCE FOR THIS INFRACTION:** The recorded images and video of your violation will be submitted as evidence for the disposition of this violation. You may view your images and video online at [www.ViolationInfo.com](http://www.ViolationInfo.com). You will need your Notice # and PIN printed on the front of this Notice inside the red box. If you do not have internet access, you may view your video and images at any public library.

**QUESTIONS:** If you have any questions, please contact Customer Service toll free at 1-866-225-8875. (You must be the registered owner of the vehicle to discuss this violation with Customer Service.)

**PAYMENT INSTRUCTIONS**

**ONLINE PAYMENT:** The fastest and easiest way to pay your \$158.00 penalty is online. Go to [www.ViolationInfo.com](http://www.ViolationInfo.com) and log on with your Notice # and PIN shown in the red box on the front of this notice. Click the Pay button. There is a convenience / service fee for this service.

**PAYMENT BY PHONE:** Call toll free 1-866-225-8875 available 24 hours a day, 7 days a week. There is a convenience / service fee for this service.

**PAYMENT BY MAIL:** Mail your check or money order (payable to City of MyTown) in the enclosed envelope with the coupon printed at the bottom of the reverse side of this Notice. PLEASE DO NOT MAIL CASH. Be sure to put the Notice # (see reverse) on the face of your payment. Payment must be postmarked on or before the due date.

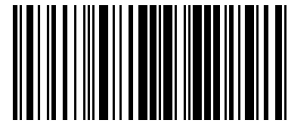
**PAYMENT IN PERSON:** No walk-in payments will be accepted.

**HEARING REQUEST FORM**

To request a hearing on the above referenced Notice pursuant to Florida Statute § 316.0083, please submit the signed and dated coupon below in the envelope provided. The petitioner understands they will be notified of the date, time and location of the hearing. The Local Hearing Officer shall issue a final administrative order. **If the Notice of Violation is upheld, the petitioner will be required to pay \$158.00 and may also be required to pay county or municipal costs, not to exceed \$250.00. NOTE: Per Florida Statute, you may cancel your appearance before the local hearing officer by paying the \$158.00 penalty assessed, plus \$50 in administrative costs, before the start of the hearing. The amount due will be \$208.00.**

Detach here and return bottom portion as a request for an Administrative Hearing before a Local Hearing Officer.

1234567890



I submit this form as a request to contest this Notice of Violation and acknowledge that it must be postmarked by the due date of this Notice to be a valid request. I understand that I must attend this hearing in person, unless represented by counsel appearing in person on my behalf.

Please sign and print name using blue or black ink.

Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

### **2.4.i Accept/Reject Infraction Events**

- i) Ability to “accept” or “reject” infraction sets and record rejection reasons;

During each step in the event processing workflow, the City can accept or reject events. The Axis Violation Processing System keeps track of the rejections and the reasons for the rejections. A sample screenshot of the rejection reasons is in *Section 2.3 Access to Infraction Processing System*.

### **2.4.j Warning Letters**

- j) Ability to generate printed warning letters (during the first ninety [90] days of the program at the City’s discretion);

The Axis Violation Processing System will create and print warning letters during the City’s 90-day warning period at new camera sites.

### **2.4.k Infraction Notices**

- k) Ability to automatically generate printed infraction notices;

Once an authorized Miami Beach Police Officer determines the event is a violation and advises Verra Mobility to generate the notice, the Axis Violation Processing System automatically generates the notice. The notice is subsequently mailed to the vehicle’s registered owner.

### **2.4.l Secure Evidence Storage**

- l) Ability to store and archive all processed infraction evidence into a secured database;

All event data will be stored and protected in an online storage environment with database pointers providing access to the locations. Event image and video retention is a client-defined requirement and will be stored in compliance with Florida’s retention laws for a time period to be mutually agreed upon by the City and Verra Mobility and shall be accessible, upon request by the City’s authorized representative.

The Axis Violation Processing System allows for the number of days to be configured per the City’s requirement and state law. Event images that result in a ticket issued will be retained for the City-defined amount of time. Once this time period has expired (per violation), the individual images and video are archived for the City’s requirement in non-production storage and removed from the live system. All image data will be destroyed in accordance within a time specified by the City or in accordance with state law. Typically, rejected event images and video that are not assigned to a ticket are retained within the live system for 30 days after the rejection date. Once this time period has expired (per event), the individual images and video are deleted from the live system and are not retained in archive.

### **2.4.m 24/7 Access to Stored Images**

- m) 24/7 ability to access any stored infraction image from the system’s database subject to agreed archive rules;

We will provide the City with 24/7 access to events that become violations through the Axis Violation Processing System, except during our monthly system maintenance/upgrade periods, as described in *Section 2.3 Access to Infraction Processing System*. Following resolution of the violations, the violations are archived according to the City’s retention

requirements. Rejected events are stored for 30 days, and all non-violations are archived. The City will have the ability to recall images and video within the Axis Violation Processing System, and the recalled images and video will be available within 24 hours.

### 2.4.n Evidence Packages

n) 24/7 ability to request and immediately view Special Master Evidence Package image sequences displayed as video or as individual high resolution still shots, or send images to print locally;

Authorized City personnel have 24/7 ability—with the exception of our monthly processing-system downtime—to view and print Evidence Packages from the Axis Violation Processing System. The Evidence Package includes:

- > The violation images, associated video clip and data;
- > All issued and disputed notices that apply to the contested violation;
- > Camera log report; and
- > Any other relevant documents (such as letters from the defendant) that may be included in the file prior to each scheduled hearing.

The Evidence Package is an Adobe PDF file that can easily be passed to the Court for reference by the hearing officer or judge during the hearing. As shown in the following screenshot, the evidence package will include all necessary documents, the still infraction images and the associated video clip.

### Evidence Package Documents

The screenshot displays the 'Evidence Package Documents' interface. At the top, there is a navigation bar with 'Violation Workflow', 'Document Management', 'Reports', and 'Configuration'. Below this, the 'Evidence Docs' section is active. A search bar contains the document number '1234500001234' and a 'GO' button. The violator's name is listed as 'JOHN SMITH'. There are buttons for 'DOWNLOAD IMAGES', 'RESTORE RAWs', and 'DOWNLOAD REPORTS'. A table lists the documents included in the package:

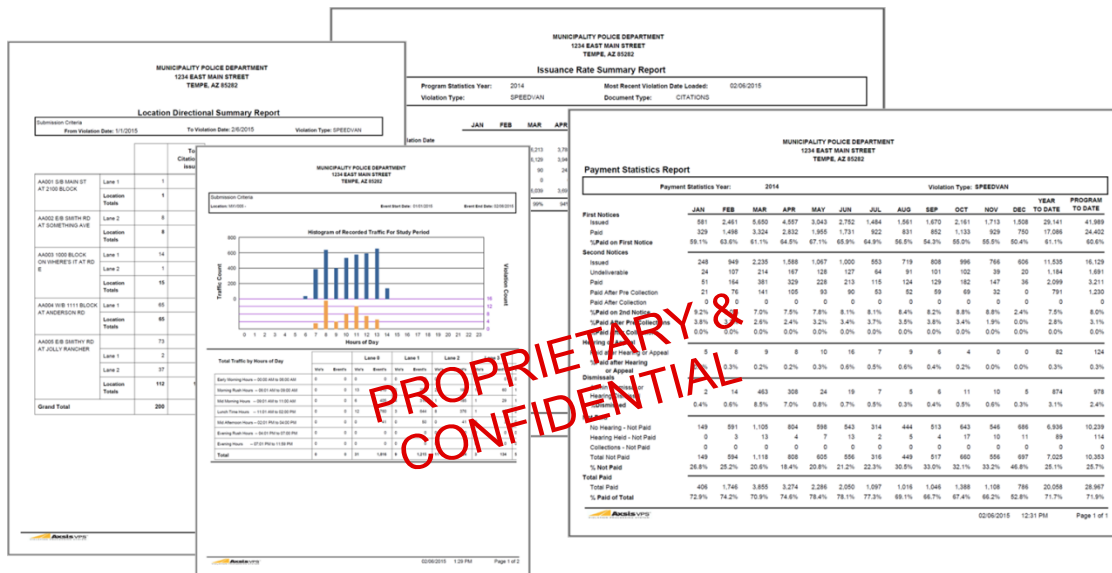
Select Report	Report	Document Type	Document Version	Report Name	Create Date
<input checked="" type="checkbox"/>	<a href="#">View</a>	FIRST NOTICE	1	FN1234567890.PDF	01/01/0000
<input checked="" type="checkbox"/>	<a href="#">View</a>	FIRST NOTICE	2	FN1234567891.PDF	01/01/0000
<input checked="" type="checkbox"/>	<a href="#">View</a>	DECLARATION/AFFIDAVIT	2	DC1234567891.PDF	01/01/0000
<input checked="" type="checkbox"/>	<a href="#">Run Report</a>	VIOLATION DATA REPORT	2	REPORT_VER.RPT	01/01/0000
<input checked="" type="checkbox"/>	<a href="#">Run Report</a>	CAMERA LOG	2	REPORT_CL.RPT	01/01/0000

[Data modified to ensure privacy.]

### 2.4.o Access to Reports

- o) 24/7 ability to immediately request, view and print both standard and user-defined reports;

City users can access program reports 24/7 directly through the Axis Violation Processing System, except during our system’s monthly maintenance/update periods. Our online system provides comprehensive resources for statistical data for long-term analysis of events and event trends. The reports are grouped by statistical, financial and operational data types. The system contains an extensive selection of more than 60 standard, parameter-driven reports to assist the City in monitoring and measuring the effectiveness and efficiency of the system—summary reports, issuance rate reports, payment reports (if the City’s payment processor provides this data to Verra Mobility), user reports, statistical graphs and performance reports by location.



In addition to the Axis VPS-generated reports, Verra Mobility can also provide a comprehensive program analysis report to the City. Examples of some of the items in the program analysis report and examples of Axis VPS standard reports are located in *Section 3.7 Monthly Report Details*.

### 2.4.p Audit Trails

- p) Secured Access Control and automatically generated Electronic Audit Trails; and

Our processing system maintains an audit trail of user access and activities—from event capture to notice/citation issuance—that authorized City personnel can view. In addition, we provide a mail tracking resource that notifies us of where each mail-piece is and when it will arrive at its destination.

### 2.4.q Encryption and Decryption Management

- q) Encryption and decryption management.

The event images and data are securely and wirelessly transferred from the camera systems to our processing system.

Verra Mobility's event processing system is hosted in our Tier-3 data center. All circuits are protected by redundant (high-availability) firewalls depending on the access point and business case. Roadside VPN tunnels terminate to a firewall infrastructure, and access to the data in Verra Mobility's event processing system by the client is provided via an encrypted connection. We use IPsec or TLS encryption for encryption of Data in Transit, using industry-standard cipher suites. Sensitive data at rest, such as PII, is encrypted using 256-bit AES encryption.

Verra Mobility maintains an information security program, which is based on the ISO 27001/2 standard. This is a risk-based program, which includes a formal information security policy and supporting procedures, as well as industry-leading tools which are maintained by a dedicated team of information security professionals, supported by senior management, and reviewed on an ongoing basis to ensure alignment with industry-best practices.

Verra Mobility undergoes an annual SOC 2 Type II audit and an annual Level 1 PCI audit.

## **2.5 Notice Generation Capabilities**

2.5 Firm system shall be capable of:

### ***2.5.a First Notice***

a) Preparing and mailing one notice letter for all chargeable infractions to vehicle owners.

Once the Police Department determines the event is a violation and advises Verra Mobility to send the initial notice, the official notice is generated, printed and mailed by first class mail to the violator. The notice will be prepared in conformance with statutory requirements and approved by the City.


### ***2.5.b Second Notice***

b) Preparing and mailing a second notice for any infractions that remain unpaid as of their due date.

We will provide the City with the violations that have not been paid or otherwise resolved. The unresolved violations are made available in the secondary review queue (called the "Notice Review" queue in the Axis Violation Processing System) for the Police to review and determine whether a Uniform Traffic Citation must be issued. The following is a screenshot of what the Police will see in this queue. As you can see, the officer will be able to review the details of the offense; registration information; relevant photographic evidence; and other information, such as the driver information.



## Secondary Review Screen






**CITY OF MYTOWN  
MYSTATE  
VIOLATION PROCESSING**

Violation Workflow ▾
Document Management ▾
Reports
Adjudication ▾
Configuration ▾

**NOTICE REVIEW**

Overview 1
Overview 2
Plate ROI

Officer

All Officers ▾

FILTER

Document Information

**Violation Date:** 09/12/2018 11:35 AM  
**Violation Location:** ABC12-NB MAIN STREET @ 1ST AVENUE

**Violation Type:** RED LIGHT VIOLATION  
**Document :** 1234500001234  
**Issue Date:** 10/12/2018  
**Due Date:** 11/30/2018  
**Amount Due:** \$158  
**Document Version:** 2  
**Approving Officer:** BOB ANDERSON

**Owner Information**

**Company:** JOHN SMITH  
**Address:** 1234 EAST MAIN STREET

**City:** MYTOWN  
**State:** FL  
**Zip:** 12345

**Vehicle Information**

**State:** FL  
**Plate:** DZQ█  
**Style:** 4D  
**Make:** NISS  
**Model:**  
**Year:** 2018  
**Vin:** 123456789ABCDEF  
**Color:** GRY

Violation Count: 12

REFRESH COUNT

ANALYZE IMAGE

VIDEO

Expires in 266 days

Date	Time	Limit	Speed	Phase	Amb 1	Red 1	Fix	Int	Frame	Lane
09/12/2018	11:35:39.4 AM	035	049	R	04.4	001.3	D11	0492ms	007.239 B	3



PROPRIETARY & CONFIDENTIAL

Dismissal Reason: -- Please Select a Reason -- ▾

SKIP

ISSUE UTC

NOV DISMISSED

REMAIN NOV

Driver Information

**DL Number:** K123456789000    **DL State:** FL    **Class:**  
**Date Of Birth:** 06/13/1966    **Gender:** M    **Hair:**  
**Eyes:**    **Weight:** 0    **Height:**  
**Driver Name:** JOHN SMITH  
**Address:** 1234 EAST MAIN STREET

Documents History

Document #	Notice Type	Version #	Defendant	Issue Date
1234500001234	FIRST NOTICE	2	JOHN SMITH	10/12/2018
1234500001234	FIRST NOTICE	1	RENTAL CAR AGENCY	10/01/2018

PRINT

NOTES

EVIDENCE

QUEUE HISTORY

UPDATE DRIVER



© Copyright 2017 American Traffic Solutions, Inc. All Rights Reserved.

[License Plate Partially Concealed]  
[The data on the screen and images were modified to ensure privacy]

Once the Police determines that a UTC needs to be issued, our processing system will generate the citation. Our print/mail subcontractor CSG will send each citation by certified mail to the violator.

### **2.5.c Notice of Hearing**

c) Upon notification by City, preparing and mailing Notices of Hearings to violators whose fines are not paid within thirty (30) days of mailing of second notice.

Our processing system will generate the notices of hearing, and CSG will mail the notices to the violators whose fines are not paid within 30 days of mailing the UTC.

### **2.6 Notice Issuance Timeframe**

2.6 Infractions for which registered owner data is available shall normally be issued within seven (7) business days after police review of the incident. Initial notice letters described in Section 2.6(a) shall not be sent until Firm is advised to do so by the City.

Within seven business days from the Police Department determining the event is a violation and advising Verra Mobility to send the initial notice, the official notice will be generated, printed and mailed by first class mail to the violator. The notices of violation will not be mailed until the City advises us to do so.

### **2.7 Plate Entry**

2.7 Firm shall be responsible for loading, optimizing and license plate data entry processing of images for review (final review to be processed by authorized City police personnel).

Verra Mobility complies. The license plate characters and state on the vehicle's plate are read via OCR software. We have found that this step increases accuracy due to the intelligence and automation built into the software (which never tires or deviates from the coded rules).



Next, the event images and plate information are reviewed according to the client's business rules. If the event data matches the business rules, the images are automatically forwarded through the system for review by Verra Mobility, if needed, by the Axis Violation Processing System based on the event date. The oldest event is always provided to the Verra Mobility reviewer next. If the event data does not match the client's business rules, the event is categorized and accessible through a flexible event search engine for the client to review. The client can reintroduce categorized events within the enforcement timeframe for issuance.

Final event review will be completed by authorized City Police personnel.

### **2.8 Notice Mailing**

2.8 Firm will prepare the notice letters referenced in Section 2.6 for all chargeable infractions and will mail such notice letters to vehicle owners. The Firm shall include a return envelope for payments with all notice letters.

Once the Police Department determines the event is a violation and advises Verra Mobility to send the notice of violation, our processing system will generate the notice. Our printing and mailing subcontractor, CSG, will send the notice to the registered vehicle owner. The notice will include a return envelope for the notice recipient's payment.

## 2.9 Issuance within Legally Required Timeframe

2.9 Infractions for which registered owner data is available shall be issued within the legally required number of days of the infraction event date.

Verra Mobility will comply. Notices will be issued within the legally required number of days from the infraction event date.

## 2.10 Processing Supplies

2.10 Firm may be asked to provide all required notice processing supplies including, paper, envelopes, postage, toner and any and all notice printing supplies.

Verra Mobility will provide all required notice processing supplies for the City's program.

## 2.11 Notice Requirements

2.11 Notices shall include one set of images and a license plate image, as well as instructions as to viewing the alleged infraction through the internet.

Each notice includes an image set showing the violation, along with a magnified image of the license plate on the violating vehicle. The notice also includes instructions for viewing the images and associated video clip on our website, [www.ViolationInfo.com](http://www.ViolationInfo.com). The notice also provides a list of payment options for the violator. A sample notice of violation is in *Section 2.4.h Plate Image*.

## 2.12 Online Payment Option

2.12 Firm shall provide a means for the fines to be paid on-line by credit or debit card.

When a notice is issued with a fine amount, there are multiple payment channels from which the payer may choose, including online by credit or debit card.

In order to track the payments, the City's payment processor will need to provide the payment information to track within our Axis Violation Processing System.

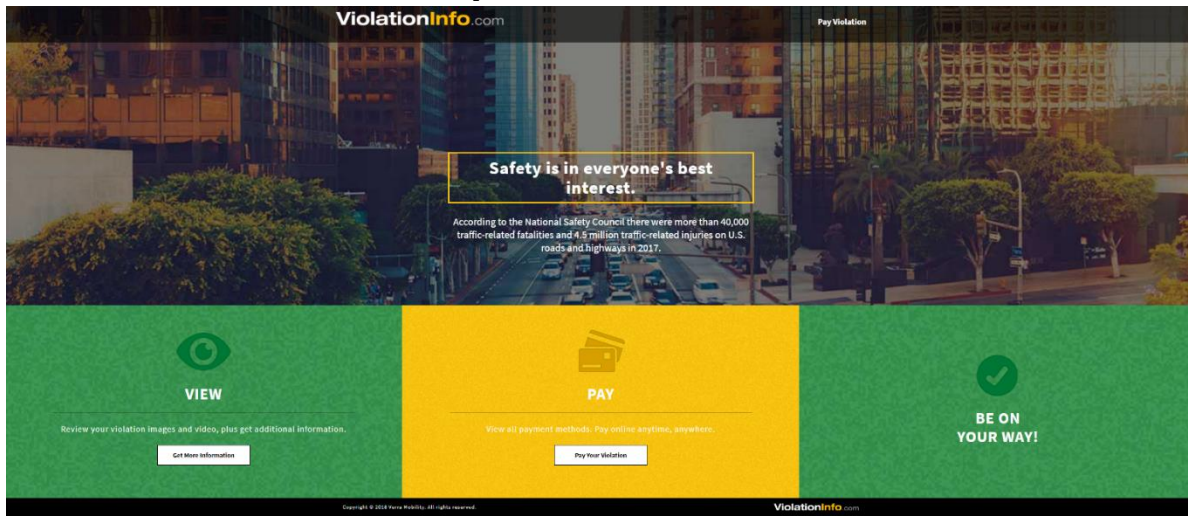
### ***ViolationInfo.com***

Notice recipients can log into our user-friendly, secure website to not only make an online payment, but they can also view their violation images and associated video clips and read helpful FAQs. Instructions for logging into the website, including a unique notice number and PIN, are inside an easy-to-spot red box on the front of the notice.

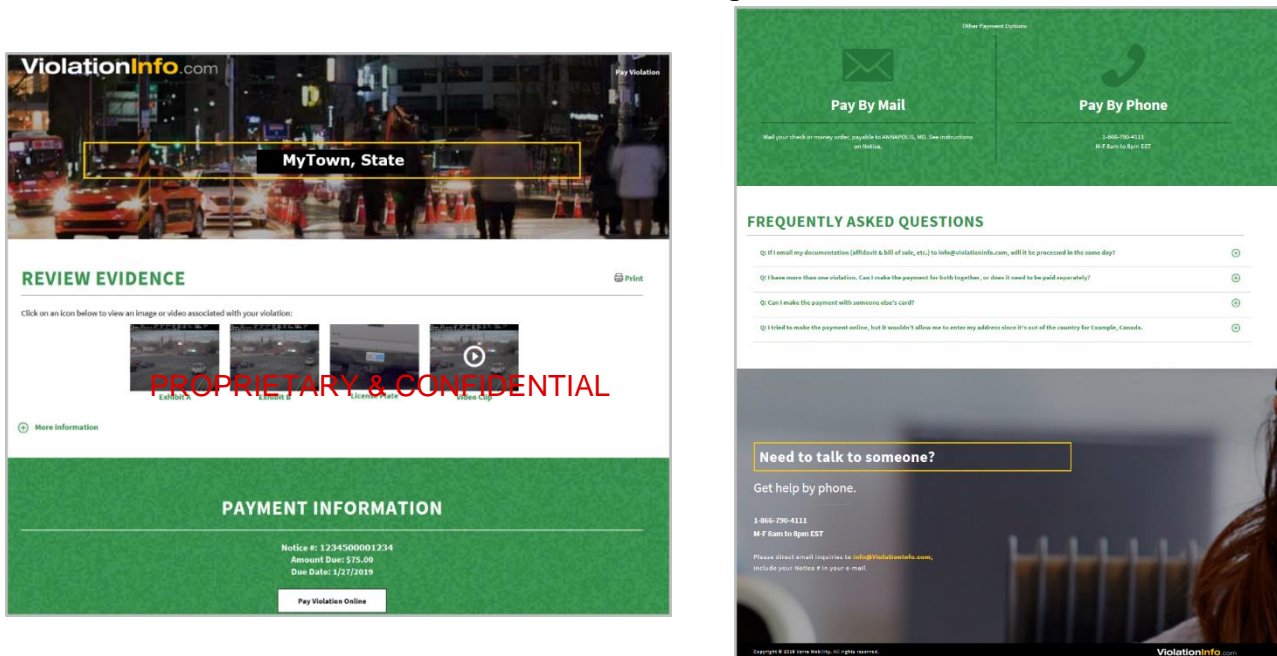
The website's logon screen also includes a *Help* link that provides instructions for logging into the site. **ViolationInfo.com is accessible using most web browsers, including Chrome and Safari, and is accessible by mobile users.**

Frequently asked questions are presented on the web page that follows the login screen. This subsequent web page will continue to have the City's seal/logo and banner on it. The website will also include a link to the City's payment processor for the public to pay their fines.

## Verra Mobility's Violation Review Website



## ViolationInfo.com FAQ Screenshots



### 2.13 Phone Payment Option

2.13 Firm shall provide a means for the fines to be paid by phone using a credit or debit card.

Violators have the option of paying their fines over the phone by speaking to a live agent, who will assist them with making their payment by credit or debit card. Each notice will have our toll-free customer service number listed on it, which violators can call. The customer service center representatives will use the same online payment process described above, i.e. entering the payment information for the violator on the City's payment processor's website. Violators also have the option to listen to frequently asked

questions (FAQs) and other program-related questions. They can speak to a live agent if they need information that is not available in the system's pre-recorded messages.

## 2.14 Delinquent Collections

2.14 Firm shall provide for a third-party collection service for the collection of delinquent accounts, at City's discretion.

Per Addendum 4 dated June 4, 2019, the City does not require third-party collection of delinquent accounts.

## 2.15 Use of City's Current Banking Services

2.15 Firm must give first consideration to the City's preferred gateway and merchant processor and must use the City's current banking services for receipting. If the proposer cannot use the City's current providers they must provide justification as to why. The rates associated with the proposer's third party or own gateway and merchant processor must be competitive with the City's current negotiated rates.

Verra Mobility will work with the City's preferred gateway and merchant processor. We will provide a link on our ViolationInfo.com website to the City's payment processor's payment portal for violators to make their online payments. The City's preferred gateway and merchant processor will need to provide Verra Mobility with daily data transmissions regarding credit card payments processed in order for these to be reflected as paid on citizen's account. Verra Mobility will provide City with access to generate reports from Verra Mobility database on credit card payments received.

## 3.5 Reporting and Statistical Analysis Capabilities

Provide details on the reporting and statistical analysis capabilities of the system proposed.

The following sections detail our reporting and statistical analysis capabilities, starting with Section III below.

### III. Statistical Analysis and Reporting Systems

#### 3.1 Statistical Reports

3.1 Systems with the capacity to produce statistical analysis of camera locations and operations will be preferred, including, at minimum:

- a) Hours of use per camera by operational site;
- b) Results achieved by each camera by site;
- c) Offenses recorded by site;
- d) Traffic counts by lane, date and hour; and
- e) Ability to do ad hoc reports on all data.

Our processing system generates more than 60 standard statistical, financial and operational reports, which include the information that the City requires and could meet the City's ad hoc requirement. The City and Police personnel can view and print these standard reports from any computer with a secure internet connection. Examples of these reports are in *Section 3.7 Monthly Report Details*.

### 3.2 Operations Reports

3.2 The Firm's Processing system shall be capable of immediately generating operations reports 24 hours a day, 7 days a week, including:

- a) Number of infractions recorded;
- b) Count of infractions where notices not prepared;
- c) Notices prepared and mailed; and
- d) Status of notices issued (i.e., outstanding, canceled, reissued).

Our processing system meets these reporting requirements. The Axis Violation Processing System produces issuance rate reports and location performance reports that contain this information. Examples of these reports are in *Section 3.7 Monthly Report Details*.

### 3.3 Camera System Reports

3.3 The Firm system shall also supply reports of:

- a) Camera equipment hours of service and hours lost; and
- b) Number and description of camera or other equipment malfunctions.

Verra Mobility will continue to provide all existing reporting. This includes all incident details, site outage information, event and citation detail. If additional detail or custom reporting is required above and beyond what is currently provided, development hours may be needed.

### 3.4 Infraction and Traffic Statistical Reports

3.4 The Firm's system shall be capable of providing Infraction and Traffic Statistics as follows:

- a) Real-time traffic volume and vehicle counts; and
- b) Real-time infraction graphs and chart by:
  - i) individual lane;
  - ii) time of day; and
  - iii) day of week.

Our processing system is capable of providing these required infraction and traffic statistics. The AutoPatrol camera system records traffic volume data and vehicle counts by time of day and day of week. This data is loaded into the Axis VPS and can be viewed as reports online or can be printed by an authorized user. An example of this report is in *Section 3.7 Monthly Report Details*.

### 3.5 Prosecutable Image Rate

3.5 Preference will be given to systems, that can analyze results obtained from each camera location to show the prosecutable image rate (e.g., the number of notices issued compared to the number of infractions captured) and the traffic count statistical information.

The Axis Violation Processing System produces issuance rate and location performance reports that meet this requirement, and examples of these reports are in *Section 3.7 Monthly Report Details*.

### 3.6 Online Reporting and Monthly Activity Report

3.6 Preference will be given to systems that have online reporting capability in real time; and allow the Firm to provide the City with a monthly activity report within ten (10) days following the end of the month.

The City can view and print any of the 60+ reports within the Axis Violation Processing System at their convenience. Verra Mobility will confirm any new reporting requirements with the City after contract execution.

### 3.7 Monthly Report Details

3.7 The monthly report shall indicate the following:

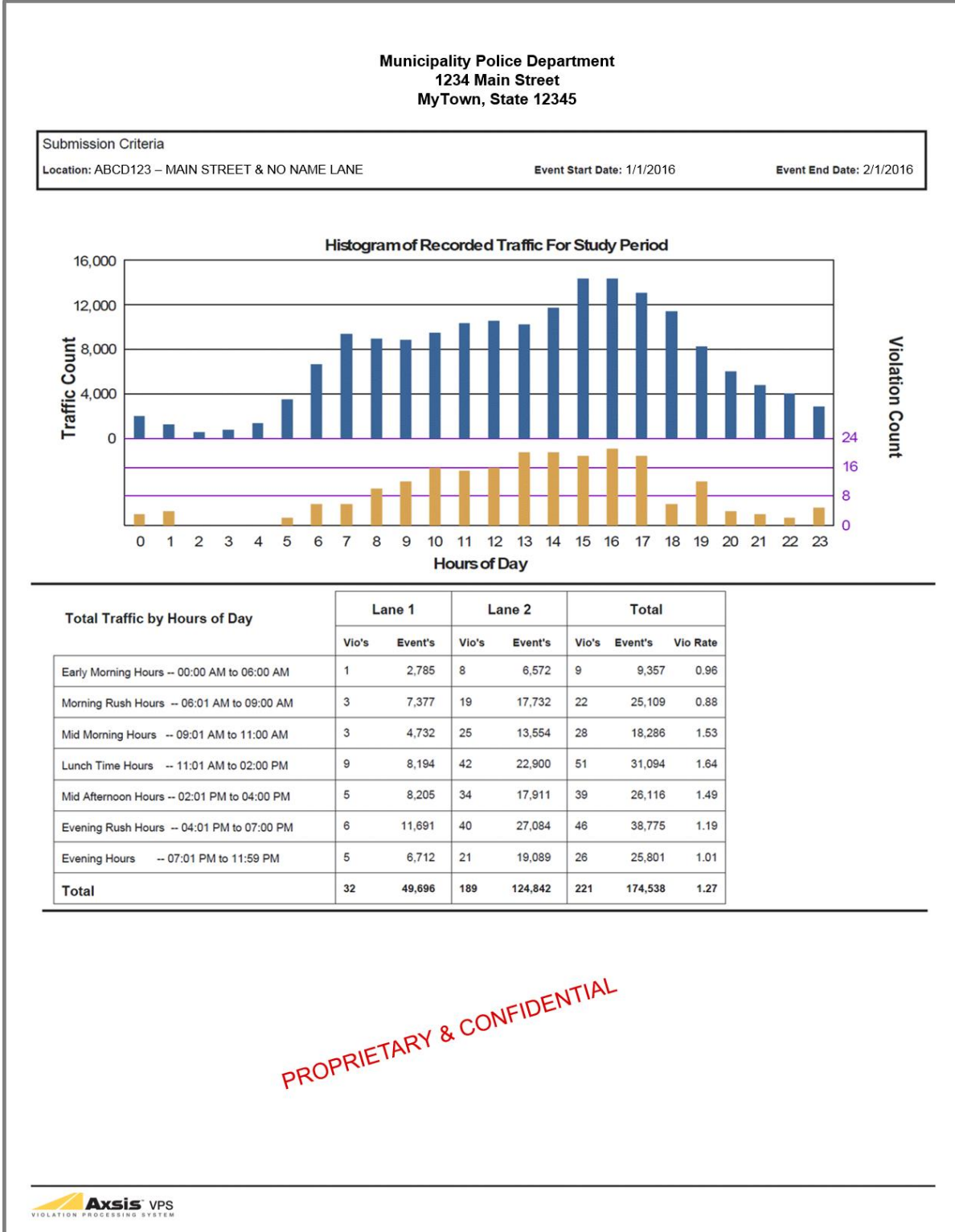
- a) The number of events detected, notices/infractions issued and prosecutable image rate by location and in total;
- b) The total number of infractions that occurred and percentage of total vehicle traffic by lane; and
- c) The total number and percentage of rejected images by reason.

The processing system's location performance and issuance rate reports show this required information, and the City can view these reports in the system. Examples of these reports, in addition to a few other reports generated by our Axis Violation Processing System, are on the following pages.

Verra Mobility can also provide reports for the public and City executives in a format that summarizes the program performance. An example of this report is also on the following pages.

Please note that each of the following reports do not contain real program data and are being provided in this proposal so that the evaluation committee can see the type of valuable information that we will continue to provide to the City.

**Sample Axis VPS Reports**





Municipality Police Department  
1234 Main Street  
MyTown, State 12345

Issuance Rate Summary Report

Submission Criteria	Program Statistics Year:	2016	Most Recent Violation Date Loaded:	11/01/2016
	Violation Type:	RDLT	Document Type:	CITATIONS

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR TO DATE
<b>Citations By Violation Date</b>													
Presented to Police Review	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	0	0	90,000
Adjusted Total Violation Events	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	0	0	80,000
Controllable Exceptions (Camera/System)	1	1	1	1	1	1	1	1	1	1	0	0	10
Violation Notice Issued	0	0	0	0	0	0	0	0	0	0	0	0	0
Citations Issued	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	0	0	70,990
Citations Issuance Rate	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	0%	0%	99%

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Municipality Police Department  
1234 Main Street  
MyTown, State 12345

Issuance Rate Detail Report

Submission Criteria	Program Statistics Year: 2016	Document Type: CITATIONS	Most Recent Violation Date Loaded: 11/03/2016
	Violation Type: RDLT		

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR TO DATE
<b>Citations By Violation Date</b>													
Total Events	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	0	0	150,000
Less Exceptions Outside Vendors Control													
Non-Controllable Exceptions	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	0	0	10,000
Police Review Exceptions	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	0	0	10,000
Violations in Queue	0	0	0	0	0	0	0	0	0	0	0	0	0
Non Events Exceptions	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	0	0	90,000
Adjusted Total Violation Events	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	0	0	80,000
Controllable Exceptions (Camera/System)	1	1	1	1	1	1	1	1	1	1	0	0	10
Violation Notice Issued	0	0	0	0	0	0	0	0	0	0	0	0	0
Citations Issued	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	0	0	70,990
Citations Issuance Rate	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	0%	0%	99%

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Response to Request for Proposals No.: 2019-093-JC,  
Red Light Violation Camera Enforcement System and Related Support Services

**Municipality Police Department  
1234 Main Street  
MyTown, State 12345**

**DMV Hold Report**

Submission Criteria	From Add Date: 1/1/2016	To Add Date: 3/1/2016			
Document Number / ID #	Name	Address	Action	Action Date	Action By
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/04/2016	PERUSER
			DELETE	04/05/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/04/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/04/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/04/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/04/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	DELETE	01/11/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/04/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/05/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/05/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/05/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	DELETE	02/18/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/05/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	ADD	01/05/2016	PERUSER
123450001234	JOHN SMITH	1234 EAST MAIN STREET BALTIMORE, MD 21115	DELETE	01/12/2016	PERUSER

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Municipality Police Department  
1234 Main Street  
MyTown, State 12345

Adjudication Detail Report

Submission Criteria	From Hearing Date: 1/1/2016	To Hearing Date: 3/1/2016
---------------------	-----------------------------	---------------------------

HEARING

Hearing Date	Time	Notice Number	Violator Name	Judge	Disposition	Reason	Balance	Due Date
Friday, January 8, 2016	08:45 A.M.	123450001234	JOHN SMITH	Visiting Judge	GUILTY	Even If True, No Defens	\$ 0.00	01/18/2016
	08:45 A.M.	123450001234	JOHN SMITH	Visiting Judge	GUILTY	Failure To Appear	\$ 75.00	01/20/2016
	08:45 A.M.	123450001234	JOHN SMITH	Visiting Judge	GUILTY	Failure To Appear	\$ 75.00	01/21/2016
Friday, January 15, 2016	08:45 A.M.	123450001234	JOHN SMITH	Visiting Judge	GUILTY	Failure To Appear	\$ 0.00	01/21/2016
	08:45 A.M.	123450001234	JOHN SMITH	Visiting Judge	GUILTY	Failure To Appear	\$ 0.00	02/16/2016

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REVIEW

Hearing Date	Time	Notice Number	Violator Name	Judge	Disposition	Reason	Balance	Due Date
Tuesday, January 19, 2016	08:45 A.M.	123450001234	JOHN SMITH				\$ 75.00	02/18/2016

HEARING	
GUILTY	5
<b>TOTAL HEARING</b>	<b>5</b>
REVIEW	
NOT ADJUDICATED	1
<b>TOTAL REVIEW</b>	<b>1</b>
<b>TOTAL</b>	<b>6</b>



Municipality Police Department  
1234 Main Street  
MyTown, State 12345

Payment Statistics Report

Payment Statistics Year: 2015

Violation Type: RDLT

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR TO DATE
<b>First Notices</b>													
Issued	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	7,099	0	0	70,990
Paid	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	0	0	60,000
<b>%Paid on First Notice</b>	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	0%	0%	85%
<b>Second Notices</b>													
Issued	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	0	0	10,000
Undeliverable	20	20	20	6,000	6,000	6,000	6,000	6,000	6,000	6,000	0	0	60,000
Paid	300	300	300	300	300	300	300	300	300	300	0	0	3,000
Paid After Pre Collection	110	110	110	110	110	110	110	110	110	110	0	0	1,100
Paid After Collection	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>%Paid on 2nd Notice</b>	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	0%	0%	30%
<b>%Paid After Pre Collections</b>	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	0%	0%	11%
<b>%Paid After Collections</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Hearing or Appeal</b>													
Paid after Hearing or Appeal	10	10	10	10	10	10	10	10	10	10	0	0	1,000
<b>%Paid after Hearing or Appeal</b>	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	0	0	10%
<b>Dismissals</b>													
Admin Dismissal or Hearing Dismissal	10	10	10	10	10	10	10	10	10	10	0	0	1,000
<b>%Dismissed</b>	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	0	0	10%
<b>Not Paid</b>													
No Hearing - Not Paid	500	500	500	500	500	500	500	500	500	500	0	0	5,000
Hearing Held - Not Paid	2	2	2	2	2	2	2	2	2	2	0	0	20
Collections - Not Paid	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Not Paid	502	502	502	502	502	502	502	502	502	502	0	0	5,020
<b>% Not Paid</b>	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	0	0	7%
<b>Total Paid</b>													
Total Paid	6,420	6,420	6,420	6,420	6,420	6,420	6,420	6,420	6,420	6,420	0	0	64,200
<b>% Paid of Total</b>	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	0%	0%	90%

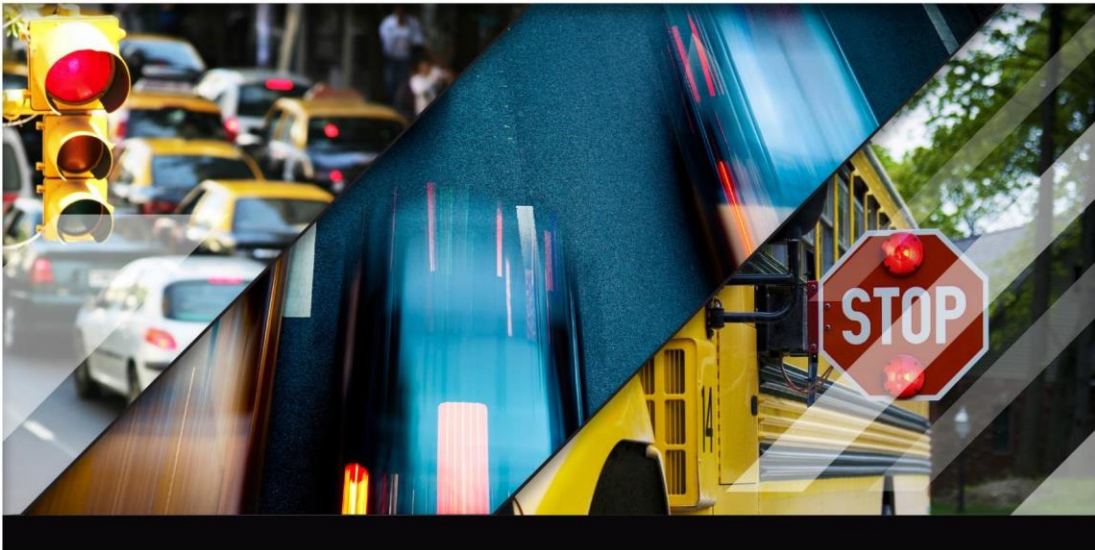
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**Sample Program Analysis**

**City of MyTown, MyState**

Red-Light Safety Camera Program Analysis



MONTH 2018

SUBMITTED BY VERRA MOBILITY





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## 1. Summary

---

### 1.1 Program Overview

- The red-light safety camera program began in March 2009.
- Red-light safety cameras are at 5 intersections, with a total of 5 cameras.

#### 1.1.1 WHEN IS RED-LIGHT RUNNING HAPPENING?

- Most red-light running violations occur between the hours of 1 p.m. and 3 p.m.
- Friday is the day of the week when most red-light running violations occur.

#### 1.1.2 WHO IS RUNNING THE RED LIGHT?

- 19 percent of violations are issued to MyTown residents since the program's inception.

#### 1.1.3 PUBLIC SAFETY BENEFIT

- Most red-light runners in MyTown do not get a second ticket. The community's recidivism rate is 2%, which means 98% of all violators who receive a ticket and pay it do not violate again. This low rate of repeat behavior, tracked from program inception through March 2015, indicates a change in driver behavior to stop on red.



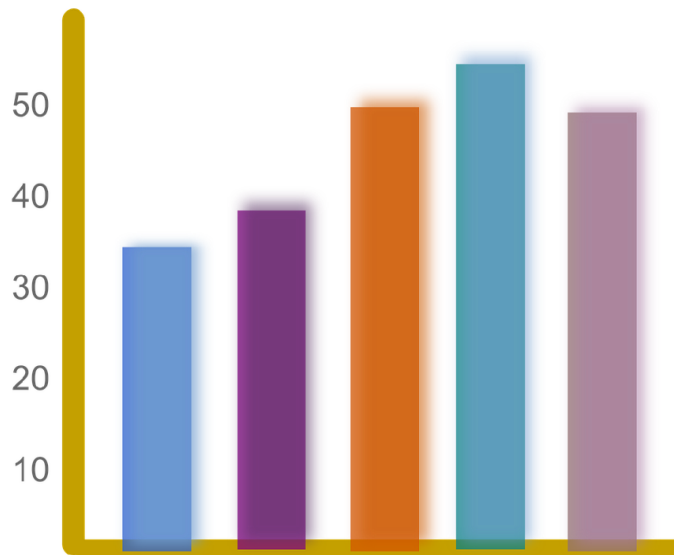




## 2. Violations Overview

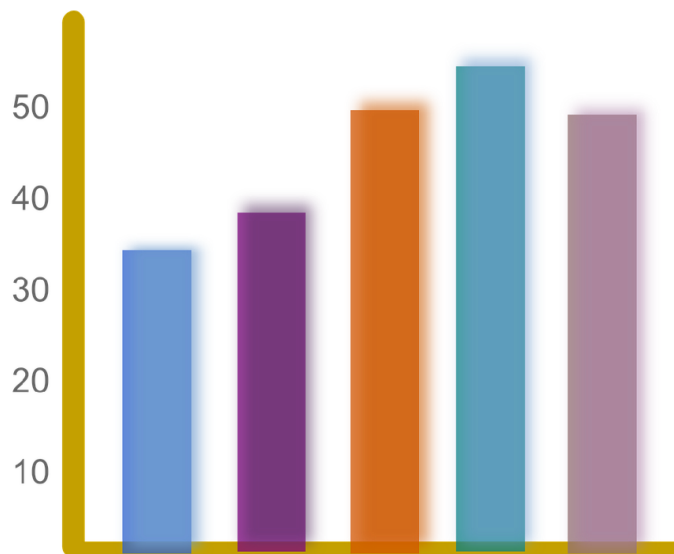
### 2.1 Total Violations

MyTown began its Red-Light Safety Camera Program in March 2009 with 5 cameras in 5 intersections.



### 2.2 Average Violations Per Camera Per Day

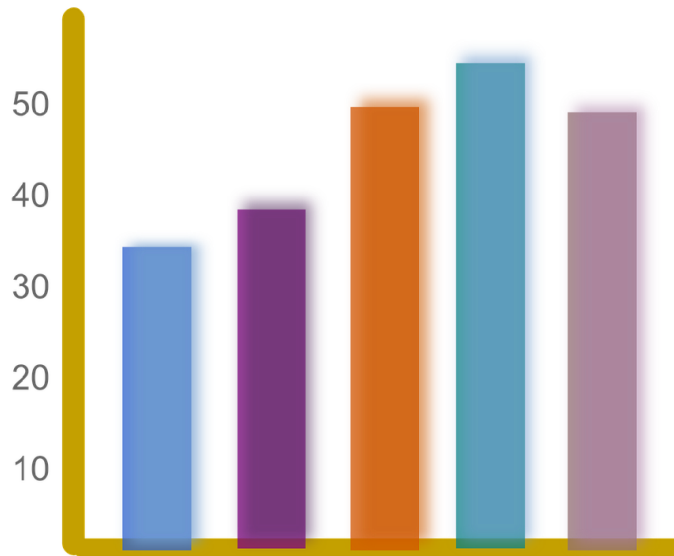
Since program inception, the average red-light running violations per camera per day have decreased by 20 percent.





### 2.3 Total Violations by Time of Day

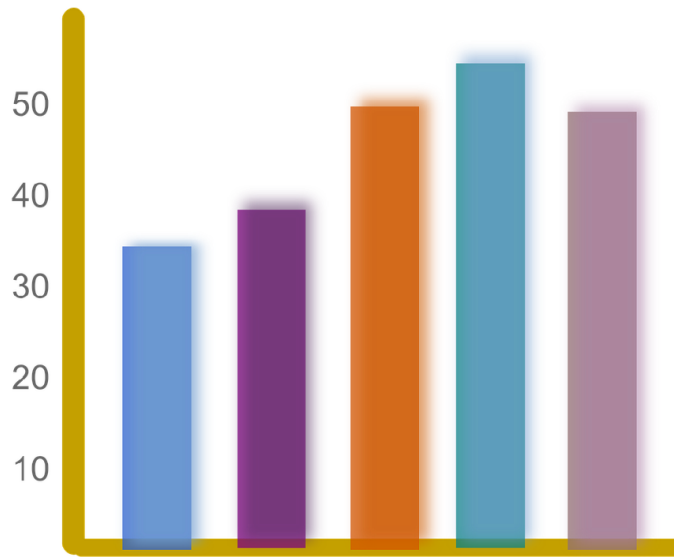
When looking at total violations by time of day, the most dangerous hours for red-light running is 1 p.m. through 3 p.m. 40 percent of violations occurred before noon and 60 percent of violations occurred after noon.



### 2.4 Total Violations by Day of the Week

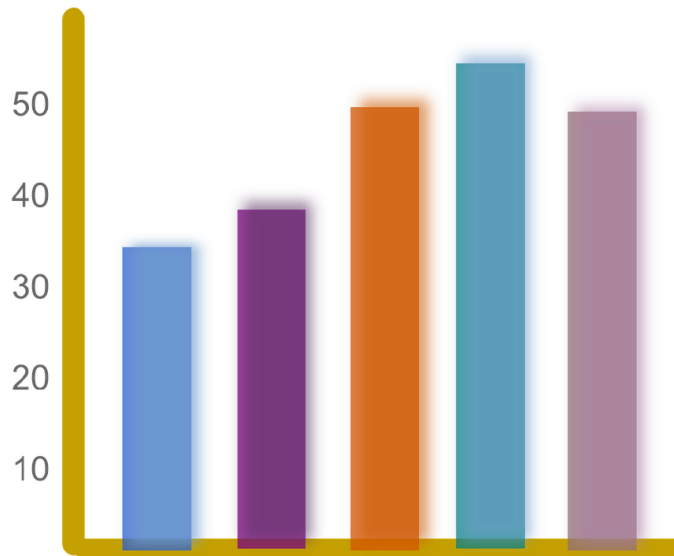
When looking at the total number of violations by day of the week, the day with the most violations is Friday, accounting for 19 percent of all violations. The weekdays account for 71 percent of total violations.





### 2.5 Violations by MyTown Residents

Vehicles registered in MyTown are the recipients of 19 percent of all violations issued since the program's start.



\*Zip Codes Used for Residency: 12345, 23456, 34567, 45678, 56789.





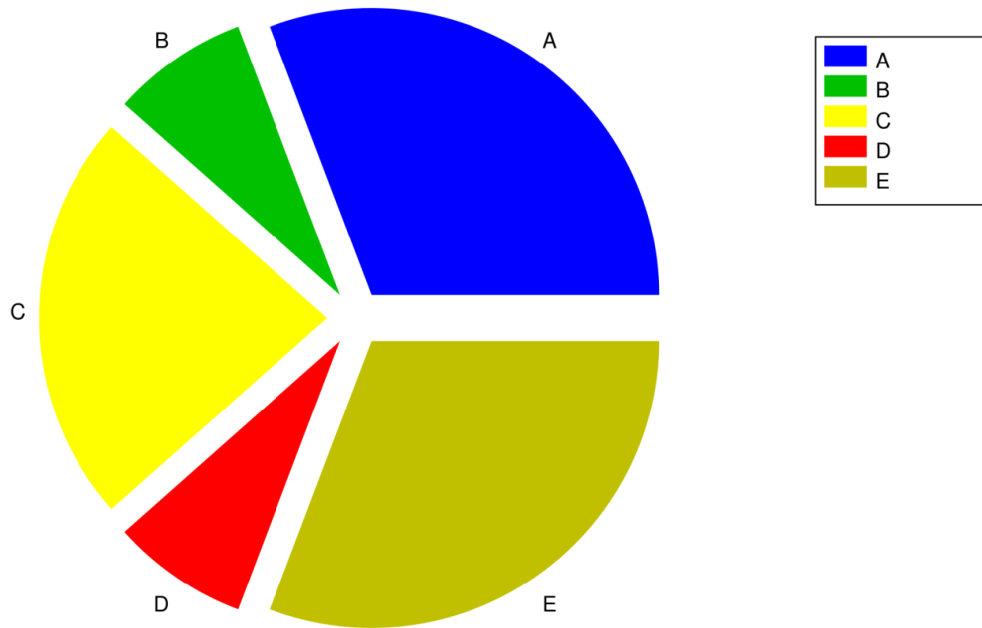
Top 5 Violator Cities	
City	% of Violations
MyTown	19%
YourTown	7%
MyCity	6%
YourCity	6%
WhatCity	5%





### 2.6 Repeat Violators

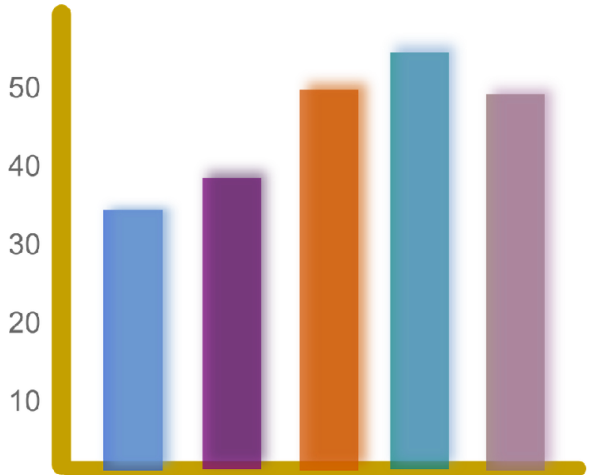
Repeat violations are low in MyTown, indicating the safety camera program is successful in changing driver behavior. The community's recidivism rate is 2% percent, which means 98% percent of all violators who receive a ticket and pay it do not get another violation. This low rate of repeat behavior, dating from program inception through March 2015, indicates a change in driver behavior for the better.



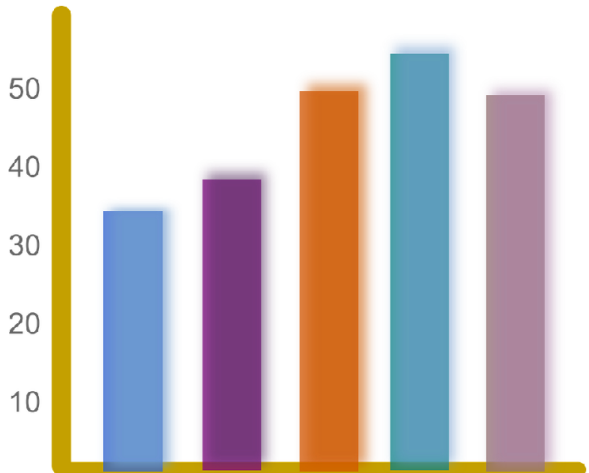


### 3. Violations by Intersection

#### 3.1 NB N Main Rd and N 1st St

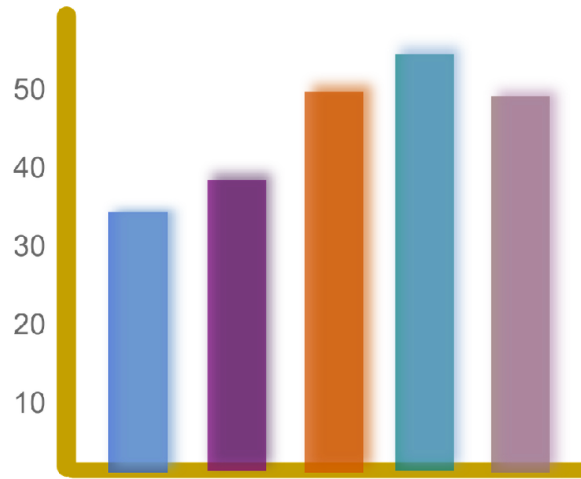


#### 3.2 NB N 1st St and EB Wrong Way

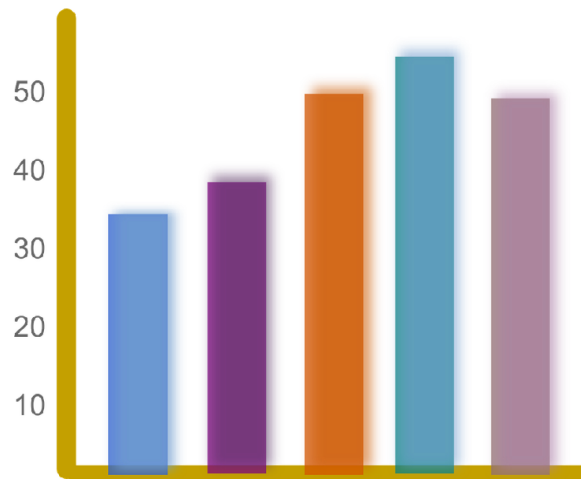




### 3.3 WB Lincoln Blvd and Truth St



### 3.4 SB Cat St and WB Dog Ave



### 3.6 Image Transmission Security and Data Storage

Provide details on image transmission security and data storage.

The following describes our approach to data security and storage.

#### IV. Image Transmission Security and Data Storage

##### 4.1 Image and Data Security

4.1 Firm must provide for image and data security that shall prevent unauthorized persons from accessing the camera images and databases and tampering with images (explain methodology).

Verra Mobility's event processing system is hosted in our Tier-3 data center. All circuits are protected by redundant (high-availability) firewalls depending on the access point and business case. Roadside VPN tunnels terminate to a firewall infrastructure, and access to the data in Verra Mobility's event processing system by City users is provided via an encrypted connection. We use IPsec or TLS encryption for encryption of Data in Transit, using industry-standard cipher suites. Sensitive data at rest, such as PII, is encrypted using 256-bit AES encryption.



Verra Mobility undergoes an annual SOC 2 Type II audit and an annual Level 1 PCI audit.

##### 4.2 Image Storage Timeframe

4.2 The Firm must store all enforceable images produced by cameras for no less than 180 days after final disposition, or greater duration requested by City.

Event images that result in a notice of violation being issued will be retained for the City-defined amount of time. Once this time period has expired (per violation), the individual images and video are archived for the City's requirement of 180 days in non-production storage and removed from the live system, subject to litigation holds or court orders.

##### 4.4 Chain of Evidence

4.4 Firm shall maintain a proper chain of evidence that meets the needs of the City, and hearing officers and court functions.

The event images and data are securely and wirelessly transferred from the camera systems to our processing system.

When the camera captures an incident, a MD5 checksum (message digest) is calculated over all the data and is encrypted with a secret (private) key of the camera and also included in the incident container file. The key is unique to each camera and is protected against unauthorized access. Incident container files (BIF-files) can be read by a custom software application. With this tool any manipulation since creation of the BIF-file is detected, e.g. the checksums are checked and the digital signature is verified with the appropriate public key from the source camera. This way, any change of even a single data bit can be reliably detected and authenticity of the original data be proven.



---

### ***Secure Chain of Evidence***

*Event verification is completed through digital certifications and audit trails for each system transaction.*

---

Every transaction is documented, audited, certified and archived, resulting in a robust, secure integrated solution with permanent safeguards throughout the entire photo enforcement process from image capture to notice adjudication, all from within the Verra Mobility data center.

#### **4.5 Expert Witness Testimony**

4.5 Firm shall provide a qualified expert witness who is knowledgeable on the theory, operation and functional capabilities of the red light camera unit.

Verra Mobility will provide a qualified expert witness—at no additional cost—up to two times during the 12-month period after the first camera system is installed or deployed. Verra Mobility will also provide—at no cost—training for a local expert witness to testify in Court on matters relating to the accuracy, technical operations and effectiveness of the camera systems or the Axis Violation Processing System until judicial notice is taken. Verra Mobility will train City personnel to be knowledgeable on the operation and functional capabilities of the systems.

## Tab 4. Approach and Methodology



### 4.1 System Maintenance

Provide details on maintenance throughout the life of any resulting agreement.

Verra Mobility and its subcontractors will maintain the red light camera systems throughout the contract period, as described below.

### V. Maintenance, Support and Training

#### 5.1 Maintenance and Provision of Power to Equipment

5.1 All maintenance of camera, video, sensors, computer and related equipment shall be the responsibility of the Firm. This shall include provisions of electricity or other sources of power to the equipment, at Firm's expense.

Verra Mobility will own and maintain the red light camera systems, in addition to working with the local utilities companies to provide the necessary power to operate the systems.

#### 5.2 Repair or Replace Equipment

5.2 Firm shall guarantee to repair or replace any inoperable equipment within 72 hours of detection by the Firm or notification by the City.

Any inoperable camera equipment components will be repaired or replaced within 72 hours of detection by us or notification by the City.

***NSA has staff in the Miami Beach area who will support the City's program to help ensure maximum uptime at each camera site, resulting in ongoing safety at your most dangerous intersections.***

Once an issue is identified, our field services team will remotely correct the problem. Oftentimes, issues are corrected remotely, without ever having to dispatch a field services technician or disable the system.

In the event that an onsite repair is required, a field services technician will ensure that he or she has the correct parts and instructions required to remedy the problem on the first visit to the site.

We utilize a priority scheme in our electronic ticketing system to ensure that we respond first to critical outages that render the system inoperable or are potentially a safety hazard to the public. Verra Mobility responds to emergency situations with the utmost urgency. We

will repair physical damage—including, but not limited to, knockdown and vandalism—within 10 business days, unless severe damage to the infrastructure requires significant construction work to be performed (e.g. foundation rebuild).

### **5.3 Lens Cleanliness**

5.3 Firm shall maintain cleanliness of camera lens upon request.

Verra Mobility and its subcontractor NSA will maintain the cleanliness of the camera lens upon request.

To help ensure image quality and system operations, daily preventive maintenance, system and image quality checks are performed on our camera systems. Should an anomaly or issue be identified, our Verra Command Center will dispatch a local field technician to the site to remediate the issue. When a field technician is dispatched, a full multi-point inspection is performed on the system to ensure all systems are performing optimally. This thorough inspection on every dispatch confirms that every facet of the unit is performing.

During each onsite visit, the technician will perform these cleaning and inspection activities:

- > Clean all lens covers, glass, camera enclosures, strobe housing, and polarizers of graffiti, dust, oil and other grime;
- > Inspect all enclosures for proper seals, locking mechanisms, etc.;
- > Inspecting and tightening all cables, connections and terminations;
- > Visually inspect the site environment (road surface conditions, signage and obstructions such as tree branches), photographing any potential issues and relaying information to field services and client project management for decisions on corrective action; and
- > Ensure proper grounding.

### **4.2 City Staff Training and Support**

Provide details on support and training for City staff.

Verra Mobility is committed to excellence, therefore, training is custom built to deliver content that is specific and relevant to the program that the City will operate. This may include on-site facilitator-led training sessions that occur face-to-face or through distance learning. Each training course will be accompanied with training materials on the topic or function being trained. As the project evolves, a member of the Training Team will consult with the Verra Mobility Project Manager/Director of Account Management and the City's Program Manager to determine the timing of training, class sizes, delivery method and resources needed. Each trainer has a minimum of 10 years photo enforcement experience and is certified by the Institute of Police Technology and Management as a Police Traffic Laser/Radar Instructor. Our Training Team has worked with nearly every one of our Florida clients, including our clients in South Florida. They will use this experience to help train your staff on our camera systems and our processing system.

The City of Miami Beach will receive a range of training options to ensure that all users are properly trained in relevant aspects of the systems and program.

Course Title	Course Description
Program Overview Training Course	High-level overview – with demonstrations of any of the program functions – to provide a comprehensive understanding for individuals without direct functional responsibility.
Technology Overview Training Course	From the initial point of capture to the final evidence package and all the processes in between, we will provide City personnel with an understanding of how the camera systems and the Axis Violation Processing System (VPS) operate. Training will be tailored to fit the audience, and can be presented at multiple levels of complexity.
Axis Event Processing Training Course	Event Processing training is designed to instruct designated personnel (often police officers) to operate our easy-to-use online Axis VPS. Reviewers will be trained on system functionality features, including the tools for event review, reporting and violation searches. Training includes hands-on processing of live events.
Hearings and Adjudication Training Course	This course instructs court personnel how to use Axis VPS to retrieve and present evidence packages, process affidavits, manage hearing schedules, adjudicate within the Axis VPS, and manage all reports associated with this function. Participants are offered a mock hearing to ensure they understand their roles and how to perform their functions.

If the City chooses to include ALPR in their red light camera program, we will work with ALPR provider Cintel to coordinate the training for the City. The training will be conducted on-site at a City location, using the City’s operating hardware.

The following is a list of the ALPR training courses:

- > System Administration Training Course: 4 hours
- > Supervisor and User Training Course: 4 hours
- > Mobile (In-Car) User Training Course: 4 hours

Cintel recommends a class size not to exceed 25 students per class. For the in-car course, they recommend a class size not to exceed the vehicle’s occupancy limit.

### 5.4 Ongoing Training

5.4 Firm must provide ongoing training support for their product.

Verra Mobility will provide ongoing training support to the City of Miami Beach on its red light camera systems and Axis Violation Processing System. Cintel offers additional ad hoc and refresher training courses at the City’s request (up to one time per year at no cost to the City).

### 5.5 Hands-On Training

5.5 Provide hands-on training as necessary to personnel, as required by the City.

We will also provide hands-on training—as needed and as required—to City and Police personnel.

### 5.6 Training Materials

5.6 Firm shall furnish training materials to the City.

Verra Mobility will furnish training materials to the City.

### 4.3 Implementation/Installation Process

Provide details on implementation/installation process, including coordination with any third-party stakeholder and project schedule.

Immediately upon contract award, Verra Mobility will work with the City and the incumbent to deploy Verra Mobility's red light safety cameras. We will ensure that there is minimal, if any, downtime for the City's red light safety cameras. Our implementation team will apply their vast experience with installing camera systems throughout South Florida to your program.

#### Detailed Project Approach

The following outlines our proposed project approach and the major milestones that Verra Mobility will achieve to get your program up and running with our red light camera solution.

**We will work closely with the City and other agencies, as needed, to:**

- > Review and finalize the project plan,
- > Establish the business rules for the red light safety camera program,
- > Review and finalize the camera sites,
- > Obtain approval on the site plans and acquire permits (via our subcontractors REDS and Horsepower Electric),
- > Develop and approve the notices and outgoing correspondence for the program,
- > Develop and execute the City's public awareness campaign for the red light safety camera program, and
- > Schedule and conduct the training for City staff, which will be coordinated and held by our Learning & Development Team.
- > Close coordination with the City of Miami Beach will help ensure that your program is implemented in a timely manner and operates smoothly.

#### Distinguished Delivery: Project Implementation Process



### Kickoff Meeting and Establishment of Business Rules

Immediately following contract execution, Verra Mobility's Project Manager/Director of Account Management, Orlando Torres, will schedule an initial project kickoff meeting with key members of our Project Team and key City and Police personnel. During the project kickoff meeting, our team will provide an overview of the project and identify roles and responsibilities of all stakeholders involved in delivering the program. We will also discuss and review the schedule established for the project plan. We will work with the City to establish the red light safety program's business rules. This includes defining violation categories that the City has determined exempt (e.g., police, fire and ambulance vehicles).

Verra Mobility will use its standard and accepted project management methodology to plan, monitor and complete the transition and implementation of the City's program. This includes preparation and maintenance of Microsoft Project work plans with implementation timelines for all items in the scope of the project including dependencies on City resources and other third parties.

### Camera Site Surveys

Verra Mobility will visit each site and document key inputs for our engineering subcontractor, REDS, to design the necessary site plans.

### Site Design and Permit Acquisition

REDS will manage design plans to adhere to local permitting and will collaborate with our in-house construction staff and our construction subcontractor Horsepower Electric on drawing review, provision of final drawings for the approved sites, and all necessary requirements for submission as prescribed by the City.

### Camera Site Construction and System Installation

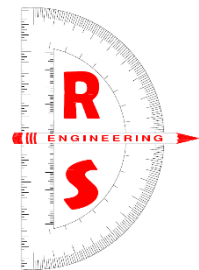
Whereas Verra Mobility will have overall responsibility for the installation of the camera systems, we will work with Horsepower Electric to construct the camera sites. Together, Verra Mobility and Horsepower Electric will ensure safe and continuous traffic flow during all phases of installation.

### Deployment and Testing

During this phase, Verra Mobility tests each camera system, program processes, and validates all violation detection and image capture processes and protocols prior to the system "go-live" date. Testing includes all hardware, software and service components to help ensure a maximum number of violations are captured and to reduce false triggers and image degradation issues.

### Backend Setup

Verra Mobility will obtain the list of the City's authorized personnel who will need access to the Axis Violation Processing System. We will also add your program to our processing system, which will conform to the City's red light safety program business rules. We will work with the City on the creation and approval of all notices and correspondence that will be used for the City's program.



Public Awareness Program Development

Charles Territo and his team will work with the City of Miami Beach to tailor a community awareness and media campaign that fits your program and level of desired outreach.

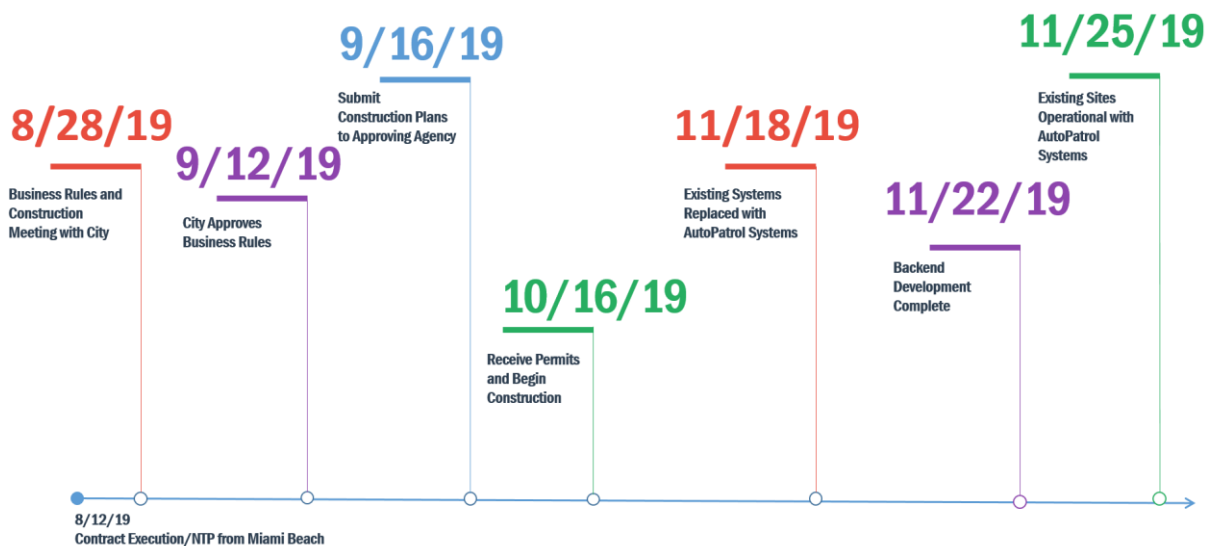
City Staff Training

Verra Mobility is committed to excellence, therefore, training is custom built to deliver content that is specific and relevant to the program that the City will operate. This may include facilitator-led training sessions that occur face-to-face or through distance learning. Each training course will be accompanied with training materials on the topic or function being trained. As the project evolves, a member of Verra Mobility’s Training Team will consult with the Verra Mobility Project Manager/Director of Account Management and the City’s Program Manager to determine the timing of training, class sizes, delivery method and resources needed. Each trainer has a minimum of 10 years’ photo enforcement experience and is certified by the Institute of Police Technology and Management as a Police Traffic Laser/Radar Instructor.

**Proposed Implementation Timeline**

Our proposed timeline is below. Each of the 10 approaches will be operational within 30 business days following receipt of build permits. Please note that the timeframes stated below are not definite and are only estimates but are still based on our experience working with similar projects. Actual implementation time can vary depending on a number of factors, such as weather conditions or business analysis. We will work with the City on establishing a timeline that meets the City’s needs and requirements.

*Verra Mobility will have **all 10 approaches completely operational within 30 business days from build-permit approval.***



Task Name	Duration	Start	Finish
Contract Phase	6 days	8/12/19	8/19/19
Execute the Final Contract	1 day	8/12/19	8/12/19



<b>Task Name</b>	<b>Duration</b>	<b>Start</b>	<b>Finish</b>
Business Requirements Questionnaire (BRQ) and Construction Rules Questionnaire (CRQ) Dialog with Client & Stakeholders	1 day	8/13/19	8/13/19
Get List of Attendees from Client Side (PD, Program, Court, Finance) for BRQ Meeting and Attendees for CRQ Meeting	1 day	8/14/19	8/14/19
Schedule the BRQ and CRQ Meetings	1 day	8/15/19	8/15/19
Review the Implementation Pipeline (client, equipment type, install month & qty)	1 day	8/16/19	8/16/19
<b>Implementation Phase</b>	<b>94 days</b>	<b>7/19/19</b>	<b>11/27/19</b>
Create Template Notices	2 days	8/20/19	8/21/19
Hold the External Kickoff Meeting	5 days	8/20/19	8/26/19
Set-up Client Database in AXSIS	10 days	8/21/19	9/3/19
Collect the Banking Info from the Client	3 days	8/27/19	8/29/19
BRQ and CRQ Meetings with Client (scheduled by the Client Implementation team). Includes Review of Notices with Client.	1 day	8/28/19	8/28/19
New Client Construction Kickoff Meeting	1 day	8/29/19	8/29/19
Begin Site Surveys	1 day	9/2/19	9/2/19
Create the Equipment Install Timeline	2 days	9/4/19	9/5/19
Develop the Equipment Install Plan	1 day	9/4/19	9/4/19
Procure Signage (if not done by client, instruct sub-contractor)	2 days	9/4/19	9/5/19
Create the Adjudication Model	5 days	9/4/19	9/10/19
BRQ and CRQ Finalization. Includes Finalization of Notices.	5 days	9/5/19	9/11/19
Determine the Power Source	1 day	9/6/19	9/6/19
Create a Maintenance Plan Based on the Contract	5 days	9/10/19	9/16/19
If Polk, Disable States Not Covered	1 day	9/10/19	9/10/19
DMV Database Set-up	5 days	9/10/19	9/16/19
Configure the Violator Pay Dates in AXSIS	2 days	9/11/19	9/12/19
BRQ Signed & Approved. Includes Approval of Notices and Applicable Public-Facing Documents.	1 day	9/12/19	9/12/19
Set-up VIOINFO Website	1 day	9/13/19	9/13/19
Submit the Construction Plans to the Approving Agency	1 day	9/16/19	9/16/19
Configure the Client's Hearing Module in AXSIS	1 day	9/16/19	9/16/19
Receive the Construction Plans Back from Reviewing Agency (varies by client)	1 day	9/17/19	9/17/19
Review the Construction Plan Changes from Reviewing Agency (can take several cycles)	1 day	9/18/19	9/18/19
Set-up First Notices in AXSIS	1 day	9/18/19	9/18/19
Approving Agency Approves the Construction Plans	18 days	9/19/19	10/14/19
Set-up Uniform Traffic Citations in AXSIS	1 day	9/19/19	9/19/19



Task Name	Duration	Start	Finish
Submit for Construction Permits from Issuing Authority	1 day	10/15/19	10/15/19
<b>Approved Permits Received from Issuing Authority (based on issuing authority)</b>	<b>1 day</b>	<b>10/16/19</b>	<b>10/16/19</b>
Conduct the Pre-Construction Meeting	1 day	10/17/19	10/17/19
Construction Build Time (10 AP RLC systems)	10 days	10/18/19	10/31/19
Hand-off Project to Field Services	1 day	11/1/19	11/1/19
Execute the Install Plan	1 day	11/4/19	11/4/19
Equipment is Installed (1 business day per site)	10 days	11/4/19	11/15/19
Monitor the Construction Progress Through Completion	10 days	11/4/19	11/15/19
Design the Public Relations Campaign	1 day	11/5/19	11/5/19
Design the Materials for the Public Relations Campaign	10 days	11/6/19	11/19/19
Installation Completion Verification	1 day	11/18/19	11/18/19
Schedule Training	1 day	11/19/19	11/19/19
Schedule Legal Defense Training	1 day	11/19/19	11/19/19
Test Equipment Post-Install	3 days	11/19/19	11/21/19
Prepare Training Materials	5 days	11/20/19	11/26/19
Train Client Processors	5 days	11/20/19	11/26/19
Hold Press Conference Announcing Upgraded Program	1 day	11/20/19	11/20/19
Publish Public Relations Material	1 day	11/21/19	11/21/19
Notify the AXSIS Team That Client is Going Live	1 day	11/21/19	11/21/19
Launch Public Relations Campaign	1 day	11/22/19	11/22/19
Notify the AXSIS Team of Customizations Made to Client Set-up	1 day	11/22/19	11/22/19
Notify the Client that Sites are Live	1 day	11/22/19	11/22/19
Client Transitioned to Go-Live	1 day	11/22/19	11/22/19
<b>Notice Issuance Begins</b>	<b>1 day</b>	<b>11/25/19</b>	<b>11/25/19</b>
Legal Defense Prep Tasks/Training	1 day	11/27/19	11/27/19

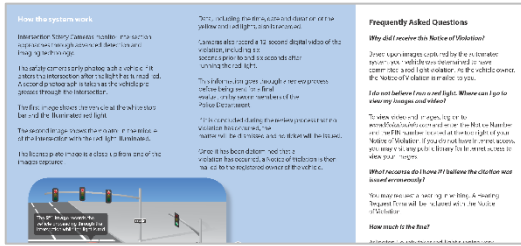
## 4.4 Public Awareness Campaign

### 6.1 Assistance with Public Education Program

6.1 Firm will provide assistance with the content and design of a public education program and associated materials to be funded by the City and implemented by the Community Relations Department.

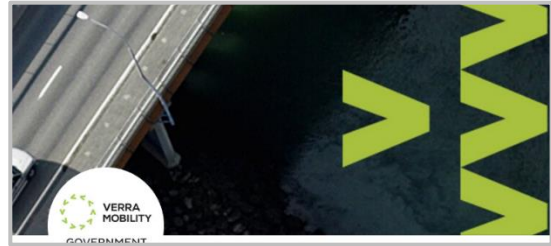
We are proud to offer our clients the very best creative and inventive thinking when developing public relations and outreach strategies to promote traffic safety initiatives. Our keen understanding of communications coupled with our knowledge of issues surrounding photo-enforcement technology enable us to successfully define and carry traffic safety messaging.

Effective outreach campaigns should commence early and include frequent reminders highlighting traffic safety efforts and public safety results achieving higher levels of community acceptance and improved driver behavior. Verra Mobility is honored to have the opportunity to work with the City of Miami Beach to communicate information about its red light safety camera program to the citizens of Miami Beach and neighboring communities.



**Brochures**

Co-branded brochures in English, Spanish and other languages featuring Florida’s automated red light enforcement law, an overview of the Miami Beach program and contact information



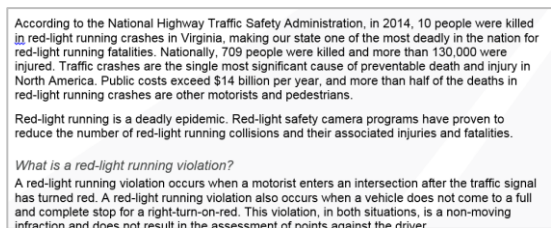
**Social Media Outreach**

Whether it is providing content for Facebook posts, Twitter feeds or videos for the Miami Beach Police Department’s YouTube page, Verra Mobility can help enhance the Department’s social media outreach.



**Press Releases**

We will assist with drafting and distributing press releases to local media that highlight everything about your program, its progress and results.



**FAQs for the City’s Website**

We will provide website content, including Frequently Asked Questions (FAQs) in reference to how your cameras work, how to pay a notice of violation and the reasons why your program was instituted.



**Collateral for Local Business**

Collateral like these placemats explain in detail how your program works and are great for school functions or local restaurants and other businesses to help inform residents and visitors alike.



**Public Service Announcements**

We will produce a customized video as a public service announcement (PSA) explaining your program and highlighting law enforcement and other advocates who support it.

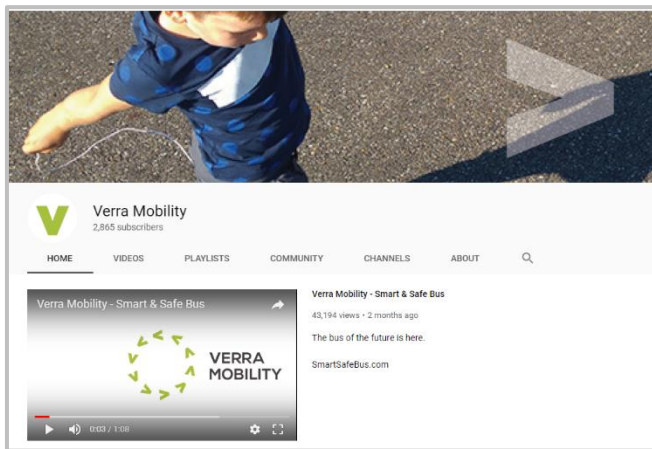
**Ongoing Communications Support**

We’ll help you communicate that your red light safety camera program has been adopted to save lives in your community.

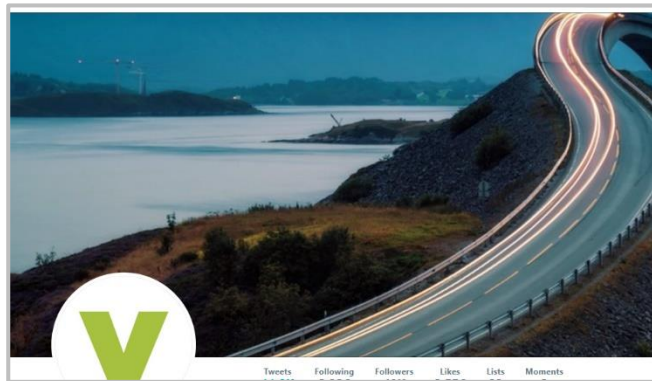
- > Draft letters to the editor or articles for publications to help raise awareness about your program;
- > Provide system images and graphics; program taglines and logo examples;

- > Free media ideas, tips and offers to provide assistance in sharing information regarding the program;
- > Ideas and themes for outreach and education and media pitches;
- > Information regarding Florida-specific and key road safety camera industry news;
- > Coalition building and ally outreach; and
- > Opinion editorial drafting and placement.

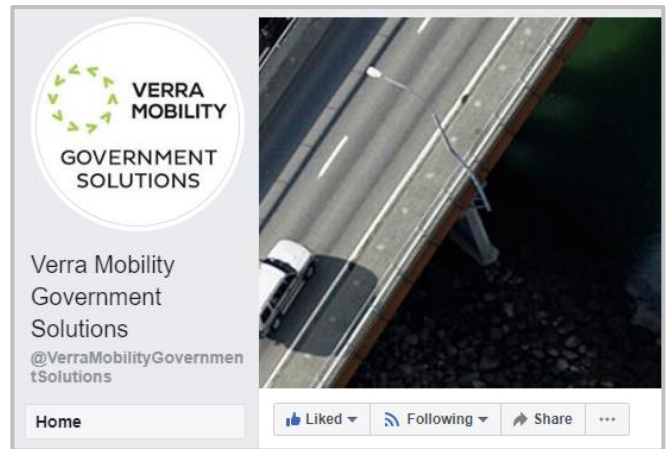
**Social Media Outreach**



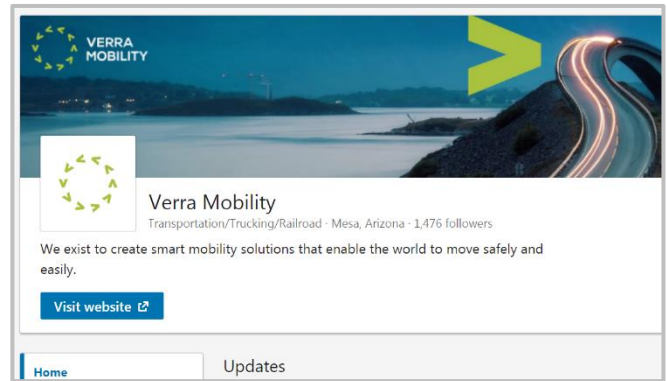
**More than 4.3 million views on Verra Mobility's YouTube channel!**



**More than 49,000 followers on Verra Mobility's Twitter page!**



**More than 97,000 likes on the Verra Mobility Facebook page!**



Verra Mobility created its Facebook page in November 2010 as a way to connect with users nationally and internationally. With support from its Twitter account and YouTube page,

Verra Mobility continues to exceed expectations and obtain hundreds of road safety followers each month. Collectively, Verra Mobility has more than 145,000 followers on Facebook and Twitter alone; while on YouTube, Verra Mobility has more than 4.3 million views and more than 2,800 subscribers on its channel.

**Sample Materials**

We will work with Miami Beach to promote its campaigns, such as National Stop on Red Week. We provided a toolkit, along with shareable images, to all our clients to use during this very important time.

**Facebook and Twitter Cover Image**



**National Stop on Red Week Logo**



**National Stop on Red Week Button**



Public Service Announcement

Verra Mobility will provide the City of Miami Beach with a customized video Public Service Announcement (PSA). The PSA will explain how the program works and will highlight local law enforcement and other advocates addressing the program's importance. It will also address how it changes driver behavior in positive ways.

We created the following videos to communicate the benefits of red light safety cameras in Florida and how funds from the programs are used for level-one trauma centers and research for The Miami Project to Cure Paralysis.

**Red Light Safety Cameras Making a Difference in Florida**



This video can be seen at <https://youtu.be/b0waQKxZ1ic>.

## The Miami Project



The full video can be viewed at <https://youtu.be/11L3v5A1Czo>.

We will also provide materials, such as this program brochure.

### Sample Program Brochure (Outer Panel)

**IF I RECEIVE A NOTICE, WHAT DO I DO?**

You may view your violation online with video footage at [www.ViolationInfo.com](http://www.ViolationInfo.com). **Payment Methods:**

By Phone: 1-866-123-5004. Payments can be made with Visa, MasterCard, Discover, or e-check.

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MoneyGram: Pay at the nearest CVS Pharmacy or Walmart, or to find a MoneyGram location nearest to you, call 1-800-891-1200 or visit [www.moneygram.com/locations](http://www.moneygram.com/locations). Use receive code 12354.

There is a \$4.99 convenience fee (fee subject to change).

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In Person: MyTown Municipal Center, 123 E Main St, Room 100, MyTown, ST 12345

Monday – Friday 8:00am – 5:00pm (except weekends and holidays).

Payments are accepted in cash, check, money order, Visa, MasterCard, Discover or American Express

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By Mail: Mail check or money order to the address listed on the payment coupon included with your Notice of Violation.

Be sure to write your Citation number on the face of your check or money order to ensure it is credited correctly.

**INFORMATION RESOURCES**

Public education is the key to making our streets safer for motorists, cyclists and pedestrians. Representatives of the program are available to speak to your organization or group. Please visit the City website for more information.

For more information, please visit:  
<http://website.com/Pages/red-light-ticket.aspx>



**47%**  
AVERAGE REDUCTION  
in crashes caused  
by red-light running.



**49%**  
AVERAGE REDUCTION  
in right angle crashes.

Source: City of MyTown red-light program, post 5-year results at 30 intersections.

## RED-LIGHT SAFETY CAMERAS

In Your Community



This program is designed to reduce the number of violations, crashes and injuries caused by motorists running red lights. The objective of the program is to change driver behavior, making the community safer as more and more drivers obey the traffic signals and stop on red.

### Sample Program Brochure (Inner Panel)

**HOW THE SYSTEM WORKS**



**Image #1** The 1<sup>st</sup> image shows the vehicle behind the violation point while the light is red.

**Image #2** The 2<sup>nd</sup> image records the vehicle proceeding through the intersection while the light is red.

**Step 1:** The system activates when motion is detected just prior to the crosswalk AFTER the traffic signal has turned red. The single camera captures two images of an alleged violation, taken from the rear of the vehicle.

**Step 2:** The first image shows the vehicle at the white stop bar and the illuminated red light.

**Step 3:** The second image shows the violator in the middle of the intersection with the red light illuminated.

**Step 4:** The license plate image is a close-up from one of the images captured.

**Step 5:** Data, including the time, date, and duration of the yellow and red lights, also is recorded.

**Step 6:** In addition to the still shots, a 12-second digital video is recorded of the violation, including six seconds prior to and six seconds after running the red light.

**WHY INSTALL RED-LIGHT CAMERAS?**

The Automated Red-Light Camera Enforcement program works to improve public safety through increased enforcement of red light laws and increased public awareness of the dangers of red-light running.

This state has led the nation in traffic fatalities every year from 2008 through 2015.

The City of MyTown is committed to the safety of the community and dedicated to reducing red-light violations and their potential for crashes and injuries on our roadways.



**MyState is the DEADLIEST STATE**  
in the nation for red-light running fatalities.



**KEEPING THE COMMUNITY SAFE**

- The City of MyTown encourages drivers to be extra cautious and aware of children walking or biking to and from schools and bus stops before, during and after school hours.
- Vehicles exceeding the posted speed limit may be issued a citation.
- Speeding vehicles will be tracked and photographed from the rear of the vehicle with tracking radar, photos, and video, that record the vehicles speed.

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**RED-LIGHT CAMERA LOCATIONS:**

- N Main St @ 1st St
- S Office Blvd @ Blue Pkwy
- S Red Blvd @ Yellow Rd
- W Elm St @ Fred Blvd
- E Park Ave @ Dirt Dr
- MyTown Pkwy @ Ice Den Rd
- Bird St @ E 4th Ave
- State Hwy @ City Rd
- Tsa Ln @ Coffee Ave
- Harry Rd @ Sally Pkwy
- Halloween Rd @ Labor Ave
- Bluebird Ave @ E Sparrow Ln
- Canary St @ Baseball Rd
- S Truth Rd @ W Lies Rd
- Mountain Blvd @ Peaks Rd
- Arizona Ave @ New Mexico Ln
- Amethyst Rd @ S Turquoise Rd
- Oak Rd @ Farmers Ave
- Harness Ln @ Leash Rd
- Orange St @ 2nd Ave
- Apple Rd @ Tree St
- Melon Ln @ Pink St
- Market St @ Book Ave
- Mars Ln @ Venus Blvd
- Makers St @ N Side St
- E Shot Ave @ 13th Ave
- S Gilda Rd @ W Gene Blvd
- Eastern Ave @ Western St
- Joy Blvd @ Happy St
- Lenny Rd @ Egg St

## **Award-Winning Support**

Our team of Communication experts has been recognized for the communication efforts by multiple professional groups.

### **The Public Relations Society of America (PRSA), Phoenix Chapter**

- > 2015 Copper Anvil Awards Merit Winner, Publicity/Promotion: Bethel School District Public Service Announcement
- > 2014 Copper Anvil Awards Merit Winner, Public Affairs: Florida Red-Light Safety Camera
- > 2013 Copper Anvil Awards Merit Winner, Public Affairs: "Flashing Red, Kids Ahead"
- > 2012 Copper Anvil Awards Merit Winner, Publications: Newsletter/Magazine, Electronic: "The Road Safety Ink Newsletter"
- > 2012 Copper Anvil Awards Merit Winner, Digital/Social Media: "Utilizing Social Media to Compel Drivers to Stop on Red"
- > 2012 Copper Anvil Awards Merit Winner, Innovation and Technology: "ViolationInfo.com Redesign"

### **PR News**

- > 2014 Top Places to Work in PR
- > 2013 Social Media Icon Award, Facebook PR Campaign: "Verra Mobility Uses Facebook to Build Brand Presence"
- > 2013 Social Media Icon Award, Honorable Mention: YouTube PR and/or Viral Campaign: "Utilizing Social Media to Compel Drivers to Stop on Red"
- > 2012 Social Media Icon Award, Facebook, Marketing Campaign (B2B or Nonprofit): "Verra Mobility Uses Facebook to Build Brand Presence"

### **Press Club of New Orleans**

- > 2014 Excellence in Journalism Award, First Place, Public Relations TV PSA: "New Orleans Traffic Safety PSA"

### **The International Association of Business Communicators (IABC), Phoenix Chapter**

- > 2014 Copper Quill Award in Communications Management: Hertz PlatePass® Challenge
- > 2014 Silver Quill Award of Excellence, Advocacy Communication: CrossingGuard Report Card
- > 2014 Silver Quill Award of Merit, Audio Visual: Georgetown ISD CrossingGuard PSA
- > 2013 Copper Quill Award, Communications Management: CrossingGuard School Bus Camera Toolkit
- > 2013 Copper Quill Award, Communication Skills: Verra Mobility Uses Facebook to Build Brand Presence
- > 2012 Copper Quill Award, Best of Copper Quill: ViolationInfo.com Redesign
- > 2012 Copper Quill Award, Electronic Communication: ViolationInfo.com Redesign
- > 2012 Copper Quill Award, Electronic Communication: The Road Safety Ink Newsletter
- > 2012 Copper Quill Award, Electronic Communication: Utilizing Social Media to Compel Drivers to Stop on Red

### **Ragan's PR Daily**

- > 2014 Award Honorable Mention, Best External Communication: The Road Safety Ink Newsletter

### **Hermes Creative Awards**

- > 2014 Platinum Winner, Publications/White Paper: Violation Trends White Paper
- > 2014 Gold Winner, Communications Plan: Fleet Services Partner Engine
- > 2014 Honorable Mention, Advertising: Fleet Scofflaw Email Blast

### **International Academy of Visual Arts**

- > Communicator Award of Excellence 2012: Online Viral Video

## **6.2 Training City Staff for Presentations**

6.2 Firm will support the City by training staff on how to present the Firm's systems at public seminars or presentations. The Firm will provide staff for public forums as necessary.

Our proposed Project Manager/Director of Account Management, Orlando Torres, will be available, as well as other Verra Mobility personnel as needed to speak at public forums and

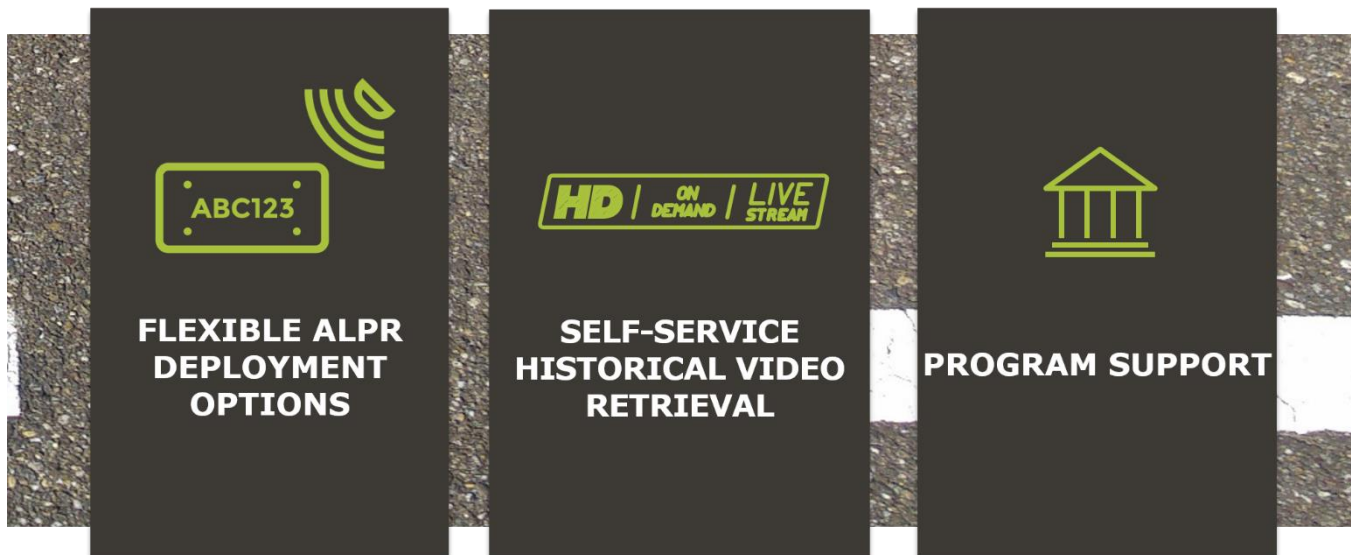


for media interactions. Additionally, we will work closely with the City to provide training and support on understanding and presenting our red light safety camera solution at various public functions and to the media.

#### 4.5 Value-Added Services

Provide any other details or value-added services that documents proposer's superior capabilities for the related services.

**Choosing Verra Mobility** as your red light safety camera partner comes with value-added services that **will benefit the City's program and that will bring more than just red light cameras to Miami Beach.**



- > **Flexible ALPR deployment options:** Unlike other red light camera vendors' systems, our ATS CheckPlate™ solution is not limited to red light camera sites. The Cintel-powered ALPR camera system can be deployed on a trailer, on a fixed structure or on a vehicle. Our solution provides law enforcement with the flexibility to deploy it in various environments (where ALPR usage is allowed), giving your police department the ability to choose where they believe the ALPR camera systems are needed the most.
- > **Self-service historical video retrieval:** City and police personnel can request, download and save recorded video footage (from ATS Live-enabled sites) from any internet-connected device. This is key for investigators looking to retain valuable evidence needed to recreate a scene and/or conduct a comprehensive post-incident analysis far earlier than might otherwise be possible.
- > **Program support:** When CS/HB 325 was enacted in 2010, we worked closely with our clients to update their programs to comply with the law. We also implemented more programs than any other provider—after the bill was enacted—in Key Biscayne, New Port Richey, Boynton Beach, Milton, Sunrise, Davie, Green Cove Springs, Medley, Miami Springs, West Park, Orange Park, Tamarac, Tampa, Osceola County and Doral.

With Verra Mobility, you will also have a local person as your single point of contact: Orlando Torres. He lives a half hour away from Miami Beach, so you can depend on him to give your program the attention it deserves.

As the leading red light safety camera provider in Florida, Verra Mobility is also involved with the local police and municipal organizations. We are members of the Florida Police Chiefs Association and Miami-Dade League of Cities. Orlando Torres is also a member of the Miami-Dade Police Chiefs Association.

#### **4.6 Gateway and Merchant Processor**

Proposer must identify its proposed gateway and merchant processor, and if the proposer cannot use the City's current providers they must provide justification as to why.

Verra Mobility will work with the City's preferred gateway and merchant processor. We will provide a link on our ViolationInfo.com website to the City's payment processor's payment portal for violators to make their online payments. The City's preferred gateway and merchant processor will need to provide Verra Mobility with daily data transmissions regarding credit card payments processed in order for these to be reflected as paid on citizen's account. Verra Mobility will provide City with access to generate reports from Verra Mobility database on credit card payments received.

## Tab 5. Financial Capacity

Within three (3) business days of request by the City, each Proposer shall arrange for Dun & Bradstreet to submit a Supplier Qualification Report (SQR) directly to the Procurement Contact named herein. No proposal will be considered without receipt, by the City, of the SQR directly from Dun & Bradstreet. The cost of the preparation of the SQR shall be the responsibility of the Proposer. The Proposer shall request the SQR report from D&B at:

<https://supplierportal.dnb.com/webapp/wcs/stores/servlet/SupplierPortal?storeId=11696>

Proposers are responsible for the accuracy of the information contained in its SQR. It is highly recommended that each Proposer review the information contained in its SQR for accuracy prior to submittal to the City and as early as possible in the solicitation process. For assistance with any portion of the SQR submittal process, contact Dun & Bradstreet at 800-424-2495.

We have requested that our Supplier Qualification Report from Dun & Bradstreet be sent directly to the City.

Verra Mobility Corporation, the ultimate parent company of Verra Mobility, is a financially stable company that has the resources for Verra Mobility's Government Solutions division to implement and support the City of Miami Beach's program. If the City would like to review our financial statements, they a at <http://ir.verramobility.com/financial-information/sec-filings>.

## Tab 6. Cost Proposal

**For a lower monthly price per camera than what the City is paying now, Verra Mobility will upgrade all your approaches to the latest technology.** We believe switching to our camera technology will increase the number of prosecutable violations and secure a higher payment rate for your program; all while receiving unparalleled support from our experienced team of professionals, led by South Florida resident and Director of Account Management Orlando Torres.

Please see the following page for our cost proposal.

## COST PROPOSAL FORM

**Failure to submit Cost Proposal Form, in its entirety and fully executed by the deadline established for the receipt of proposals will result in proposal being deemed non-responsive and being rejected.**


Bidder affirms that the prices stated on Cost Proposal Form below represents the entire cost of the items in full accordance with the requirements of this RFP, inclusive of its terms, conditions, specifications and other requirements stated herein, and that no claim will be made on account of any increase in wage scales, material prices, delivery delays, taxes, insurance, cost indexes or any other unless a cost escalation provision is allowed herein and has been exercised by the City Manager in advance. The Cost Proposal Form shall be completed mechanically or, if manually, in ink. **Cost Proposal Forms completed in pencil shall be deemed non-responsive.** All corrections on the Cost Proposal Form shall be initialed.

**The cost proposed shall be all-inclusive for the installation and implementation of a turnkey red light violation enforcement cameras system and related equipment, monitoring, service, maintenance, violation processing and mailing expenses, community awareness, collections activities, and all other costs related to the scope of work as required by the RFP.**

Item	Description	(A) Est. Quantity	(B) Monthly Per Unit Fee	(C) Monthly Total (A_X_B)	<sup>1</sup> Annual Total Cost to City (C x 12)
1	Fixed Fee Per Installed Camera	10	\$ 3,500	\$ 35,000	\$ 420,000

<sup>1</sup>Annual Total Cost to City shall be basis for allocation of cost points.

<sup>2</sup>The City may, at its sole option, request the addition of additional cameras at the fixed price offered.

Bidder's Affirmation	
Company:	American Traffic Solutions, Inc. dba Verra Mobility
Authorized Representative:	Garrett Miller
Address:	1150 N. Alma School Rd.; Mesa, AZ 85201
Telephone:	Orlando Torres (main contact for this proposal): 786.837.4981
Email:	Orlando Torres (main contact for this proposal): orlando.torres@verramobility.com
Authorized Representative's Signature:	

## 6.1 Exception to RFP

Pursuant to section 36. EXCEPTIONS TO THE RFP , Verra Mobility would like to present the following revised language for the City's consideration:

**31. INDEMNIFICATION.** The Developer shall indemnify and hold harmless the City and its officers, employees, agents and instrumentalities from any and all liability, losses or damages, including attorney's fees and costs of defense, which the City or its officers, employees, agents or instrumentalities may incur as a result of claims, demands, suits, causes of actions or proceedings of any kind or nature arising out of, relating to or resulting from the **negligent acts, errors, or omissions,** ~~performance of the agreement by~~ the Developer or its employees, agents, servants, partners, principals or subcontractors. The Developer shall pay all claims and losses in connection therewith, and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the City, where applicable, including appellate proceedings, and shall pay all costs, judgments, and attorney's fees which may be incurred thereon, **unless such claims, suits, or actions of any kind or nature in the name of the City arise from the negligent acts, errors, or omissions of the City.** The Developer expressly understands and agrees that any insurance protection required by any agreement with the City or otherwise provided by the Developer shall in no way limit the responsibility to indemnify, keep and save harmless and defend the City or its officers, employees, agents and instrumentalities as herein provided. The above indemnification provisions shall survive the expiration or termination of this Agreement.

## Appendix A – Key Personnel’s Resumes

### Mr. Orlando Torres

Director of Account Management

Mr. Torres is a **South Florida resident** and your primary point-of-contact from contract execution until the first camera system goes live and starts issuing notices. Once the program is operational, he remains as your client relationship manager and liaison for your needs throughout the contract period. He applies his five years as Deputy Director of Toll Operations for Florida to successfully manage relationships with road safety camera programs in South Florida. He also manages the school bus stop-arm safety camera programs for Atlanta Public Schools and Cobb County School District in Georgia.



Mr. Torres analyzes problems and implements the best course of action to bring them to mutually satisfactory resolution. His regular communication with project stakeholders helps ensure the creation and continuance of successful photo enforcement programs.

### Relevant Professional Experience

#### Verra Mobility

Director of Account Management	2015 – Present
Executive Account Manager	2012 – 2015

#### Florida’s Turnpike Enterprise, SunPass

Deputy Director of Toll Operations, SunPass	2007 – 2012
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- > Responsible for planning, organizing and directing the activities of the Agency’s SunPass Program
- > Responsible for customer service operations and all SunPass accounts, including Boca Raton and Orlando call center facilities administration and maintenance of facility
- > Cost center budget/finance management by monitoring SunPass accounting policies and responsibilities
- > Presentations within and outside of FTE as necessary for communication
- > Development and management of new business opportunities for SunPass and FTE
- > Reviewing, interpreting, implementing and enforcing Agency policies, rules and procedures and assisted in accomplishing the Agency’s mission by providing safe and efficient transportation

#### Keller Williams Realty

Realtor	2004 – 2007
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United Parcel Service

Operations Division Manager

1979 – 2004

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**Education**

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**University of Phoenix**

Bachelor of Science, Business Management

**Miami Dade Community College**

Associate of Arts, Business Administration

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**Professional Affiliations & Certifications**

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**Florida Real Estate License**

**Florida Department of Transportation (FDOT) Budget Administrator Certification**

**FDOT Leadership/Director Certification**



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## Mr. Jason Norton

Vice President of Account Management

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Mr. Norton has more than 25 years of experience in local, state and federal government. He has worked with Verra Mobility for 13 years and has an extensive knowledge of the industry.

- > Successfully launched the Memphis Red Light Safety Camera program in 2009, which is still operational today;
- > Initiated Missouri's first Intersection Safety Camera program in 2005
- > Managed Verra Mobility's first railroad crossing photo enforcement program.
- > Oversees some of Verra Mobility's largest clients including Tampa, Baltimore, Washington, D.C. and many others.



Mr. Norton has served in many roles in his long tenure with Verra Mobility, including National Project Manager, and has overseen installations of programs across the United States.

As Vice President of Account Management, Mr. Norton now oversees a team of professionals devoted to client relations from the Midwest to the Southeast.

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### Relevant Professional Experience

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#### Verra Mobility

Vice President of Account Management	2011 – Present
Vice President of Advanced Planning and Project Management	2011 – 2011
Regional Director of Governmental Relations	2010 – 2011
National Project Manager	2009 – 2010
Regional Project Manager	2007 – 2009
Consultant	2005 – 2007

#### U.S. House of Representatives

Senior Policy Advisor	2004 – 2005
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### Education

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#### **Southeast Missouri State University**

B.S. Political Science, double-minor Mathematics & Economics

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## Mr. Tom Horak

Client Support Specialist

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Mr. Horak provides ongoing customer service to many of our Florida clients, including Tampa. His responsibilities include:

- > Research and resolve client issues within 48 hours. If an issue requires additional time for resolution, updates client within 48 hours and provides frequent updates until issue is resolved;
- > Investigates solutions and communicates appropriate options for resolution;
- > Works directly with Verra Mobility Operations to ensure event processors and customer service representatives have the most up-to-date information and provides accurate information to violators;
- > Analyzes issuance rates and police approval rates and works with internal groups and law enforcement to improve rates;
- > Processes video requests;
- > Reviews business rules, contracts and other account-specific items important to servicing the account; and
- > Monitors police review queues daily. If police review queues require attention, initiates immediate appropriate outreach either by e-mail or phone call. If there is no improvement within 48 hours, escalates to the Verra Mobility Senior Account Manager.

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### Relevant Professional Experience

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#### Verra Mobility

Client Support Specialist	2012 – Present
Safety Customer Service Supervisor	2010 – 2012
Customer Service Team Lead	2008 – 2010
Event Processor	2007 – 2008

#### American Fitness Wholesale

Customer Service/Product Management	2004 – 2007
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### Education

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**University of Wisconsin Oshkosh**

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## Mr. Joseph Tromba

Director of Design and Engineering and Construction Operations

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Since 2003, Mr. Tromba has managed new-build projects and camera conversions for road safety camera programs. As the Director of Design and Engineering and Construction Operations, he:

- > Leads all development, process improvement, and standardization of Verra Mobility's construction project-related activities
- > Ensures projects are on time, on budget, delivered with quality workmanship, and completed efficiently and effectively
- > Oversees all training and work provided by our construction subcontractors



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### Relevant Professional Experience

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#### Verra Mobility

Director of Design and Engineering and Construction Operations	2013 – Present
Director of Design and Engineering and Mobile Speed	2013
Director of Design and Engineering	2011 – 2012

#### Redflex Traffic Systems

Director of Construction	2003 – 2011
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#### Cox Communications

Director of Engineering and Construction	1999 – 2003
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#### Verizon

Planning Manager/Inside and Outside Plant	1988 – 1999
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### Education

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#### **Dowling College**

Post-Graduate Certificate in International Banking and Finance  
Master of Business Administration

#### **New York Institute of Technology**

Bachelor of Science, Electrical Engineering

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### Professional Affiliations & Certifications

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#### **Six Sigma Green Belt**



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## Mr. Kyle Dupree

Manager of Service Transitions

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Since 2000 and most of his professional career, Mr. Dupree has been project managing large scale civil construction projects as well as owning his own civil construction firm. As the Manager of Service Transitions he:

- > Leads Verra Mobility’s project team oversight and management for all new client onboarding’s and existing client expansions.
- > Ensures that all implementation and management processes and partners are aligned and optimized to deliver projects on time with quality.



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### Relevant Professional Experience

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#### Verra Mobility

Manager of Service Transitions	2018 – Present
Sales Operations Manager	2016 – 2018
Manager of Planning & Site Selection	2011 – 2016

#### Kleven Construction

Project Manager	2009 – 2010
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#### JDA Construction & Development

Project Manager	2007 – 2009
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### Education

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**Northern Arizona University**  
Bachelor of Arts in Liberal Studies  
Liberal Studies – Environmental Sciences

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## Mr. Jonathan "Micky" Crabb

Field Services Manager

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Having personally installed more than 400 Verra Mobility systems throughout the country, provided technical support, developed training materials and trained field service technicians, Mr. Crabb is more than qualified to oversee the technical professionals installing and maintaining all roadside camera sites in Florida, Georgia, Alabama and Tennessee. He also reviews test reports to verify site performance, runs tests to confirm system operability, generates reports and correspondence related to system performance and maintains records created by and for Verra Mobility.



Mr. Crabb also provides expert witness testimony during court proceedings. Currently, he acts as expert witness for all of Verra Mobility's Florida customers.

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### Relevant Professional Experience

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#### Verra Mobility

Field Services Manager and Expert Witness	2012 – Present
Senior Field Service Technician	2009 – 2012

#### Bell South

Area Manager, New Technology Implementation Switching and Transport	1989 – 2009
Network Manager, Electronic Transport and Switching	1976 – 1989

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### Education

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**Coastal College of Georgia**  
Bachelor of Arts, Political Science

**Bell System Center for Technical Education**  
Computer Information Degree

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### Professional Affiliations & Certifications

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**U.S. Coast Guard, Commissioned Officer**  
**Aircraft Owners and Pilot Association FAA-Certified Pilot**

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## Mr. Steven Slatcher

Director of Service Delivery, Transaction Processing

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Mr. Slatcher is a Customer Experience, Operations, and Continuous Improvement leader with over 30 years of experience. He has a strong passion for creating solutions that deliver exceptional client results while fully engaging his team in the process. He is also certified as a Lean Six Sigma Black Belt from the American Society for Quality (ASQ) and has led many successful projects aimed at improving the client experience while also driving operational efficiencies and flow.



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### Relevant Professional Experience

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#### Verra Mobility

Director of Service Delivery, Transaction Processing 2018 – Present

#### Advisor Group

Senior Director of Business Transformation 2017 – 2018

#### Freedom Financial Network

Director of Continuous Improvement & Payment Operations 2016 – 2017

#### Vanguard

Senior Manager, Continuous Improvement Deployment Leader 2008 – 2016

Senior Manager, Business Development Group 2007 – 2008

Senior Manager, Center for Excellence 2005 – 2007

Senior Manager and Chief of Staff, Institutional Asset Management 2004 – 2005

Manager and Senior Manager, Institutional Investor Services 1995 – 2004

Various Other Client-Facing Positions 1987 – 1995

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### Education

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#### University of Phoenix

Bachelor of Science, Business/Finance

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**Professional Affiliations & Certifications**

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**Certified Six Sigma Black Belt – American Society for Quality**

**Certified Six Sigma Black Belt – Vanguard**

**Chartered Financial Consultant® – The American College**

**Certified Financial Planner® – Certified Financial Planner Board of Standards**

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## Mr. Brad J. Johnston

Director of Service Delivery, Citizen Services

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Brad Johnston brings 20-plus years of experience managing public safety operations, service delivery, and customer contact centers across various industries, with a proven track record of innovation and success.

Brad is responsible for:

- > The direct strategy and execution of all citizen services and post notice/citation support including citizen contact, collections, affidavit/back office processing, and payment channel management.
- > P&L ownership for all citizen services along with vendor governance and partner management for multiple relationships across an international footprint.



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### Relevant Professional Experience

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#### Verra Mobility

Director of Service Delivery	2015 – Present
Senior Manager of Operations	2014 – 2015

#### Cox Communications

Regional Manager of Customer Care	2004 – 2014
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#### Cities of Tucson and Mesa Police Department

Communications Administrator / Public Safety Communications Supervisor	1994 – 2004
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### Education

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#### **University of Arizona**

B.A., Political Science

#### **Arizona State University – W.P. Carey School of Business**

Center for Services Leadership Program Graduate

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### Professional Affiliations & Certifications

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#### **Six Sigma Yellow Belt Certification**



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## Mr. Charles Territo

Senior Vice President of Sales and Account Management

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Mr. Territo applies his unique understanding of how policy, politics and communications intersect to achieve clients' goals as he coordinates effective media strategies using customized tactics. He directs all of Verra Mobility's external communications and client outreach; all internal communications; and, as the company's lead spokesman, responds to all media inquiries. Mr. Territo's extensive experience in integrating new and traditional communications methods enables him to identify new opportunities for getting important messages out to various communities. In fact, it earned him a Public Affairs Professional of the Year Honorable Mention from PR News in 2013. Mr. Territo implemented and managed the public awareness rollout for all of Verra Mobility's road safety camera programs.



His team offers a wide range of resources to Verra Mobility's clients, including web design and content; digital media support; primary, secondary and public opinion research; best practices consulting; media relations; and, program analysis. Under Mr. Territo's leadership, the group has received numerous awards, the most recent of which include:

- > 2015 PRSA Phoenix Copper Anvil Awards (Publicity/Promotion)
- > 2014 PR News Top Places to Work in PR Award
- > 2014 IABC Phoenix Silver Quill Awards – Award of Excellence (Advocacy Communication) and Award of Merit (Audio Visual)
- > 2014 IABC Phoenix Copper Quill Awards – Copper Quill (Communications Management)
- > 2014 PRSA Phoenix Copper Anvil Awards – Merit Winner (Public Affairs)
- > 2014 Ragan's PR Daily Awards – Honorable Mention (Best External Communication)
- > 2014 Hermes Creative Awards – Platinum Winner (Publications/White Paper), Gold Winner (Communications Plan) and Honorable Mention (Advertising)
- > 2014 Press Club of New Orleans Excellence in Journalism Award – First Place (Public Relations TV PSA)

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### Relevant Professional Experience

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#### Verra Mobility

Senior Vice President of Sales and Account Management

2010 – Present

#### Alliance Automobile Manufacturers

Senior Director of Communications

2001 – 2010

- > Chief spokesman for the auto industry on environmental issues, including fuel economy, greenhouse gas emissions and advanced technology
- > Led all state-related grassroots and outreach campaigns
- > Coordinated and helped implement federal legislative strategy

- > Designed and implemented policy-oriented public relations campaigns, including a partnership with Mayor Bloomberg on New York City's anti-idling campaign

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## **Education**

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**University of Dayton**  
Bachelor of Arts

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## **Professional Affiliations & Certifications**

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**Public Relations Society of America (PRSA), Member**  
**International Association of Business Communicators (IABC), Member**

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## Ms. Jessie Olson

Learning & Development Consultant/Trainer

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Ms. Olson consults with Verra Mobility clients to create learning paths, customize curriculum, and deliver training for each program. Curriculum includes Photo Enforcement Program Overview, Technology Overview, Event Processing, Payment Processing, Finance & Reconciliation, Hearing & Adjudication, Mobile & Transportable Speed Camera Operator, and ATS StreetSafe™ Operator & Management courses.



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### Relevant Professional Experience

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#### Verra Mobility

Learning & Development Consultant

2007 – Present

#### Wells Fargo - Consumer Credit Group

Business Training Consultant

2006 – 2007

- Designed and delivered functional related training to Wells Fargo Regional Banking team members. Training included skill-based workshops, ad hoc training, product programs, customer service skills, new hire courses and system release workshops.

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### Education

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#### **Iowa State University**

Bachelor of Science in Psychology

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### Professional Affiliations & Certifications

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**Certified RADAR/Laser Instructor – Institute of Police Technology and Management (IPTM)**

**Lean Six Sigma - Yellow Belt**

**International Association of Business Communicators (IABC), Member**

## Appendix B – Sample Violation Images

### Sample Violation Image Set – Day – Left-Turn Violation



PROPRIETARY & CONFIDENTIAL



[Plate partially blocked and location modified to ensure privacy.]

### Sample Violation Image Set – Day – Motorcycle



**PROPRIETARY & CONFIDENTIAL**



*[Plate partially blocked and location modified to ensure privacy.]*

### Sample Violation Image Set – Day – Rainy Weather



**PROPRIETARY & CONFIDENTIAL**



*[Plate partially blocked and location modified to ensure privacy.]*

### Sample Violation Image Set – Night – Fair Weather

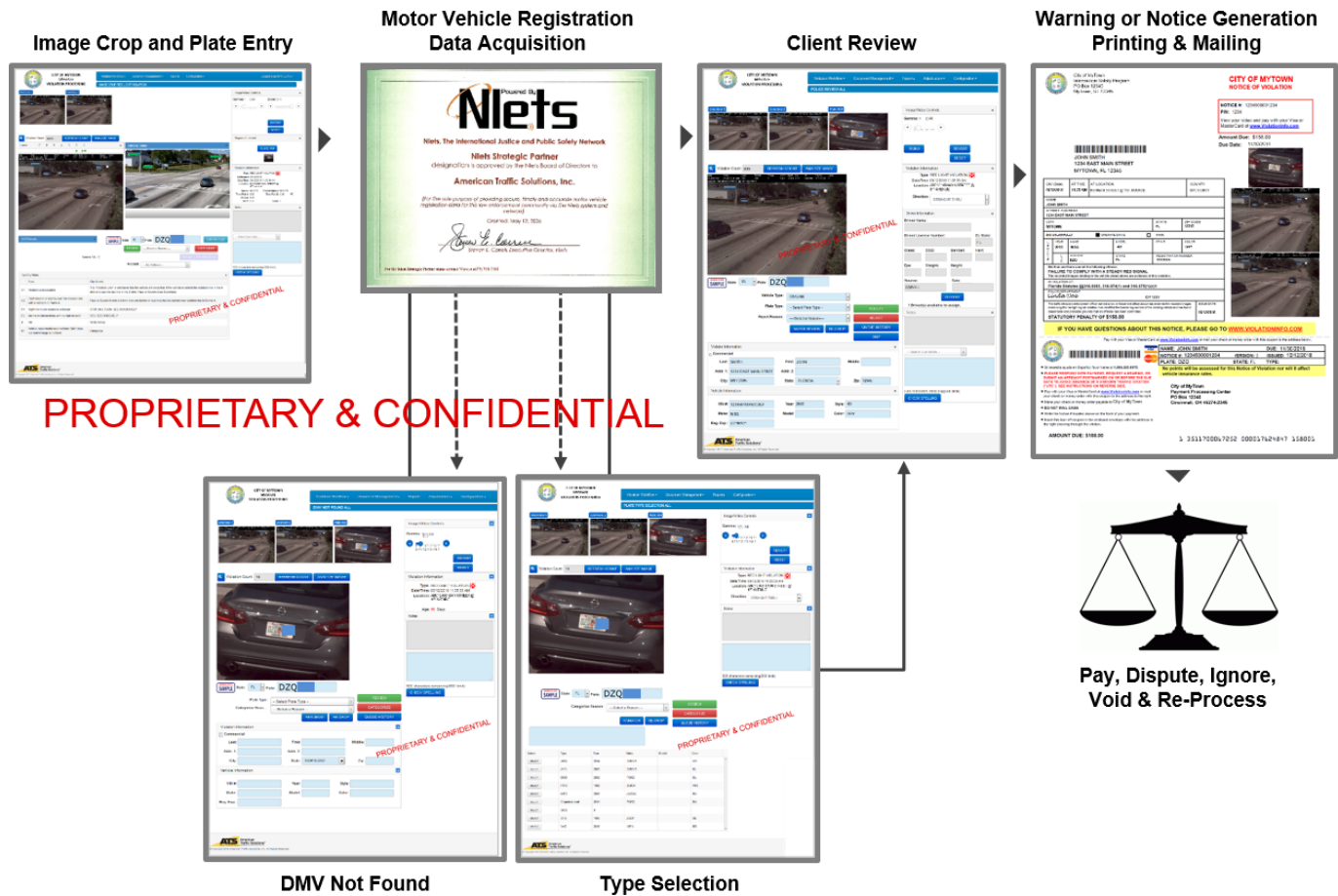


PROPRIETARY & CONFIDENTIAL



[Plate partially blocked and location modified to ensure privacy.]

## Appendix C – Event Processing System



### Image Cropping and Plate Entry Step

Following automatic event loading into the system, the first step in the Event Process Flow is image cropping.

The license plate characters and state are read via OCR software. We have found that this step increases accuracy due to the intelligence and automation built into the software (which never tires or deviates from the coded rules).

Next, the event images and plate information are reviewed according to the client’s business rules. If the event data matches the business rules, the images are automatically forwarded through the system for review, if needed, by Axis VPS based on the event date. The oldest event is always provided to the reviewer next. If the event data does not match the client’s business rules, the event is categorized and accessible through a flexible event search engine for the client to review. The client can reintroduce categorized events within the enforcement timeframe for issuance.

### Vehicle Registration Data Acquisition Step

The Axis Violation Processing System automatically obtains owner registration data by utilizing Verra Mobility’s established interface with the Florida DMV, and its Strategic Partnership status with the National Law Enforcement Telecommunication System (Nlets), in addition to its other interfaces with MVDs and third-party data providers.

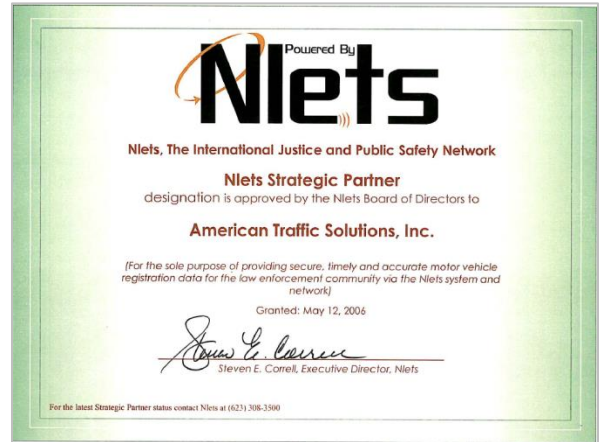


Through these portals, **Verra Mobility has access to vehicle registration information in all 50 states, four Canadian provinces, Puerto Rico, and government plates (i.e. fire, police, ambulance and plates with "GS" as the state code).**

### **National Law Enforcement Telecommunication System (Nlets)**

Verra Mobility utilizes an automated online and real-time interface from Nlets, a not-for-profit international justice and public safety network that provides a reliable link to keep the criminal justice community connected and the public secure.

Verra Mobility has trusted Nlets as a superior partner because of its security, capacity and reliability. Our Nlets Strategic Partner certification was granted in May 2006; we were the first certified Nlets Strategic Partner in the road safety camera industry (<https://www.nlets.org/partnerships/strategic-partner-list>). For more information on Nlets, please visit their Website at [www.Nlets.org](http://www.Nlets.org).



### **DMV, Data Mining and Skip Tracing Services**

In addition to the Nlets portal, Verra Mobility has direct connections and established DMV interfaces. Verra Mobility has relationships with third-party data providers for skip tracing services.

### **Address Cleansing and National Change of Address**

Verra Mobility has also added address cleansing and National Change of Address (NCOA) processing to our in-state and out-of-state registration acquisition to significantly improve the deliverability of any notices sent to registered owners. The City can rest assured that each Notice of Violation will be sent to the correct person.

### **DMV Not Found and Type Selection Step**

During this step, the license plate information is edited and resubmitted to obtain the vehicle registration information.

If multiple registration data is returned by the DMV, then the event image is moved to the Type Selection process. Here, the Quality Assurance Specialists have access to decision-support tools to show almost every plate and the rear images of every vehicle brand and make. The Verra Mobility camera captures images with very high resolution and color—day or night. This enables the Verra Mobility processing system to identify the make and model of the motor vehicle much more easily when viewing the captured photos.

### **Police Department Event Review Step**

Authorized City and Police personnel shall have the final review of all events and their supporting images. Using any computer connected to the internet and via an SSL web portal, assigned City personnel can view, determine to issue a violation, or discard any events.

## **Notice Generation and Mailing**

Once the Police Department determines the event is a violation and advises Verra Mobility to send the initial notice, the official notice is generated, printed and mailed to the violator.

If a Notice of Violation is sent with an old address, the U.S. Postmaster is instructed to forward the notices to the new address; any undelivered mail will be returned to Verra Mobility.