



CITY COUNCIL MEETING AGENDA
Council Chambers, 1000 Laurel Street

Monday, June 11, 2018

Study Session
7:00 p.m.

1. Call to Order and Flag Salute

2. Roll Call of Councilmembers

3. Study Items

A. Overview – Electric Utility Rates

Director Howlett

B. Overview –

WSDOT – SR167 Gateway Project

Memorandum of Understanding

Director Howlett

C. Overview – Speed Limits and Camera Options

Chief Hernandez

4. Adjournment

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Agenda Item #: 3A

To: Mayor Styron Sherrell and City Council Members
From: Mark Howlett, P.E., Public Works Director/City Engineer
Bill Barnhart, Public Works Superintendent
Date: June 11, 2018
Re: Electric Utility Rates

ATTACHMENTS: None

TYPE OF ACTION:

Information Only Action Expenditure Required

Recommendation/Action: None

Fiscal Impact/Source of Funds: None at this time. This effort will evaluate our electric rates and make recommendations to the Council about future changes to the rate structure.

Discussion: The City of Milton has made great strides over the past year implementing a new asset management system called Cartegraph. This system is helping us track our utility assets and is being utilized to evaluate the age, condition and remaining service life of those assets.

For the electric utility we are in process of performing a comprehensive evaluation of our rates to ensure that we have the funding necessary for the continued viability of the utility. This effort is in-line with our goal of running our utilities like self-sustaining businesses.

Staff will provide an update on the asset management system and provide council information regarding the next steps in the process of our rate analysis.

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To: Mayor Styron Sherrell and City Council Members
From: Mark Howlett, P.E., Public Works Director/City Engineer
Date: June 11, 2018
Re: Washington State Department of Transportation Memorandum of Understanding for State Route 167 Gateway Project – Local Funding and Phasing

ATTACHMENTS: 1) Memorandum of Understanding
2) Construction Stages Map
3) Grant and Match Financial Plan

TYPE OF ACTION:

Information Only Action Expenditure Required

Recommendation/Action: None

Fiscal Impact/Source of Funds: There is no Budgetary Impact

Issue: The Puget Sound Gateway Project has a local funding component. The Cities affected by the Gateway Project are required to agree on a method of raising the local funds required by the State Legislature. This Memorandum of Understanding spells out the terms under which WSDOT and the affected cities will work together to achieve this funding.

Discussion: For over 20-years the Washington State Department of Transportation (WSDOT) has been planning the extension of the State Route 167 from Puyallup to Interstate 5 with a connection to the Port of Tacoma (See Attachment 2). WSDOT has also been working on the completion of the State Route 509 Project from near SeaTac airport to Interstate 5 and south to Federal Way.

In 2015 the Washington State Legislature enacted legislation to fully fund these projects over the next 12 years. This legislation also required that \$130 million of the \$1.875 billion project cost be provided by local agencies.

The City of Milton is not required to provide any funding for this project but is identified on the Grant and Match Financial Plan (See Attachment 3) as a signatory to the MOU with the agreement that we will support other jurisdictions in the funding process.

The attached Memorandum of Understanding outlines the terms under which WSDOT and the affected cities will work together to achieve this funding.

Staff will provide an update on the Puget Sound Gateway Program and the Memorandum of Understanding.

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Puget Sound Gateway Program SR 167 and SR 509 Completion Projects

Local Funding and Phasing Memorandum of Understanding

1. Participating Parties

In addition to the Washington State Department of Transportation (WSDOT), the following Local Agency Partners constitute those parties currently participating in this Memorandum of Understanding pertaining to the local contribution requirement for the Puget Sound Gateway Program (Gateway Program):

- Port of Seattle
- Port of Tacoma
- King County
- Pierce County
- City of Algona
- City of Auburn
- City of Des Moines
- City of Edgewood
- City of Federal Way
- City of Fife
- City of Kent
- City of Milton
- City of Pacific
- City of Puyallup
- City of SeaTac
- City of Sumner
- City of Tacoma

2. Background and Purpose of MOU

In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Gateway Program through the Connecting Washington revenue package. The Gateway Program is comprised of two projects: the State Route 167 Completion Project and the State Route 509 Completion Project. These projects provide essential connections to the ports of Tacoma and Seattle and will help ensure that people and goods move more reliably through the Puget Sound region.

WSDOT is the lead project sponsor and is responsible for the planning, design and construction of the Gateway Program, as well as for its overall financial management. The program has been guided from its beginning by a Joint SR 167/SR 509 Executive Committee (Executive Committee), comprised of elected and appointed representatives of local jurisdictions served by the Gateway Program (Algona, Auburn, Burien, Des Moines, Edgewood, Federal Way, Fife, Kent, Milton, Pacific, Puyallup, SeaTac, Sumner, Tacoma, King County, Pierce County, Port of Seattle, and Port of Tacoma) as well as Federal Highway Administration, Washington State Transportation Commission, Washington State Department of Transportation, Puget Sound Regional Council, Sound Transit, Pierce Transit, and the Freight Mobility Strategic Investment Board.

Funding for the Gateway Program has been approved to come from the state gas tax, tolls, local contributions, and potential federal and state grants. Total funding for the Gateway Program, from the 2015 Connecting Washington transportation funding package, is \$1.875 billion, which includes local contributions of \$130 million. The program has been funded over a 16-year

timeline. Based on the legislative funding plan, major construction for a first stage would occur from 2019 through 2025, and a second stage from 2026 through 2030. Local contributions will be needed to construct both stage one and stage two projects.

In the 2017 Legislative session new language was enacted (Engrossed Senate Bill 5096 § 306(20)(b)) requiring development of a Memorandum of Understanding (MOU) between the Local Agency Partners and WSDOT. The legislature directed that:

The secretary of transportation must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by July 1, 2018. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.

To this end, the Executive Committee of the Gateway Program convened a Funding and Phasing Subcommittee (Subcommittee) to develop a MOU that summarizes their planned future commitments and planned timing of those commitments to contribute to the SR 167 and SR 509 projects.

The Subcommittee goals include:

- Support efforts to build the Gateway projects on or ahead of schedule
- Create successful local partnerships
- Obtain sufficient local funding to build the Puget Sound Gateway projects
- Time grant-funding projects to support the project delivery schedule

The construct of local funding participation, when authorized by the legislative bodies of the relevant agencies through a series of forthcoming interlocal agreements, is based on the following projections:

	SR 167	SR 509	TOTAL
Port contributions	\$30 million	\$30 million	\$60 million
Federal INFRA grant	\$10 million	\$10 million	\$20 million
Local agency partner match	\$10 million	\$10 million	\$20 million
Other Grants (PSRC, FMSIB, TIB)	\$20 million	\$10 million	\$30 million
Total	\$70 million	\$60 million	\$130 million

3. Local Funding Strategy

A key element of the local funding strategy is to identify projects within the Gateway Program that provide clear and measurable benefits to local jurisdictions. In the Gateway Program, these are called “Local Nexus Projects,” designed to:

- Create a positive business case for Local Agency Partners by focusing on the parts of the program that are most relevant and important to local jurisdictions
- Leverage the potential to access significant grant funding to support local funding assumptions

In support of the local funding strategy, Local Agency Partners shall:

- Participate, co-fund match, and submit grant applications with support from Subcommittee staff, as identified in Section 6 of this MOU
- Combine local monetary and in-kind contributions and project funds to ensure fully-funded applications, as identified in Section 6 of this MOU
- Support the grant effort and avoid competition with the local projects in the year of application

The following Local Nexus Projects have been identified within the north (SR 509) and south (SR 167) segments of the Gateway Program:

Gateway North (SR 509)	Gateway South (SR 167)
188 th South Ramps	Meridian West Ramps
SeaTac Access, with Ramps to 28 th /24 th Avenue South	54 th Avenue East Ramps
Veterans Drive Extension	Interurban Trail
Lake to Sound Trail	Valley Avenue West Ramps
	Port of Tacoma Access/SR 509 Spur
	70 th Avenue E Bridge Relocation

If Local Nexus, INFRA, and any other pending grant projects become fully funded, these projects will contribute substantially toward the Legislative requirement for local match. Funding commitments will be achieved via an interlocal agreement from each signing party up to the amounts presented in this MOU. Local Agency Partner signatories to this MOU understand that once the local contribution requirements set forth in ESB 5096 (\$130 million) is achieved, that Local Agency Partners will not be required to commit to additional funds beyond what is outlined in this MOU. If additional grant funding or additional funds from other sources are obtained that fulfill the \$130 million local contribution requirement, the Secretary of Transportation and the Executive Committee will review and determine to either reduce local agency partner match payments, or recommend expanding scope of the Gateway Program, and amend each signing party’s interlocal agreement accordingly.

4. Local Participation Policy

The Joint Executive Committee has agreed to a funding and phasing policy that structures local agency partner match requirements to be commensurate with the benefits accrued from the project at a local level. This policy states that:

All local agency partners accrue some benefit from the Puget Sound Gateway Program. Partners receiving fewer benefits, however, are not expected to contribute as much as partners who receive more benefits. Direct benefits are those that most quantifiable, but there are other components of value that include indirect, strategic and policy/social benefits. Both direct and indirect benefits will be assessed as part of the consideration of local contributions, because they are more easily quantifiable than strategic and policy/social benefits.

All Local Agency Partner signatories of this MOU expect to seek approval of interlocal agreements to contribute a match to be applied to Local Nexus Projects at a level that reflects their respective anticipated level of benefit, as identified in Section 6 of this MOU.

5. Benefit Assessment Methodology

The proposed financial participation by each partner is based on a general, qualitative assessment of the net benefits expected to be received by full completion of the Gateway Program. The assessment includes the following metrics, based on available project data and transportation modeling outputs:

- **Direct transportation linkages.** The location of direct access points for new limited access highways or other transportation infrastructure that benefits the community.
- **Effects on local sales taxes.** The impacts of the projects to sales tax receipts, both in terms of one-time construction sales taxes for the project, and ongoing sales taxes from impacts to commercial uses.
- **Travel time savings.** Overall travel time savings for local car and truck traffic associated with the projects.
- **Traffic diversion from local streets.** The diversion of, or increase in, traffic on local arterials due to the project, with associated positive impacts to traffic safety and local road maintenance.
- **Effects on local employment.** The potential effects of improved accessibility are reviewed, particularly in the context of access to new or potential employment uses.
- **Effects on developable residential lands.** The potential impacts of changes in traffic flow and accessibility on residential land development, with a focus on areas within the jurisdiction that are available for redevelopment.
- **Effects on developable employment lands.** The potential impacts of changes in traffic flow and accessibility on the development or redevelopment of commercial and industrial lands.
- **Achievement of local policy goals.** The alignment of the WSDOT Gateway Program with local plans and policies.
- **Environmental and social benefits.** Environmental and social benefits specifically linked to these projects, including upgrades to pedestrian and cycling infrastructure, and wetlands and riparian restoration.

The approach and findings of the benefits assessments have been provided to the Local Agency Partners.

6. Local Jurisdiction Anticipated Contributions to the Program

Based on results from the benefit assessment described in Section 5, contributions for each of the Local Agency Partners were determined by project stage in the tables below. Following execution of this MOU, interlocal agreements will be drafted for subsequent approval. Anticipated contributions only become binding commitments when embedded in interlocal agreements, and the conditions therein are approved by the proposed funding entity. Interlocal agreements between WSDOT and the respective Local Agency Partner must be in place for a project prior to issuance of the Request for Proposals (RFP) for any proposed construction contract. The Interlocal agreements will become binding commitments, within the statutory authority of the Local Agency Partner, and will define the schedule of local match payments expected over the duration of each construction project stage.

WSDOT will exercise due diligence to develop and construct each project on schedule within the Gateway Program to the best of its abilities. Local Agency Partners will participate in project development reviews and project meetings in support of the Gateway Program.

If grant pursuits identified in the Stage 1 and Stage 2 tables below are not achieved sufficient to meet the \$130 million local contribution, additional grants will be pursued from the funding programs listed or from other funding programs that may become available over the life of the Gateway Program. If Local Nexus Projects go to construction without planned grants, the Local Agency Partner match funds will still be provided by agreement with WSDOT. If it is determined that a Local Nexus Project cannot be fully funded, WSDOT will review options with the Executive Committee. If an official decision is determined by the Executive Committee and the Secretary of Transportation that the Local Nexus Project is not to be included in a construction project, the Local Agency Partner match may be withdrawn.

Stage 1 Grant Pursuits for Local Nexus Projects

Project	Estimated Construction Cost	Funding Program	Grant Target Amount	Target Due Mo/Year	Anticipated Construction Expenditure	Local Agency Partner Match	Partner Nexus
70 th Avenue E/Interurban Trail	\$32,245,600	FMSIB	\$5,000,000	Mar 2018	2019-2021	\$800,000 \$500,000 \$3,000,000	Fife Tacoma Port of Tacoma
		TIB	\$5,000,000	Aug 2018	2019-2021		
		State Capital & Transportation	\$1,400,000	Mar 2018	2019-2021		Fife
Veterans Drive/ SR516 Interchange	\$33,800,000	PSRC	\$4,500,000	Apr 2018	2021-2025	\$1,000,000	Kent
		TIB	\$5,000,000	Aug 2020	2021-2025	\$1,000,000	Kent
SeaTac Access	\$176,883,500	PSRC	\$4,500,000	Apr 2018	2021-2025	\$2,000,000 \$500,000	SeaTac (ROW in lieu) Des Moines

Port of Tacoma Access/509 Spur	\$323,042,000	PSRC	\$4,500,000	Apr 2018	2021-2025	\$1,500,000 \$3,000,000 \$800,000	Tacoma Port of Tacoma Fife
		FMSIB	\$5,000,000	Mar 2020	2021-2025		
All Gateway Program		INFRA	\$20,000,000*	Nov 2017	2019-2021		
SR 167 Stage 1		Port of Tacoma		Jan 2021	2021-2025	\$9,000,000	Port of Tacoma
SR 509 Stage 1		Port of Seattle		Jan 2021	2021-2025	\$15,000,000	Port of Seattle (expected in 2023-2025)
Total Stage 1			\$54,900,000			\$38,100,000	\$93,000,000

Stage 2 Future Grant Pursuits for Local Nexus Projects

Project	Estimated Construction Cost	Funding Program	Grant Target Amount	Target Due Mo/Year	Anticipated Construction Expenditure	Local Agency Partner Match	Partner Nexus
Meridian Avenue Interchange		TBD	\$3,000,000	2022	2026-2030	\$2,000,000	Puyallup
Valley Avenue Interchange		TBD	\$3,000,000	2022	2026-2030	\$2,000,000	Pierce County
188 th Street Interchange improvements		TBD	TBD	2023	2026-2030	TBD	
SR 167 Stage 2		TBD	\$4,000,000	2022	2026-2030	\$500,000 \$500,000	Edgewood (ROW in lieu) Sumner
		Port of Tacoma		Jan 2026	2026-2030	\$15,000,000	Port of Tacoma
SR 509 Stage 2		TBD	\$4,000,000	2024	2026-2030		
		Port of Seattle		Jan 2026	2026-2030	\$15,000,000	Port of Seattle
Total Stage 2			\$14,000,000			\$35,000,000	\$49,000,000
Total Stages 1 & 2			\$68,900,000			\$73,100,000	\$142,000,000

* – If no INFRA, apply for FHWA BUILD grant for Port of Tacoma Access (SR 509 Spur)

TBD – grant funding program pursuit to be determined in future

7. Terms and Termination

7.1. Amendments

This MOU shall be periodically reviewed and evaluated regarding the need for modifications or amendments by mutual determination of WSDOT and Local Agency Partners. Amendments to the MOU shall be required if program funding assumptions need to be adjusted that affect the ability to construct the identified Local Nexus Projects or the ability to achieve the \$130 million local contribution. Such amendments shall only be binding if they are in writing and signed by authorized personnel from all of the Local Agency Partners. Except as set forth in an amendment, the MOU will be unaffected and shall continue in full force and effect in accordance with its terms. If there is conflict

between an amendment and the MOU or any earlier amendment, the terms of the most recent amendment will prevail.

If there is a conflict between subsequent Interlocal Agreements and the MOU or any earlier amendments, the terms of the Interlocal Agreements will prevail.

Changes that do not affect the ability to construct the identified Local Nexus Project or achieve the \$130 million local contribution shall be addressed through the Interlocal Agreement between WSDOT and the relevant Local Agency Partner.

7.2. Dispute Resolution

Should any signatory to this MOU object at any time to any actions proposed or the manner in which the terms of this MOU are implemented, the Executive Committee shall hear the dispute first and if the disputant(s) is/are not satisfied with the Committee's proposed decision, the Committee will send to the Secretary of Transportation its proposed solution and all documentation relevant to the dispute. The Secretary of Transportation shall provide the Executive Committee with his/her advice on how to resolve the dispute within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Executive Committee shall prepare a written response that considers any timely advice or comments regarding the dispute from the Secretary of Transportation, signatories and other interested parties, and provide them with a copy of this written response. WSDOT will then proceed according to this final decision.

7.3 Conditions for Termination of Participation

Subject to legislative appropriation and all applicable laws, each signatory shall ensure that the Gateway Program is carried out in accordance with the terms of the MOU and subsequent Interlocal Agreements. A signatory may terminate its participation in this MOU if its terms cannot be met and by providing written notice to the Secretary of Transportation and the Executive Committee a minimum of 180 calendar days before a project issues an RFP that relies on that local agency partner funding. Prior to providing written notice terminating participation, however, the signatories shall consult with WSDOT to determine whether an amendment to the MOU might be feasible. If a signatory terminates its participation, WSDOT will then consult with the Executive Committee to determine if project scope elements need to be removed if contributions are not realized in accordance with this understanding.

8. Period of Agreement.

This MOU will commence on (July 1, 2018 proposed date) and will dissolve when the \$130 million of local contribution have been secured, or when the Local Nexus Projects have been constructed and are complete.

9. Signatories

Stephen P. Metruck
Executive Director
Port of Seattle

Date

John Wolfe
Chief Executive Officer
Port of Tacoma

Date

Dow Constantine
County Executive
King County

Date

Bruce Dammeier
County Executive
Pierce County

Date

David E. Hill
Mayor
City of Algona

Date

Nancy Backus
Mayor
City of Auburn

Date

Michael Matthias
City Manager
City of Des Moines

Date

Daryl Eidinge
Mayor
City of Edgewood

Date

Jim Ferrell
Mayor
City of Federal Way

Date

Pat Hulcey
Councilmember
City of Fife

Date

Dana Ralph
Mayor
City of Kent

Date

Shanna Styron-Sherrell
Mayor
City of Milton

Date

Leanne Guier
Mayor
City of Pacific

Date

Kevin Yamamoto
City Manager
City of Puyallup

Date

Joseph Scorcio
City Manager
City of SeaTac

Date

William L. Pugh
Mayor
City of Sumner

Date

Elizabeth A. Pauli
City Manager
City of Tacoma

Date

Roger Millar
Secretary of Transportation
Washington State Department of Transportation

Date

Grant and Match Financial Plan:

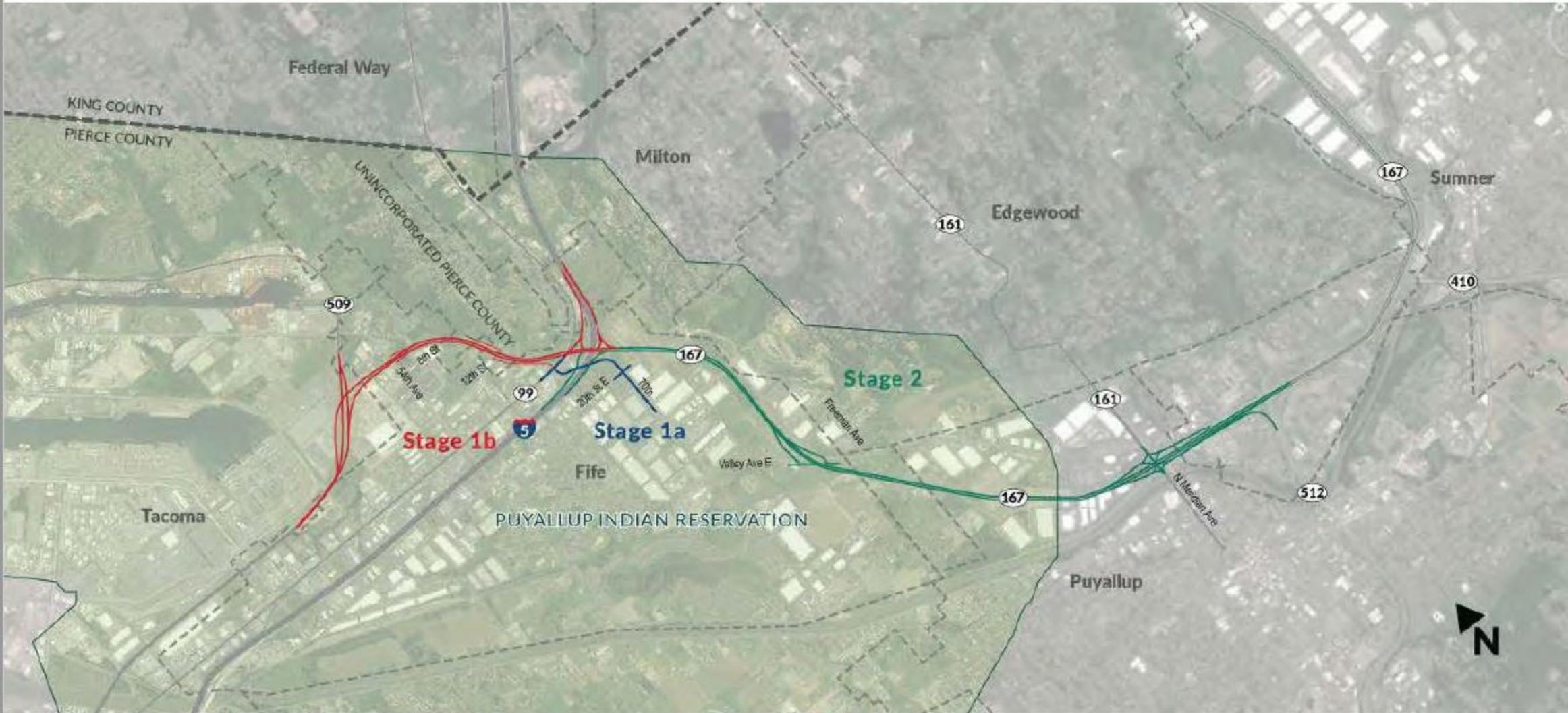
Partner Commitments and Status			
Partner Agency	Status	Amount	Total
City of Fife	Committed by Letter	\$1,800,000	
City of Tacoma	Committed by Resolution	\$2,000,000	
City of Kent	Committed \$1m by Letter	\$2,000,000	
City of SeaTac	Pending	\$2,000,000	
City of Puyallup	Concurred by City Manager	\$2,000,000	
City of Des Moines	Committed by Letter	\$500,000	
City of Edgewood	Concurred by Mayor	\$500,000	
City of Sumner	Requested		
Pierce County	Committed (Executive)	\$2,000,000	
King County	Requested		
Port of Seattle	Concurred pending MOU	\$30,000,000	
Port of Tacoma	Committed \$6m by Letter	\$30,000,000	
City of Pacific	Agreed to Sign	-	
City of Algona	Agreed to Sign	-	
City of Federal Way	Agreed to Sign	-	
City of Milton	Agreed to Sign	-	
Partner Total			\$72,800,000

Stage 1 Grant Assumptions			
Federal INFRA	Application filed	\$20,000,000	
Interurban Trail	Awarded	\$1,400,000	
FMSIB 70 th Avenue E	Application filed	\$5,000,000	
FMSIB Port of Tacoma Spur	Apply 2020	\$5,000,000	
PSRC Veterans Extension	Application filed	\$4,500,000	
PSRC SeaTac Access (SR 509)	Application filed	\$4,500,000	
PSRC Port of Tacoma Spur	Application filed	\$4,500,000	
TIB 70 th Avenue E	Application due August 17	\$5,000,000	
TIB Veterans Extension	Apply 2020	\$5,000,000	
Stage 1 Grant Total			\$54,900,000

Stage 2 Grant Assumptions			
SR 167/Valley Avenue	2022	\$3,000,000	
SR 167/Meridian Avenue	2022	\$3,000,000	
SR 167 Stage 2 Mainline	2022	\$4,000,000	
SR 509 Stage 2 Mainline	2024	\$4,000,000	
Stage 2 Grant Total			\$14,000,000
Total Financial Strategy			\$141,700,000

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SR 167 Construction Stages



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Agenda Item #: 3C

To: Mayor Styron Sherrell and City Council Members
From: Chief Hernandez
Date: June 11, 2018
Re: Traffic Calming

ATTACHMENTS: Information

TYPE OF ACTION:

Information Only Discussion Action Public Hearing Expenditure

Recommended Action: Discussion regarding traffic in the City of Milton. Review and evaluate the effectiveness of existing speed limits and engineering of road ways and intersections.

Fiscal Impact/Source of Funds: There will be no budgetary impact at this time because of this Memo.

Issue: The City of Milton strives to provide its residents with safe, comfortable, and livable residential and City streets by utilizing smart and efficient design standards. However even with all the best intentions, sometimes motorists find ways to drive too fast along those residential and or City streets. Sometimes streets become cut-through streets used by more vehicles than was originally intended. To help alleviate those problems the City of Milton is considering creating Traffic Calming measures throughout the City.

Discussion: The City Leadership Team and the Traffic Engineering Division of the Public Works Department will work collectively to perform any necessary data collection and analysis to assess and quantify the traffic and safety conditions in areas identified by the City as problem area or area of concern. While there are no absolute minimum criteria or warrants established for use of traffic calming techniques, staff will refer to the magnitude of traffic and safety problems, potential for improvement using traffic calming techniques, and establishment of priorities for project implementation. Traffic calming is a means in which to reduce speeds and minimize vehicular traffic on local neighborhood streets. Traffic calming often utilizes physical devices, such as speed humps and traffic circles, installed in a roadway to reduce both traffic speeds and volumes. In some instances, devices such as a radar speed trailer or additional signage are recommended in lieu of physical devices. Citizen involvement in traffic management discussion is strongly encouraged.

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REDFLEX^{red}® - Full Turnkey Violation Enforcement Program



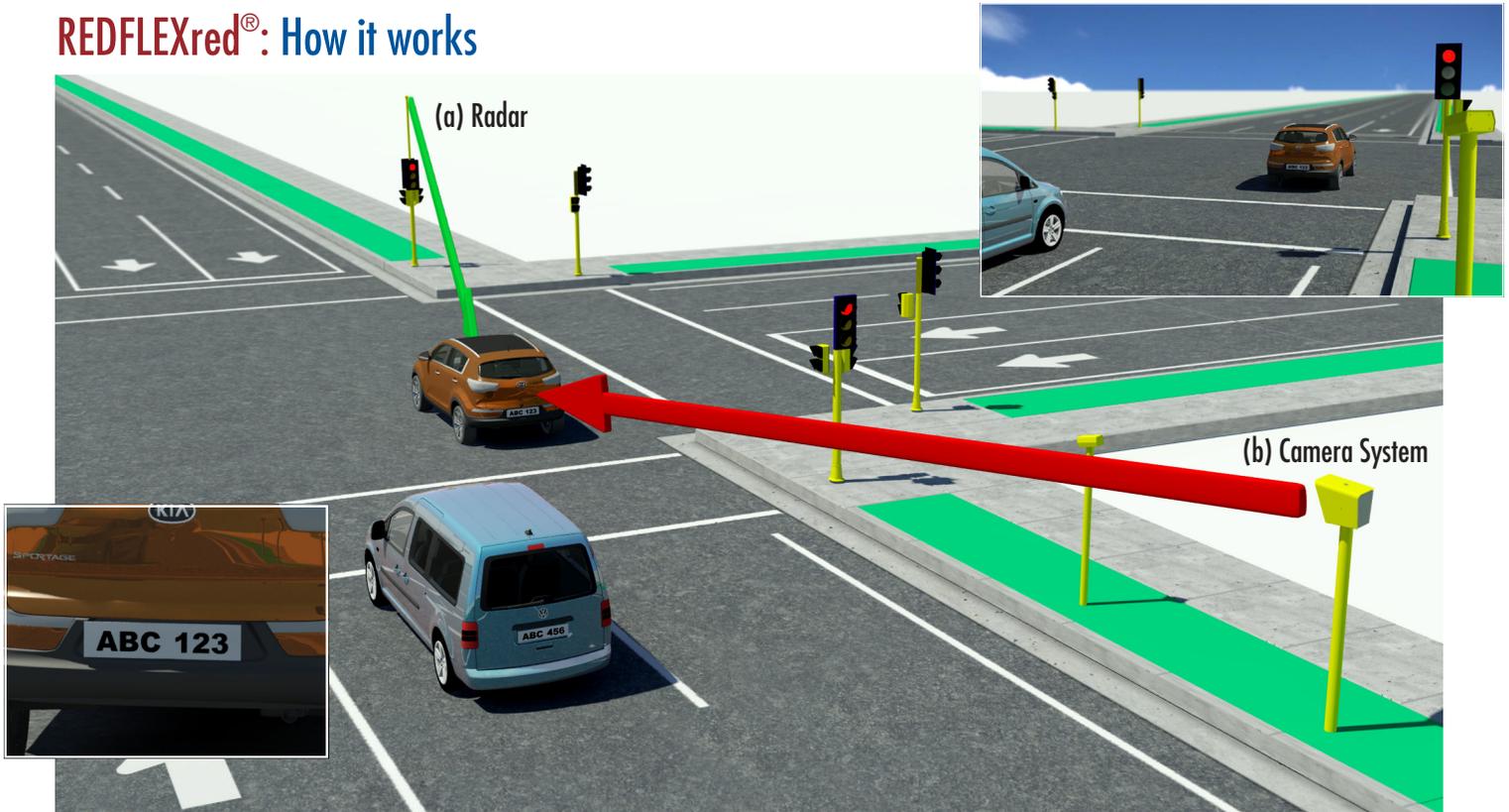
Make Your Intersections Safer with the Most Experienced Red Light Photo Enforcement Provider

Red light running can result in right angle or “t-bone” crashes – the most deadly type of collision on our streets. REDFLEX^{red}® is a proven photo enforcement solution that can help deter this dangerous driving behavior and help improve traffic safety in your community.

The REDFLEX^{red}® Advantage

- Program includes installation, maintenance, processing and 24/7 technical support
- Zero upfront capital investment from the City
- Non-intrusive radar technology eliminates need for disruptive road construction
- Captures images, video, and related incident data of each violation
- 24/7 access to live streaming and archived video via SMARTscene Live!TM
- Three-step violation review process conducted prior to local law enforcement review for ultimate approval
- Mobile platform allows City access to our applications using iPads, iPhones, Android tablets and personal computers
- In-house printing and mailing services
- Multilingual customer call center and online violator viewing portal
- Custom back office and court interface with a comprehensive online reporting package
- Lockbox services plus multiple ways for citizens to pay fines: on-line, by phone, at local retailers or by mail.
- Court package assembly and expert witness testimony available

REDFLEXred®: How it works



When the radar (a) detects the vehicle running the red light, the camera system (b) is activated to record the violation which includes a close up image of the license plate.



Contact us now for more information regarding REDFLEXred® a turnkey solution which includes non-intrusive installation and ongoing maintenance support, insightful system analytics, 24/7 customer support, comprehensive court support packages and expert witness testimony, advanced highly secure data recording technology; delivered on an easily navigable and highly intuitive mobile platform.

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Redflex.com



Safeguarding Your Children in School Zones with Photo Enforcement Solutions

Deter speeding vehicles with customized systems to meet the situational needs of any intersection or roadway around schools

The death or injury of one child can strike at the heart of any community. It's unexpected, unfair and all too often—avoidable. Yet despite efforts to improve school zone safety with additional signage and crossing guards, tragedy strikes year-after-year. The daily task of walking or bicycling to school can turn deadly when drivers act carelessly and fail to follow a safe speed limit. In fact, the National Highway Traffic Safety Administration reports more than 23,000 children ages 5 to 15 were injured and 250 killed after they were struck by vehicles while walking or bicycling in 2009. *We can help make the trek to school safer for your students with REDFLEXspeed, a highly customizable photo enforcement solution proven effective at reducing speeding incidents over time.

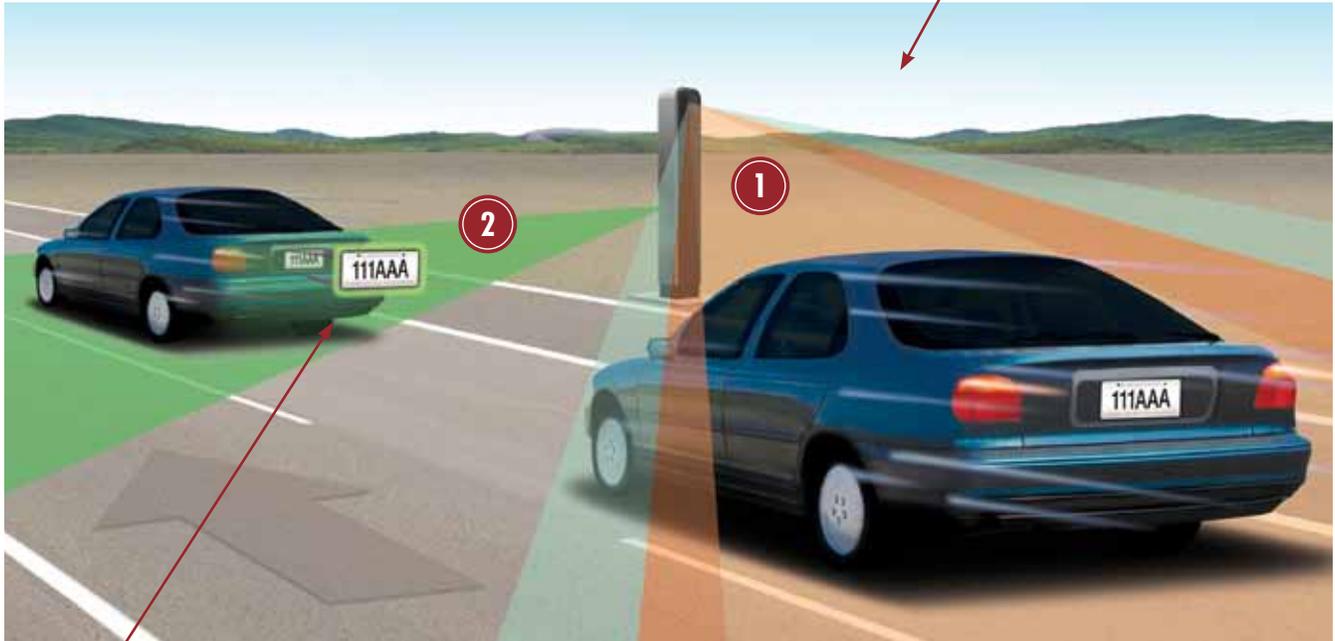
The REDFLEXspeed Advantage

- No upfront costs
- Programable speed enforcement to align with school hours
- Potential to generate surplus funds
- Turnkey, ready-to-use solution
- Customized deployment options
- Legally defensible
- 24/7 customer support
- 100% compliant with all local, county, state and federal laws
- Leading edge image recording and data capture technology
- Dynamic back office providing violation verification, support and maintenance

**Pedestrians: 2009 Data" and "Bicyclist and Other Cyclist: 2009 Data" Washington, DC. National Highway Traffic Safety Administration.

REDFLEXspeed: How It Works

- 1 Vehicle enters the primary and secondary speed radar beams. Each beam individually measures the vehicle and both readings must agree within a pre-determined tolerance.



- 2 If the vehicle speed is detected above the approved speed limit, an image is taken of the vehicle with a close-up of the license plate for review and processing.

Deployment Options

Multiple standard and custom deployment options are available.



REDFLEXspeed: Program Features

REDFLEXspeed® is much more than a safety camera system. We offer an unrivaled, holistic approach that encompasses all aspects of the photo enforcement process, from data capture and violation verification to ongoing maintenance and comprehensive customer support.

Leading-Edge Detection with REDFLEXradar DualTrack

Unique to the marketplace, REDFLEXradar DualTrack utilizes a dual radar system that tracks the speed of each vehicle 195 times per second without the installation of roadway loops. Our proprietary algorithms also allow for a secondary radar to calibrate the speed readings of the primary radar 40 times per second, and to identify the speed and lane location of multiple speeding vehicles occurring at the same time.

Customizable Deployment Options

No matter where you need to track speeding violations, we have deployment options to suit your needs.

Mobile: If mobility is a priority, we have outfitted SUVs or compact trailers that can easily be moved from one deployment location to another.

Semi-Permanent: We have semi-permanent units that can easily be installed at intersections or mid-blocks, and relocated to new sites as needed. They use an existing power infrastructure or are powered with batteries or a generator.

Permanent: For long-term installations, we offer systems that can be installed on existing traffic infrastructure, such as light poles or cross arms, or on new poles we install.

Did You Know?

Millions of students walk or bicycle to school twice day.



State-of-the-Art Recording Technology

Redflex's safety camera systems are equipped with industry-leading SMARTcam™ software, providing unmatched functionality and flexibility:

- Cameras capture multiple images across multiple lanes, even in low light or poor weather conditions
- System automatically detects and captures images of the violating vehicle
- SMARTscene™ full-motion video system provides situational awareness before and after each incident

Highly Secure Data Capture

Our cameras instantly capture a variety of data to effectively evaluate incidents and determine whether violations occurred, such as:

- Hi-resolution still images, including a wide angle image of the incident scene and a zoomed image of the license plate
- Approximately 12 seconds of video detailing the incident
- Date, time, vehicle speed, lane number and location of each incident

All data is immediately transmitted and encrypted to a central processing server at Redflex and digitally signed, preventing interception and manipulation of the evidence while ensuring the highest level of protection to the chain of custody. All original images and data are secured in a data vault for safekeeping.

REDFLEXspeed: Program Features (cont.)

Legally Compliant Violation Processing & Citation Mailing

Triple Verification: All incident data undergoes a comprehensive, triple verification process before we submit evidence packages to law enforcement for final review and potential approval.

Custom Criteria: Each client can determine the factors that Redflex processing specialists review—we don't use a one-size-fits-all approach.

In-House Mailroom Services: Unlike competitors, Redflex prints and mails all documentation related to violations. We don't disrupt the chain of custody, and we maintain control of all data throughout the violation process.

Multi-Lingual Call Center, Online Support Services for Violators & Cash Payment Options

Redflex manages violator communications and payments through a multi-lingual call center that's open 11 hours a day, five days a week, providing the public with an avenue to get their questions answered. We also maintain an online support center at PhotoNotice.com where violators can view the images and video associated with their violations, and make payments. Additionally, we can provide cash payment locations to make the settlement of a citation more convenient.

Non-Intrusive Installation & Ongoing Maintenance Support

You never need to touch the equipment. Redflex handles all installations and maintenance throughout the life of the program including:

- Real-time monitoring, remote maintenance and statistical reporting by our Network Operations Center at Redflex headquarters, which is staffed 24/7
- Systems diagnostics and preventive maintenance on a daily basis using a variety of proprietary tools and technologies

- SMARTscene Live!™ provides live streaming videos and video recording capabilities for added monitoring support beyond photo enforcement, including criminal activity

Insightful System Analytics

Redflex provides valuable traffic data packages and customized reports with detailed statistics you need to effectively monitor trends. All data is available to our clients 24/7 through a secure online connection, including maintenance reports, vehicle and violation counts, issuance rates and system performance.

Dedicated Account Representatives & 24/7 Support

All clients have dedicated account representatives who work with them on a regular basis to make sure the program is functioning smoothly and continually achieving goals. Customer support is also available 24/7 through the Help Desk at our Network Operations Center, which is equipped to quickly diagnose and resolve virtually any issue.

Comprehensive Court Support Packages & Expert Witness Testimony

If needed, Redflex will provide comprehensive adjudication and court support services, including the development of court file transfer interfaces, court training modules and court evidence packages. Additionally, we provide expert witness testimony and testimony training for all clients.

Did You Know?

Less than 1% of all photo-issued citations are challenged nationwide.

Get Started!

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Redflex.com

