



Minutes
Town of Lake Park, Florida
Regular Commission Meeting
Wednesday, June 16, 2010, 7:00 p.m.
Town Commission Chamber, 535 Park Avenue

The Town Commission met for the purpose of a Regular Commission Meeting on Wednesday, June 16, 2010 at 7:00 p.m. Present were Mayor DuBois, Vice-Mayor Osterman, Commissioners Rumsey, Hockman and Longtin, Town Manager Maria Davis, Town Attorney Thomas Baird, and Town Clerk Vivian Lemley.

Mayor DuBois led the Invocation and the Pledge of Allegiance. Town Clerk Vivian Lemley performed the Roll Call.

ADDITIONS/DELETIONS/APPROVAL OF AGENDA

None

Motion: A motion was made by Vice-Mayor Osterman to approve the Agenda; Commissioner Hockman made the second.

Vote on Motion:

Commission Member	Aye	Nay	Other
Commissioner Longtin	X		
Commissioner Hockman	X		
Commissioner Rumsey	X		
Vice-Mayor Osterman	X		
Mayor DuBois	X		

Motion passed 5-0

PUBLIC AND OTHER COMMENTS:

None

Public Comment Closed

CONSENT AGENDA:

1. Traffic Calming and Safety Measures Workshop Minutes of May 26, 2010
2. Regular Commission Meeting Minutes of June 2, 2010
3. Resolution No. 24-06-10 U.S. Department of Justice Grant
4. County Allocation of Justice Grant Funds
5. Palm Beach County Sheriff's Office 6th Addendum to Contract

Public Comment Open.

Chuck Balius 148 Date Palm Dr. - stated that he was completely for traffic calming but not for street closures. He stated that based on the last Traffic Calming Workshop, the Commission did not know what they want. He stated that no one on the Commission was a traffic engineer. He stated that closing off streets and narrowing of streets must meet state requirements and if those requirements are not met the Town could get sued. He recommended that the Commission come up with an idea and give it to Town Manager Davis to handle and find an engineer or consultant to do the work. He stated that he could not support the Town handling the entire project because it would be a "lawsuit waiting to happen".

Public Comment Closed.

Motion: A motion was made by Commissioner Longtin to approve the Consent Agenda; Commissioner Rumsey made the second.

Vote on Motion:

Commission Member	Aye	Nay	Other
Commissioner Longtin	X		
Commissioner Hockman	X		
Commissioner Rumsey	X		
Vice-Mayor Osterman	X		
Mayor DuBois	X		

Motion passed 5-0

DISCUSSION AND POSSIBLE ACTION

Auditor Selection

Finance Director Anne Costello explained that the Town had advertised for Audit Services on April 18, 2010 and had received five responses. The Commission appointed an Audit Selection Committee that consisted of two outside professionals and Commissioner Hockman. They met on June 2, 2010 to evaluate the proposals and there was a unanimous recommendation to appoint Nolan, Holt, and Minor as the auditors for the next fiscal year. She stated that the item was brought to the Commission for their action.

Public Comment Open.

None

Public Comment Closed.

Motion: A motion was made by Commissioner Rumsey to approve Nolan, Holt, and Minor as the Town’s auditor for the next fiscal year; Vice-Mayor Osterman made the second.

Vote on Motion:

Commission Member	Aye	Nay	Other
Commissioner Longtin	X		
Commissioner Hockman	X		
Commissioner Rumsey	X		
Vice-Mayor Osterman	X		
Mayor DuBois	X		

Motion passed 5-0

Red Light Cameras

Town Manager Davis explained that approximately a year and a half ago the Mayor had asked staff to research the red light camera program and at that time there were a lot of lawsuits going on because it had not been settled at the legislative level yet and the Mayor then directed staff to hold off until the legislature addressed the concerns. Recently the concerns were addressed and Commissioner Rumsey then asked that a firm be brought in to discuss the red light camera program. She introduced Emily Griffin and Jeff Slugget of American Traffic Solutions.

Ms. Griffin handed a packet regarding the red light cameras to each of the Commissioners (see Exhibit “A”).

Jeffrey Slugget of Jeffrey Slugget Solutions introduced himself and stated that he was representing American Traffic Solutions. Mr. Slugget gave a brief description of the red light camera program and where and how it could be implemented in the Town.

Mayor DuBois asked if the Town would be responsible for refunding a ticket for a red light right turn.

Mr. Slugget explained that there was some controversy and litigation with regards to red light right hand turns but the legislation addressed it and determined that as long as a person makes a prudent and cautious right turn they shouldn’t be cited. He stated that each jurisdiction would need to look at the definition of that and whether or not they want to use that discretion in citing the right turns or not. He stated that the main concerns would be going straight through a red light or making a left hand turn on a red light.

Mayor DuBois stated that in the packet it showed a problem at Congress Avenue and Park Avenue West and also Congress Avenue and Watertower Rd. She stated that there were no poles at those intersections. She asked for clarification.

Ms. Griffin explained that the cameras would not be installed on the stop lights. She stated that the cameras would be set back from the intersection to capture the rear end of a car. There would be a pole within 100 feet behind the stoplight in order to videotape the intersection.

Mayor DuBois stated that the cameras at intersections could also be a good tool for crime by catching a possible runaway vehicle.

Vice-Mayor Osterman stated that one of the reported benefits of the red light cameras was a reduction in accidents since there would be less cars running lights. The counter argument to that is that it would cause more accidents since cars would slam their brakes for fear of being caught and therefore rear end collisions taking place. She stated that there had been a study done at one particular intersection in West Palm Beach that showed that there was an increase in accidents since the cameras were installed. She asked Ms. Griffin for her views concerning that.

Ms. Griffin explained that her company has been operating programs around the nation for several years and there was 16 years of data that showed right angle collisions typically decrease by 40% over the first few years. When the cameras go into place typically if the rear end collisions increase it is less than 5%. Once everyone knows where the cameras are they know not to slam their brakes.

Commissioner Rumsey asked what qualified Silver Beach Rd. and Congress Rd. and U.S. Highway One and Palmetto Rd. as problem areas or streets.

Ms. Griffin stated that temporary cameras were placed at those intersections and they showed that those intersections had the most red light runners.

Commissioner Rumsey asked how long the cameras were out at those intersections.

Ms. Griffin stated that the cameras were up for 8.07 hours for Silver Beach and Congress Rd. and 8.2 hours for Palmetto Rd. and U.S. Highway One.

Commissioner Rumsey asked how many violations were observed at those intersections.

Ms. Griffin stated that there were 16 violations at Silver Beach Rd. and Congress Avenue and 11 violations at U.S. Highway One and Palmetto Drive.

Commissioner Rumsey asked how the funds were broken down when a fine is issued on a state road.

Ms. Griffin explained that the new fine for a red light citation was \$158.00 and out of that fine \$83 goes to the state and \$75 goes to the Town.

Commissioner Rumsey asked if the south light at Congress Avenue and Silver Beach Rd. in Riviera Beach belonged to the Town.

Community Development Director Sullivan explained that all of the lights at that intersection belonged to the Town.

Commissioner Rumsey stated that Northlake Blvd was a prime location for the red light cameras but was unsure what intersections belonged to the Town.

Ms. Griffin explained that Northlake Blvd. was not tested yet because of that reason. She stated that they would gather all of the data on the other intersections first before testing Northlake Blvd.

Commissioner Rumsey asked if North Palm Beach has looked into red light cameras.

A gentlemen from the audience stated that they were not sure if North Palm Beach had researched red light cameras for their community.

Commissioner Rumsey stated that it would be worthwhile for them to approach the Village of North Palm Beach if there were shared intersections and see if they wanted to work together on that particular corridor.

Community Development Director Sullivan explained that the corporate limits were in the center of Northlake Blvd. so anything east bound would go to Lake Park and anything westbound would go to North Palm Beach.

Commissioner Rumsey stated that the Town limits were not directly down the median. The street is not split in half.

Community Development Sullivan explained that the Town limits were generally in the center of the road.

Commissioner Rumsey asked if the company would monitor the program and send out the fines.

Ms. Griffin explained that the company monitors the cameras and sends out the fines. She explained the process.

Commissioner Rumsey asked what portion of the fine would American Traffic Solutions receive.

Ms. Griffin explained that their portion would come out of the \$75 that the Town receives and that the fee was negotiable.

Commissioner Rumsey asked if Ms. Griffin has seen red light runners decrease over the years and less fine money come to the Town.

Ms. Griffin explained that it was the goal of the program to reduce red light runners but the amount would plateau and drop down typically after one to two years.

Commissioner Longtin asked what the cost to the Town would be for the red light camera program.

Ms. Griffin explained that they do not get paid until the program is operational. There would be no upfront cost.

Commissioner Longtin asked for clarification of "Total with one half rights" which was specified on a spreadsheet that was provided to the Commission.

Ms. Griffin stated that the phrase may have been included in the paperwork in error.

Commissioner Longtin asked if the incidents specified in the paperwork were all red light violations.

Ms. Griffin explained that they were all red light violations and discussed how those violations were determined.

Discussion ensued between Commissioner Longtin and Ms. Griffin regarding specifics of the red light camera program.

Commissioner Longtin asked what the cost for the cameras would be for the Town. She asked Ms. Griffin to provide what the average flat fee was that they charged.

Ms. Griffin stated that the average flat fee was \$4700 per camera per month.

Discussion ensued between the Commissioners and Ms. Griffin regarding the company and the costs and other specifics of the red light program.

Commissioner Rumsey recommended that ATS come back with a report at the last meeting in July.

Mayor DuBois stated that there would be only one meeting in mid-July.

Commissioner Rumsey stated that he would like to get the figures on the red light program so that it could be possibly worked into the budget should the Commission decide to go with the program.

Town Manager Davis stated that the next Commission Meeting would be on July 14th.

Mr. Slugget stated that the Legislation requires that the Town adopt an enabling Ordinance in order to implement a red light camera program.

Commissioner Longtin stated that she would like to see all of the options available.

The Commission came to consensus that ATS would come back with a full presentation that included all options at the next Commission Meeting of July 14, 2010.

Mayor DuBois adjourned the meeting for a five minute recess.

Mayor DuBois reconvened the meeting.

Attorney Thomas Baird explained the reasons and process of the cost studies that would be presented by the engineers for the Town Wide Street Lighting. He explained that they would not be discussing fees in their presentation but their qualifications only.

Consultant Presentations and Selection for Cost Study for Town Wide Street Lighting

Thompson Youngross Engineering

Mr. Andrew Youngross of Thompson Youngross Engineering introduced himself and began his PowerPoint Presentation (see Exhibit "B").

Mr. Youngross discussed and explained an enlarged map of Lake Park (see page 2 of Exhibit "B"). He gave a brief description of the engineering firm and the engineers' experience as well as support staff (see pages 3 through 8 of Exhibit "B"). He gave an overview of "Past Similar Projects" (see pages 9 through 17 of Exhibit "B"). He gave an explanation and examples of "Roadway Lighting" (see page 15 of Exhibit "B"). He discussed and gave examples of different light fixtures, lamp lights and their efficiencies (see pages 16 through 23 of Exhibit "B"). He discussed the "Town of Lake Park's Required Services" (see pages 24 through 30 of Exhibit "B"). He discussed "Existing F&L Roadway Lighting" (see pages 31 through 33 of Exhibit "B"). He discussed "Kelsey Park Lighting" (see page 34 of Exhibit "B").

Commissioner Longtin asked which lamp types had mercury.

Mr. Youngross stated that all of the lamps use mercury. He explained that LED lights are made with hazardous materials but use of them over time would have a less environmental impact than other lamp types. He stated that over the years LED technology would only improve.

Commissioner Rumsey asked if the LED lights could be switched from the existing head to new LED lights as they improve.

Mr. Youngross stated that the LED lights could be switched and explained the process.

Vice-Mayor Osterman asked if the cost of removing the current FPL lighting had been discussed before.

Town Manager Davis stated that the cost was discussed before.

Vice-Mayor Osterman stated that she did not remember it being such a significant cost.

Town Manager Davis explained that there was a problem with the estimate but it was discussed.

Vice-Mayor Osterman asked if the removal and disposal of the FPL lighting was included in the estimate.

Town Manager Davis stated that it was.

Calvin, Giordano & Associates, Inc.

John Downs of Calvin, Giordano & Associates, Inc. introduced himself and began a PowerPoint presentation. He gave a brief background of the company and what services they provide (see page 2 of Exhibit "C"). He gave a description of "Key Personnel's Experience" (see page 3 of Exhibit "C").

Mr. Downs handed the presentation over to Robert Roush, Director of Electrical Engineering. Mr. Roush gave an overview of the "Project Approach" (see page 5 of Exhibit "C"). He gave examples of other lighting projects they have done in the past (see pages 6 through 10 of Exhibit "C").

Mr. Downs concluded the presentation by giving a list of reasons why the Commission should pick CGA as their lighting consultant (see page 12 of Exhibit "C").

Commissioner Rumsey asked if a new grid was created for the City of Sunny Isles Beach Project (see page 6 of Exhibit "C") or did they use the existing grid of lighting.

Mr. Roush explained that photometric calculations were run to show where the lights should be and they were installed accordingly.

Commissioner Rumsey asked if the existing lighting remains in place until the new lighting is installed and working properly.

Mr. Roush stated that the existing lighting is not removed until the new lighting is installed and functional.

John Searcy & Associates

Mr. Searcy introduced himself and gave a brief background and history of the firm as well as the Agenda of the presentation (see page 2 of Exhibit "D"). He gave examples of "Recent Community Lighting Studies" (see pages 4 through 7 of Exhibit "D"). He gave examples and descriptions of different lighting fixtures (see pages 8 through 24 of Exhibit "D"). He spoke about the "Availability of Qualified Personnel" (see page 25 of Exhibit "D") He discussed and reviewed the steps for "Quality Control" of the project (see page 26 of Exhibit "D"). He reviewed the "Past Performance and Support of Local Governments" (see page 27 of Exhibit "D"). He explained how they would "Maintain Effective Communications" (see page 28 of Exhibit "D"). He reviewed and discussed

“Scheduling” (see page 29 of Exhibit “D”). He explained and discussed the “Knowledge/Understanding of the Town of Lake Park” (see page 30 of Exhibit “D”).

Vice-Mayor Osterman asked that Mr. Searcy allay her concerns regarding the distance of the firm from the Town.

Mr. Searcy explained that they have done other projects that were of great distance. He stated that one of the firm’s staff travels three hours twice a week to Cape Cod. He stated that they currently have an emergency project taking place in Ft. Lauderdale which is even further away from the firm than Lake Park.

Vice-Mayor Osterman expressed her concerns with the project. She stated that she wanted to get Commissioner Longtin and Commissioner Hockman’s view points as well as confirmation from the other Commissioners on the lighting project and whether or not it should go to referendum. She stated that it would be a great injustice to spend money on a consultation and then not put the project forward to referendum.

Mayor DuBois stated that she did not have a problem with the lighting project going to referendum. She felt that the new lighting was needed.

Commissioner Rumsey stated that he was 100% in favor of the Town Wide Street Lighting Project.

Commissioner Longtin stated that she was elated that the project was happening. She stated that she had some concerns. She asked if they could ask FPL to install additional poles.

Town Manager Davis stated that it would be cost prohibitive. She asked CRA Development Director Richard Pittman to explain.

Mayor DuBois asked Vice-Mayor Osterman if she was for the lighting project going to referendum.

Vice-Mayor Osterman explained that she was in favor of the lighting program going to referendum but had a concern about the situation with the LED lighting versus energy efficient and the fact that there was not a lot of data so far on LED lighting. She expressed her concerns with the cost to the residents in taxes. She stated that she wanted it to go to referendum and have the residents decide. She stated that she was in favor of a green lighting system.

Commissioner Hockman stated that he had a mixed feeling about the project. He stated that he was for street lighting. He stated that there were other options for the new lighting. He explained that the current FPL lighting system was a very old system and needed to be replaced. He stated that another option was to replace the system with a newer FPL system. He discussed the pros and cons of that option versus the LED lighting. He stated that he was for the modification of the lighting in the Town. He stated that before it was put to referendum the Commission needed to decide on what to

do. He stated that if there was definite design and plan and a couple of options for the residents he would be for the referendum.

CRA Project Manager Richard Pittman stated that FPL would be happy to design and construct the street lighting system for the Town. He stated that the least expensive system would be an overhead wired system on a wooden pole with a cobra head fixture. He explained that FPL was happy to install a new system on Bayberry Dr. and they designed a new system, but the Commission had begun discussing an LED system of which a prototype was installed on Bayberry Drive. The FPL poles would be close to \$20 per month per pole which included all maintenance and electricity. The system constructed on Bayberry Drive cost \$40,000 but part of that cost was the service panel which would service 30 more lights. He stated that the cost for the LED poles was \$30 per month total for all six poles.

Commissioner Rumsey asked if the bill for the LED system was \$30 total for the six poles.

CRA Project Manager Pittman explained that the LED system had so far cost \$30 total for the six poles. He stated that FPL used rates that were approved by the Florida Public Service Commission and those rates were not negotiable. He stated that FPL also does not offer an LED fixture yet. He explained that the bill with FPL would be continuous and the Town would not have control over the fees. He stated that concrete poles if not hit by a car or a category 5 hurricane would last over 40 years. He stated that the initial cost to install the LED lighting would initially cost more to install but would eventually be paid for and cost less over the long run.

Discussion ensued between the Commissioners regarding the need for the Cost Study Analysis for the Town-Wide Street Lighting.

Commissioner Longtin stated that she agreed with Vice-Mayor Osterman's concerns.

Mayor DuBois clarified that there could not be a plan unless they have a study and cannot have a study unless they choose among the consultants who made their presentations.

Vice-Mayor Osterman asked for an approximate figure of what the study would cost.

Commissioner Hockman asked if the study had been budgeted for and what the approximate cost would be.

Town Manager Davis explained that the fees for the engineering could be taken out of Contingency or Reserves. She stated that the plan was to reimburse either Contingency or Reserves once they go to referendum. She stated that the Commission had received a schedule showing what the cost would be per household. She stated that it would either be a bond or loan and if the electorate chooses to tax themselves to install the lighting an education process would be done. The reason for the cost study was to have options and cost proposals for each option.

Commissioner Hockman asked if there was a ballpark number in mind.

Town Manager Davis stated that staff would negotiate the fee and the Commission would make the ultimate decision before anything was done.

Vice-Mayor Osterman continued to express her concerns and stated that she was afraid that they may install the LED lighting two years too soon.

Commissioner Longtin stated that she agreed with Vice-Mayor Osterman's concerns and would hope the lighting system could be retrofitted to accommodate any updated lighting fixtures.

Mayor DuBois stated that she was comfortable with Calvin, Giordano, & Associates as her first choice, Searcy would be second and 3rd Thompson Youngross Engineering.

Commissioner Rumsey stated that his first choice was John Searcy & Associates, Calvin Giordano & Associates, and 3rd would be Thompson Youngross Engineering.

Commissioner Longtin stated that she agreed with the Mayor's order of choice for the lighting consultants.

Vice-Mayor Osterman stated that her first choice was Thompson Youngross Engineering, 2nd would be Calvin, Giordano & Associates and lastly John Searcy & Associates.

Commissioner Hockman stated that his first choice was Thompson Youngross Engineering, 2nd would be Calvin, Giordano & Associates and lastly John Searcy & Associates.

Town Manager Davis read the rankings that each Commissioner gave for each lighting consultant.

Discussion ensued on how to rank and determine the winning consultant.

It was determined that the consultant who received the lowest number would be in 1st place.

Town Manager Davis stated that John Search & Associates received a ranking of 11, Thompson Youngross Engineering received 11, and Calvin, Giordano & Associates received a ranking of 8.

Town Attorney Baird stated that there would need to be a 2nd place consultant in case negotiations fell through with the 1st place person.

Commissioner Rumsey and Mayor DuBois voted for John Searcy & Associates as the 2nd place consultant.

Vice-Mayor Osterman, Commissioner Hockman, and Commissioner Longtin chose Thompson Youngross Engineering as the 2nd place consultant.

Public Comment Open.

None

Public Comment Closed.

Motion: A motion was made by Vice-Mayor Osterman to approve the beginning of negotiations for a cost study analysis with Calvin Giordano and Associates, with Thompson Youngross Engineering in 2nd place and John Searcy & Associates in third; Commissioner Rumsey made the second.

Vote on Motion:

Commission Member	Aye	Nay	Other
Commissioner Longtin	X		
Commissioner Hockman	X		
Commissioner Rumsey	X		
Vice-Mayor Osterman	X		
Mayor DuBois	X		

Motion passed 5-0

COMMENTS BY COMMISSION, TOWN MANAGER, TOWN ATTORNEY

Commissioner Rumsey thanked Marina Director Mike Pisano and Recreation Director Greg Dowling for the work on the Marina event that took place over the last weekend. He also thanked the Department of Environmental Protection, Sea Tow of Palm Beach, Lagoon Keepers, and the Coastguard Auxillary for their work on the event. He thanked Art Gallery Manager Crista Eide for her work on the Art on Park Event. He thanked staff for their work on the Volunteer Dinner.

He asked Attorney Tom Baird if the Commissioner's were billed for e-mail. He stated that he noticed charges on the last bill and he did not notice if they had been charged before.

Attorney Baird explained that he has always charged for e-mails.

Commissioner Longtin thanked the Sheriff's Office for compiling the crime statistic information that was presented at last night's workshop. She stated that staff at the Library have been provided with discs that have Commission Meeting Agendas on them for anyone who was interested in reviewing those Agendas.

Vice-Mayor Osterman stated that many members of the community would be happy to hear that the Town's Special Magistrate has denied two applications for Reasonable Accommodations/Sober Houses. She requested that the Commission approve a

presentation for an upcoming meeting by the person who was currently running the Community Garden. She stated that she told him that she would ask the Commission for approval and then he could contact the Town Manager for scheduling.

Mayor DuBois stated that she thought that was a great idea.

Vice-Mayor Osterman announced that another fishing tournament would take place at the Marina that weekend and would include family friendly events. She stated that the announcement was on the Town's website.

Town Clerk Vivian Lemley stated that the weigh in at the tournament was at 3 p.m.

Town Manager Davis stated that she believed the event would start at 10 a.m.

Commissioner Hockman thanked the Marina staff for the great Marina event over the past weekend.


Mayor DuBois stated that the Marina event was wonderful and congratulated Art Gallery Manager Crista Eide for a wonderful event at Art on Park as well.

Attorney Baird reviewed the recent developments regarding the Reasonable Accommodations Hearing wherein sober house applications were denied. He congratulated the public for their vigilance in following up and voicing their concerns on those houses. He gave an update on the two Sevino sober house applications. He stated that they were on appeal and he believed that the Town would prevail.

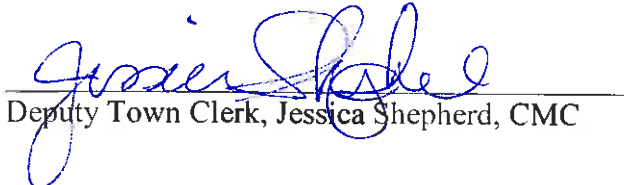
Town Manager Davis stated that plant material that was in the line of view at the Clock Tower on Park Avenue was addressed and taken care of. She thanked Chris Price for bringing it to their attention.

ADJOURNMENT

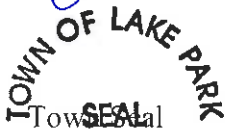
There being no further business to come before the Commission and after a motion to adjourn by Vice-Mayor Osterman and seconded by Commissioner Hockman, and by unanimous vote, the meeting adjourned at 10:03 p.m.



Mayor Desca DuBois



Deputy Town Clerk, Jessica Shepherd, CMC



FLORIDA
Approved on this 14 of July, 2010



About American Traffic Solutions™

American Traffic Solutions™ delivers next-generation technology products, services and business solutions and anticipates our customers' future mobility, traffic safety and enforcement needs.

Paving the way with:

- Innovations in road safety systems to prevent injuries, save lives and free valuable police resources
- Advanced turnkey and customized business management solutions and expertise, ensuring successful outcomes for our customers and partners
- Cutting-edge hardware and software for maximum efficiency and security
- Progressive and reliable customer service with instituted quality control
- Future-thinking, knowledgeable and dedicated team members with extensive industry experience

Innovators:

ATS is the industry's U.S. pioneers and is dedicated to delivering innovative technology that foresees our customers' needs ahead of our competition. Our founders, brothers James and Adam Tuton, are the North American industry architects of road safety and automated electronic toll enforcement programs. Together, they originated the first U.S. road safety program, operated in Paradise Valley, AZ in 1987. They have been setting the industry bar high ever since.

Leading Provider:

ATS serves more than 200 communities with a total population of 26 million people and growing. Our New York City program alone generates more than 800,000 violation notices each year and is among the largest traffic safety programs in the country. ATS is also responsible for the operation of Canada's largest digital road safety program: Calgary, Alberta.






"Successful, long-term customer relationships are crucial to a thriving business. Our relationships are built upon trust, reliable and complete customer service, and a deep understanding and anticipation of our customers' business needs. We are dedicated to delivering the future, today."

- James Tuton, President and CEO



ATS is owned and operated in the U.S.A.
Hardware and software are designed and manufactured in the U.S.A.

Making Life Safer and Easier on The Road Ahead

ATS System	ATS System Specs	Comparison Issues
<p>Simultaneous Violation Capture</p> 	<p>ATS camera speed and detection technology is designed to detect and image ALL vehicles, even those traveling side by side and at high speeds. In the attached photo our system captured 3 vehicles in 1.5 seconds – all traveling over 35 mph.</p>	<p>No other system is capable of this level of performance unless the vehicles were platooning and traveling under 20 mph because they require the first violation to be completed before the second violation can be captured.</p>
<p>Video Capacity</p> 	<p>The Axis LIVE is the most extensive video in the industry. The program offers:</p> <ul style="list-style-type: none"> ▪ Real-time viewing over the internet ▪ Adjustable recording speed ▪ 12 second validation clip with each violation ▪ Runs 24/7, and saves all video for up to 60 days. <p>This unique capacity has helped numerous cities reconstruct collisions and provided crucial evidence in five major criminal actions.</p>	<p>Few companies offer any video data recall other than the attachment to a triggered violation. Those that do are very short term, or reduce the size of the file to the point that the reconstruction is difficult to find and not of standard video quality when retrieved.</p>
<p>Axis™ Solid State Controller (inside the cabinet)</p> 	<p>The Axis™ RLC-300 controller is a modular system that includes a series of Swappable Interface Circuit Boards, and the Axis™ RLC-300 Master Controller which is the "brain" that controls the entire system. The RLC-300 controller has an Ethernet interface and a wireless upgrade port for remote access and data transmission.</p>	<p>Most other systems are computer driven – which lack the flexibility to effectively handle video or wireless triggering systems.</p>



Anne Arundel County
Red Light Camera Enforcement
8495 Veterans Hwy.
Millersville, MD 21108

CITATION
INTERSECTION SAFETY SIGNAL

NOTICE #: 0060500012345
PIN #: 1234

JOHN J SMITH
1234 MAIN STREET
ANNAPOLIS, MD 21401



To: John J. Smith

Please take notice that the vehicle described and pictured herein did not stop for the red traffic signal at the place, date and time specified. Therefore, under Maryland State Law TA 21-202.1, as the registered owner(s) or lessee (six months or more) you are liable for the violation. Unless you elect to go to court, a civil penalty in the amount of \$75.00 must be paid by the due date shown on this notice.

PAYMENT OF THE PENALTY AMOUNT FOR THE VIOLATION WILL NOT RESULT IN POINTS AND CANNOT BE USED TO INCREASE YOUR INSURANCE RATES.

WARNING: FAILURE TO PAY THE PENALTY SHOWN, OR TO CONTEST LIABILITY DESCRIBED IN THE NEXT PARAGRAPH MAY RESULT IN THE REFUSAL OR SUSPENSION OF THE MOTOR VEHICLE REGISTRATION

If you wish to contest this citation, your request for a court date must be received at least five days prior to the payment due date shown below. If you appear in court, the maximum amount you can be charged is \$100 fine and court costs. Recorded images are evidence of a violation of the Maryland Law prohibiting travel through a red light.

CERTIFICATE

I am a duly authorized agent of the Anne Arundel County Police Department. Based on inspection of the recorded images shown above, the motor vehicle was operated in violation of TA 21-202(h), as evidenced by the above images.

Digitized Signature

ID# 1234

DATE AND TIME OF VIOLATION 3/10/2008 12:23 46 PM	LOCATION OF VIOLATION N/B RIVA RD @ RTE 665	VEHICLE TAG & STATE JRE846 VA
VIOLATION NUMBER	AMOUNT DUE \$75.00	DATE DUE 04/10/2008

Pay with your Visa or MasterCard at www.ViolationInfo.com or mail your check or money order with this coupon to the address below



NAME: JOHN J SMITH	DUE DATE: 04/10/2008	
NOTICE #: 0060500012345	VERSION: 1	ISSUED: 03/11/2008
PLATE: JRE846	STATE: VA	TYPE:

- ✓ Make your payment by mail or by phone (see back for details).
- ✓ Make your check or money order payable to Anne Arundel County
- ✓ DO NOT MAIL CASH
- ✓ Write the Notice # on the front of your payment
- ✓ Do not tape, staple or paperclip items
- ✓ Insert this tear-off coupon in the enclosed envelope with the address (at the right) showing through the window
- ✓ Payment is admission of guilt or liability.

Anne Arundel County
 Red Light Camera Enforcement
 PO Box 742503
 Cincinnati OH 45274-2503

AMOUNT DUE: \$75.00

0060500012345 000000011234 094506

DATE	TIME	AMBER	SPEED	PHASE	RTIME	LANE	FRAME
7/22/2008	8:56:20 8 AM	4.6	25	R	4.9	4	A
H053-S/B TOMBALL PKWY, W SERVICE RD 0 FM1960 W							



DATE	TIME	AMBER	SPEED	PHASE	RTIME	LANE	FRAME
7/22/2008	8:56:21 8 AM	4.6	25	R	5.8	4	B
H053-S/B TOMBALL PKWY, W SERVICE RD 0 FM1960 W							



Red-light running is a dangerous and costly national problem.

- Red-light running is the leading cause of urban crashes according to the Insurance Institute for Highway Safety.
- In 2005, 9,200 people died and approximately 1 million were injured in intersection related crashes—805 fatalities were directly attributed red-light running according to NHTSA.
- The financial cost to the public is estimated to be more than \$14 billion each year.
- An average of 3.2 red-light violations occur per hour, according to a 2003 study conducted by University Transportation Center for Alabama in 4 states at 19 different intersections.

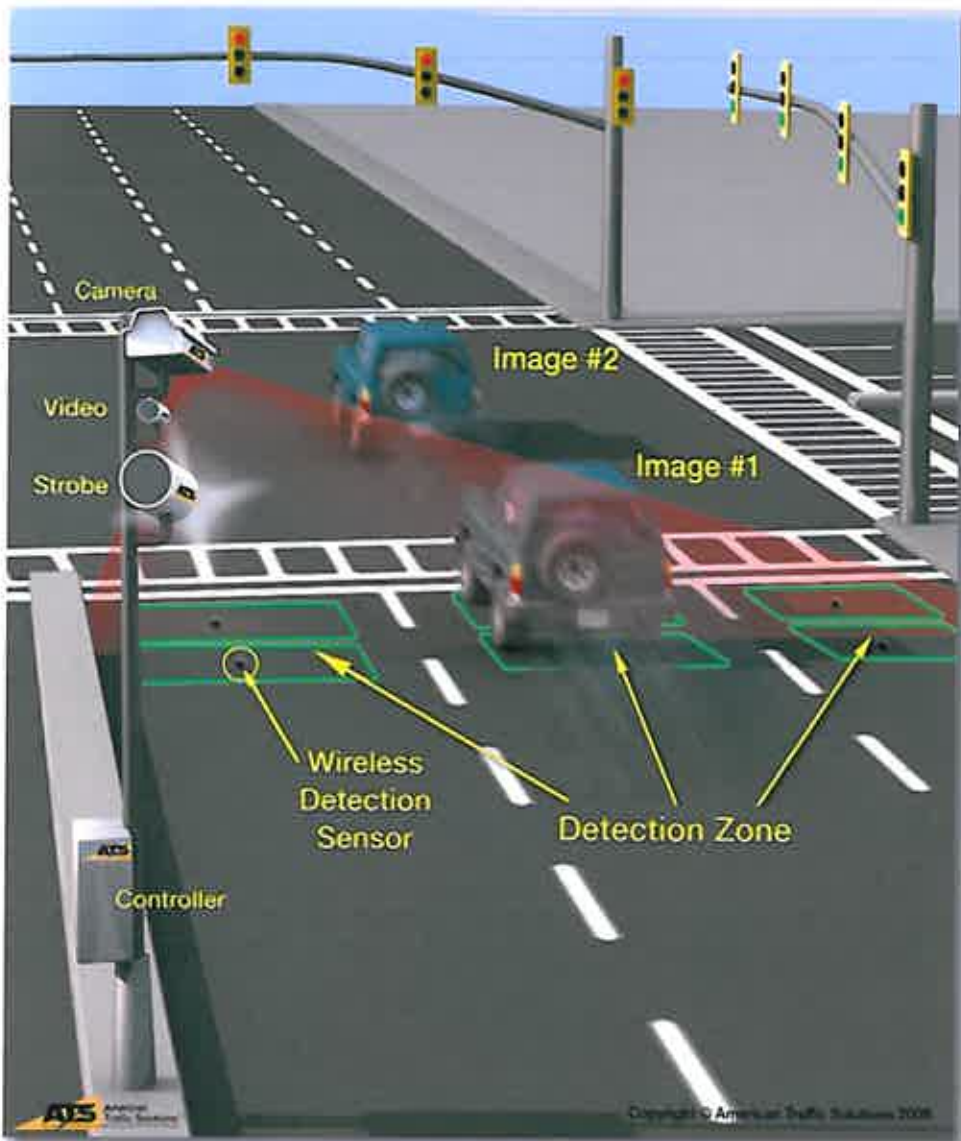
A crash caused by a driver who runs a red-light is more likely to result in serious injury or death.

- Deaths caused by red-light running are increasing at more than three times the rate of increase for all other fatal crashes.
- More people are injured in crashes involving red-light running than in any other crash type.
- Reduction in red-light running through a comprehensive intersection safety camera program will promote and protect the public health, safety and welfare of your community.

Most people run red-lights because they are in a hurry, when in fact they only save seconds.

- Almost all drivers (96%) fear being struck by a red-light runner.
- Majority of Americans (56%) admit to running red-lights.
- Red-light runners can be any one of us who drives.
- One in three Americans knows someone who has been injured or killed in a red-light running crash.
- Red-light running is often a result of aggressive driving, and is **completely preventable**.

The camera is activated when a vehicle enters the intersection **AFTER** the traffic signal has turned red. The camera takes a series of two images to document the violation. The violation is then mailed to the registered owner of the vehicle.



First image:

The first shot is captured from the rear showing: the scene of the violation including the back of the violating vehicle in front of the stop line; one or more visible red-light signals.

Second image:

The second shot is also captured from the rear showing: the scene of the violation including the back of the violating vehicle after the rear axle has crossed the stop line and the vehicle has illegally entered the intersection; one or

License plate close-up:

A magnified "crop" of the license plate is created from one of the two images.



First Image - Before Shot of Violation



Second Image - Shot of Vehicle in Intersection

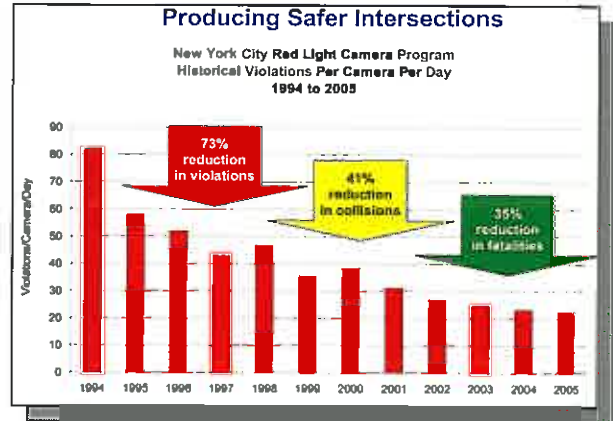


License Plate Close-up From One of the Two Violation Images.

Red-light Cameras Proven to Reduce Red-light Running, Crashes and Fatalities

In addition to public support our systems have demonstrated consistent decrease in red-light violations, crashes and personal injuries throughout the United States and Canada.

- From 1994-2005, red-light violations in **New York City** have declined by 72 percent, collisions have declined by 41 percent and fatalities have declined by 35 percent. These reductions are consistent with numbers reported by other US cities.
- During the first 10 months of a pilot program in **Seattle**, the following results were achieved: 50% reduction in red-light running violations at monitored intersections; decrease in injury crashes and decline in number and severity of people injured by red-light crashes at monitored approaches. The city plans to increase the program to 24 additional sites and implemented a speed enforcement program as well.
- Accidents are down 11% in the intersections with red-light cameras in **Arnold, Missouri** according to Police Chief Robert Shockey. At the Rockport intersection located in front of a school, accidents are down 50%.



- A study completed by Insurance Institute for Highway Safety (IIHS) **Philadelphia, Pennsylvania**, showed that after cameras had been operating for one year violation rates at the 6 enforced approaches declined 87%-100%. ("Mind Those Traffic Lights", *Status Report*, Vol. 42, No. 1, January 27, 2007).
- In a comparison of 2007 and 2005, the first full year with red-light safety cameras and the last year without, the **City of Gallatin, Tennessee** reported dramatic drops in crashes:
 - 21% decrease in motor vehicle crashes
 - 22% decrease in property damage crashes
 - 15% decrease in personal injury crashes
 - 19% decrease in side impact crashes
 - 19% decrease in intersection related injury crashes
 - 50% decrease in fatalities

As of August 2008, year-to-date crashes declined 27 percent, equating to 200 fewer collisions or 400 less cars in crashes. Importantly, there has been a 40 percent reduction in red-light citations issued.

- Calgary, Canada** reported a 29.4% decrease in the total number of right angle collisions and a 39.4% decrease in the number of injury right angle collisions, and a 100% decrease in the number of fatal right angle collisions.

Since introducing our latest suite of intersection safety cameras and fully web-enabled violation processing systems, ATS has been selected more times than all other vendors combined by U.S. cities and counties that issued competitive procurements. These wins include the majority of the U.S. and Canadian major cities, including: **Seattle; Kansas City; St. Louis; Philadelphia; New York City; Houston; Ft. Worth; Tucson, and; Pueblo; Calgary; New Orleans and Baton Rouge. San Diego; Washington, D.C.; Edmonton, Alberta; Scottsdale and Mesa, AZ are five of eight cities that selected ATS to replace their existing vendor.**

The ATS Difference

ATS offers "next generation," all-digital vehicle detection and photo electronic imaging systems. All systems and services offered are "purpose built" by ATS specifically for road safety applications. ATS technology has been field-proven in some of the harshest and most demanding environments in the world, ranging from humid boroughs in the City of New York and Orange County, Florida, to the harsh extremes of the desert heat in Arizona, and in the winters in Colorado and Calgary, Canada. Following are major comparison differences that have set ATS apart:

Exact Prima Facie Evidence – A single ultra-high resolution image offers all of the information needed, including the scene, tire placement and the license plate, all from the same image avoiding the wrong vehicle being identified for violation eliminating city's embarrassment and issuing refunds.

Camera Quality: The Axis™ TC-16MP is one of the most advanced and highest resolution photo enforcement cameras available in the industry. The staggering 16-megapixel camera offers 25 percent more resolution than our previous 12.4 megapixel camera offering.



Video Capacity: The ATS system includes a 24/7/365 live, on-line, IP-addressable integrated encrypted digital color video stream surveillance with integrated real-time matching data bar on each frame of the violation recording. **It enables real-time traffic viewing and full data retrieval of recorded video for up to two months.** This exclusive technology helped catch a freeway killer in California, and another in Texas, even though no red light violation occurred. ATS is the only vendor with proven performance of this technology.

Minimal Environmental Presence: The ATS Axis™ RLC-300 camera system is the most compact and least intrusive system from a visual, operational and environmental perspective. The system can be mounted on a vendor-supplied pole or on existing infrastructure.

Camera Placement Flexibility: The overall design and ultra-high resolution imaging enables camera placement several feet higher on the pole and farther back from the intersection than any other system. These two unique benefits deliver a broader and deeper intersection view and higher levels of detection, imaging and collection rates. This flexible camera placement feature responds to differing environmental circumstances and customer's aesthetic requirements.

Wireless Technology: The ATS system offers wireless technology in three key areas:

- Violation images and data are collected using an EVDO wireless network connection, eliminating traditional telecommunications provisions which can slow down program implementation.
- Any component inside the ATS intersection safety camera control system can be powered on and off wirelessly, which eliminates manual re-booting of any specific electronic component.
- Our newest vehicle detection system speeds up the installation and maintenance processes. Each lane can be installed in 10 minutes. No trenching, boring, or conduit runs are required, which means less permitting and construction.

Exhibit "B"
6/16/10

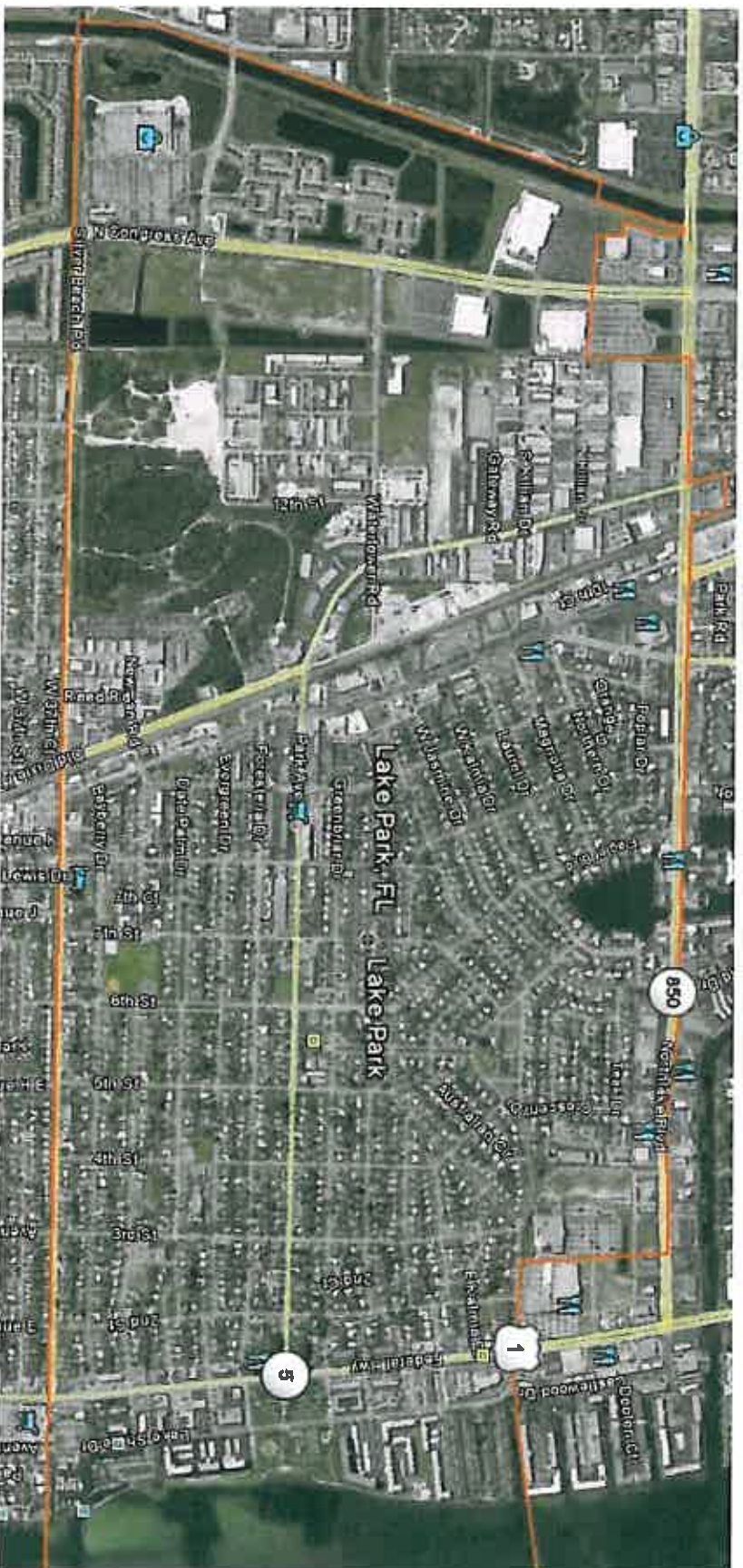
Town of Lake Park
Cost Study Analysis
Town-wide Street Lighting
RFP 101

Andrew J. Youngross

**Thompson Youngross Engineering
Consultants**



Enlarged map of Lake Park



Thompson Youngross Engineering

EXPERIENCE

- well established
- Professional Engineering
- record of providing complete mechanical, electrical engineering services
- close coordination with other project design professionals
- concerted efforts to design projects that meet the owners' needs
- maintain budget restraints
- exceed the expectations of our clients
- close attention to detail
- define the scope of work to be completed
- follow through from schematic design to project close-out
- minimum costly design changes and change orders
- close supervision of either Daniel Thompson or Andrew Youngross
- design professional selected by the Owner is the same person who is responsive and responsible for the design and project follow-through

Team Members

Andrew J. Youngross, P.E. – *PRINCIPAL*

Principal in Charge of Project

- **Nearly twenty (20) years experience in electrical engineering field**
- **Seven years as owner or principal of his own firm**
- **Responsible for**
 - **Marketing**
 - **Engineering production**
 - **Oversees the electrical design documents**
 - **Coordinate all work in the office**

Andrew J. Youngross, P.E. – PRINCIPAL (cont.)

- **Assisted the County of Palm Beach Zoning in 2005 by participating on the Technical Advise Committee (TAC) committee for the new County lighting ordinance**
- **Assisted the City of Delray Beach in 2008 in updating the city's new lighting ordinance**
- **Participates in continuing education, keeping up with the latest lighting technologies, integrating energy efficient technologies in the electrical designs**

Project Manager

Matt Thompson – EIT, Project Manager

- **Responsible for Overall Project Management**
- **Coordinates between City personal and TYEC personal**
- **Project estimating**
- **Contract Administration**
- **Experience in design**
 - **Lighting**
 - **Power**
 - **Communication**
 - **Fire alarm systems for residential and commercial structures**
 - **Computer aided photometric calculations using AGI^(TM) programs**
 - **Selection of power and lighting equipment**

Project Engineers

Robert Butler – Graduate Engineer, BSEE

- Responsible for design
- Produces CAD drawings of Electrical, Lighting and communications Systems
- Proficient in ACAD design and drafting
- Versed in the use of many computer aided lighting software packages, including AGI and Visual

Dennis Mikulski – SENIOR ELECTRICAL DESIGNER & DRAFTER

- Responsible for the design and layout of power and lighting systems
- Communication and fire alarm systems required for any type of facility needing new or renovations to the appropriate systems
- Wide range of industrial, commercial, residential, municipal and military projects
- Performs site investigations
- Attends meetings with clients
- Proficient in ACAD design and drafting
- Versed in the use of many computer aided lighting software packages, including AGI and Visual

Support Staff

Kathryn A. Thompson – CLERICAL

- supporting the team members
- performing clerical duties
- Organizing shop drawing submittals

Past Similar Projects

- **CIVIC PROJECTS**
 - City of Delray Beach Tennis Court Lighting - Delray Beach, Florida
 - Pompey Park Ball field Lighting – EECSBG Sports Lighting Upgrade
 - South Palm Beach County Regional Park, Parcel "A" - Boca Raton, Florida
 - Flamingo Road Extension – Roadway Lighting

Past Similar Projects

- **PRIVATE PROJECTS**
 - Lakeside Development Roadway Lighting
 - Harmony Village Roadway Lighting
 - Lakewood Homes Subdivision
 - Hidden Harbor Roadway Lighting
 - Villas of Rolling Hills Roadway Lighting
 - Mizner Falls Subdivision Roadway Lighting

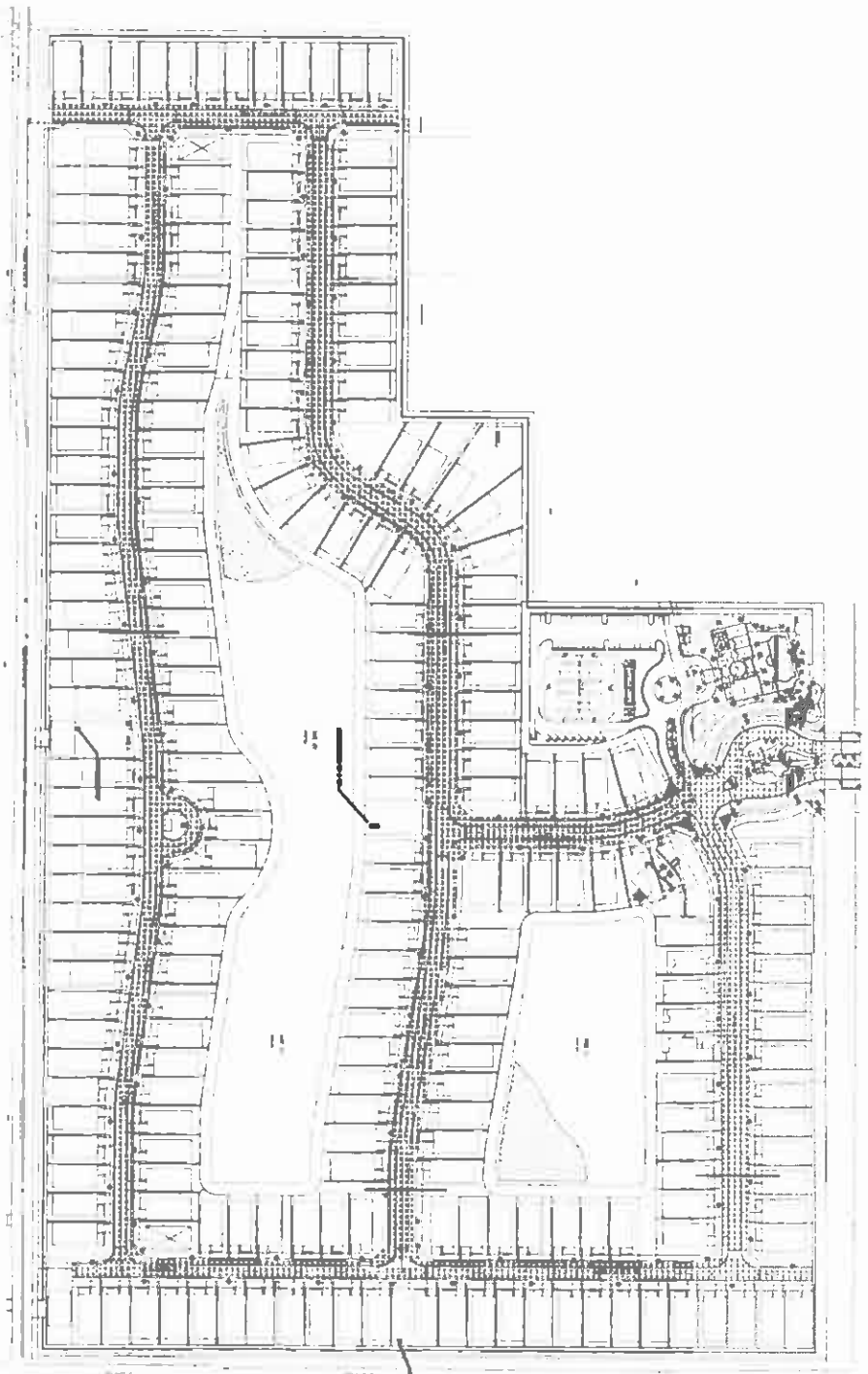
Flamingo Road Extension



7/7/2010

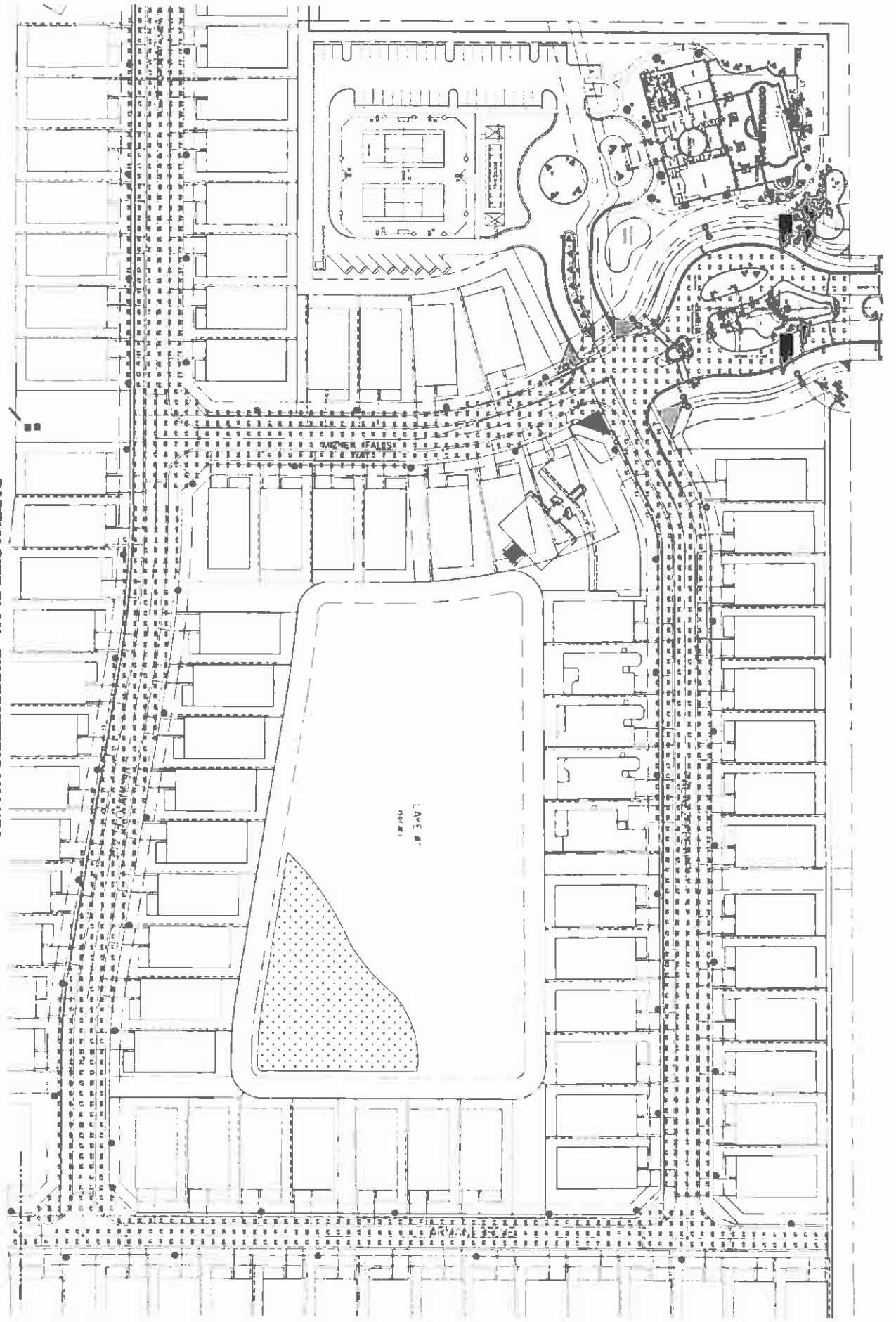
A. Youngross, Principal

Mizner Falls Design Stage



7/7/2010

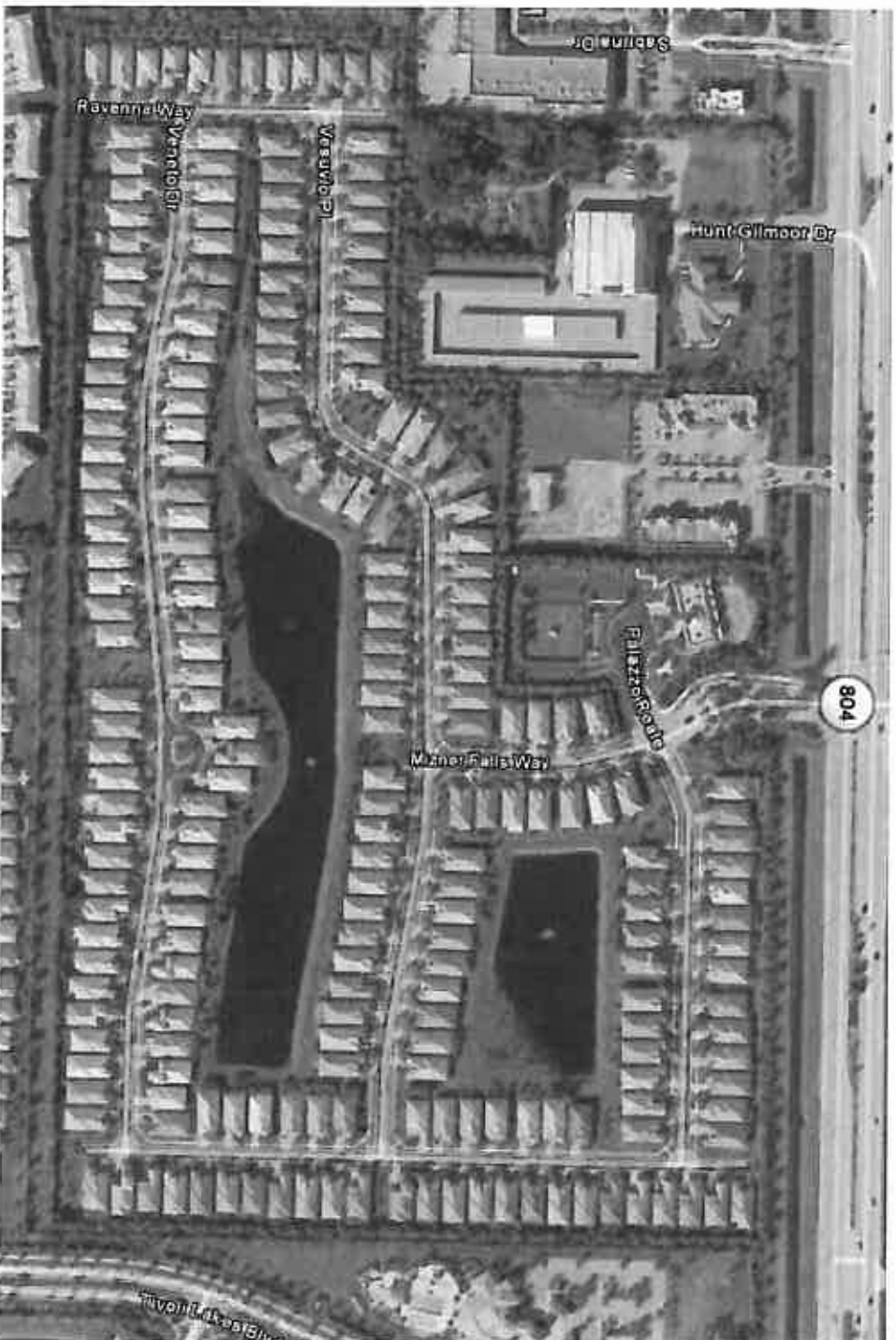
A. Youngross, Principal



7/7/2010

A. Youngross, Principal

Mizner Falls Subdivision Built



7/7/2010

A. Youngross, Principal

Roadway Lighting

- **LAMP TYPES**
 - High Pressure Sodium (HPS)
 - Metal Halide (MH)
 - LED
 - Induction Lamps (IL)

FP&L Standard Light Fixtures

- Only HPS lamps in the following wattages, 70W, 100W, 150W, 200W, & 400W.
- Fixture types offered:



Contemporary



Traditional



Roadway
Cobra Head

FPL is not currently looking at LED or other energy efficient lighting technologies until reliable data is obtained on performance

HPS Lamp Efficiencies

Lamp Wattage	Ballast Input Watts	Initial Lumens	Efficiency – Lumens/Watt	Life Expectancy Hours
70	91	6300	69	24000-40000
100	128	9500	74	24000-40000
150	188	15800	84	24000-40000
200	230	22000	96	24000-40000
400	464	50000	108	24000-40000

Based on lamp information from Sylvania Lamp and Ballast Catalog

Metal Halide Decorative Street Lights

Traditional Acorn Metal Halide



Metal Halide Efficiencies

Lamp Wattage	Ballast Input Wattage	Initial Lumens	Efficiency Lumens/Watt	Life Expectancy Hours
70 Pulse Start	95	5500	58	15000-20000
100 Pulse Start	130	8500	65	15000-20000
150 Pulse Start	185	12500	67	15000-20000

Per the Energy Independence and Security Act of 2007, 175W Metal Halide Fixtures using standard magnetic ballasts and pulse start ballasts cannot meet the energy efficiency requirements and will be phased out of production over time. The 150W PS fixture is replacing the 175W fixture. **Per the FBC, Exterior Fixtures shall Have a L/W greater than 60.**

LED Fixtures



LED Cobra
Roadway Head
Leotek Lighting



LED Traditional Acorn
Roadway Head
Lumec Lighting

A. Youngross, Principal



LED Tear Drop Acorn
Roadway Head
Lumec Lighting

LED Efficiencies

Fixture Wattage	Input Watts	Initial Lumens	Efficiency Lumens/Watt	Life Expectancy Hours
40	44	3500	80	50000
65	72	5000	69	50000
95	100	6300	63	50000

The above information is based on Lumec Lighting LifeLED Fixtures

The life expectancy is based on environmental conditions and can vary depending on where and how LED fixtures are used.

Induction Lighting Fixtures



Cobra Head Style Induction
Lighting



Acorn Style Induction
Light Fixture

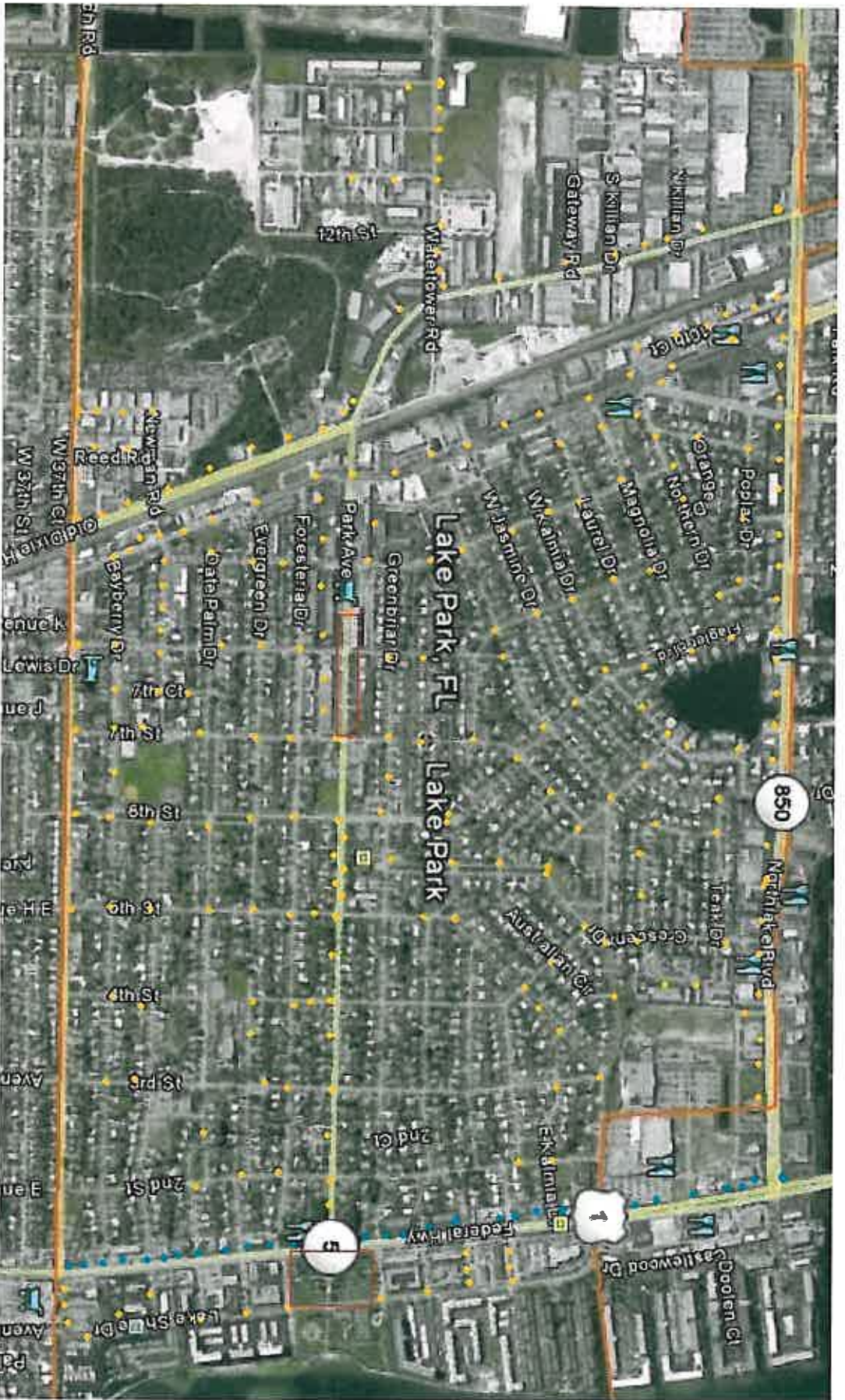
Induction Lighting Efficiencies

Fixture Wattage	Input Watts	Initial Lumens	Efficiency Lumens/Watt	Life Expectancy Hours
40	45	3400	76	100000
80	87	6800	78	100000
100	110	8500	77	100000
120	127	10200	80	100000
150	160	12750	80	100000

LED Technological advances will surpass Induction lighting Efficiency and life expectancy in the coming years

Town of Lake Park Required Services

- Review existing street lighting conditions
 - Locate existing town owned and FP&L owned and maintained street lighting



7/7/2010

A. Youngross, Principal

Required Services (cont.)

- Prepare Photometric Plans using lighting design software to determine lighting levels per IESNA RP-8-00, 2005
- Measure existing street lighting photometric levels to determine RP-8-00 compliance
- Review existing town expenditures associated with street lighting
 - Actual utility costs for FP&L owned street lights
 - Actual utility costs for city owned street lights
 - Maintenance costs for city owned street lights

Required Services (cont.)

Utility owned or Town owned?

- Determine which existing streets with lighting shall be maintained and/or supplemented with additional FP&L fixtures
- Which existing streets should be converted to town owned and maintained lighting fixtures
 - Town incurs full cost of fixture and removal per FPL street light agreement
- Determine which existing streets with no lighting should be lit with either town owned and maintained or FP&L owned and maintained

Required Services (cont.)

- **Feasibility and Cost Analysis**
 - **FP&L lighting options**
 - Only FP&L lighting fixture offered is HPS
 - Underground wire and conduit per street lighting agreement
 - **Lease/purchase lighting options from private firms**
 - There are companies that provide this service
 - **Town of Lake Park installed lighting options**
 - Purchase & install fixtures, poles, and wiring
 - Town will own and maintain
 - Town will have to replace damaged lights & poles as a result of Mother Nature (hurricanes)

Required Services (cont.)

- Determine feasibility and costs for Town-owned:
 - LED fixtures and poles with overhead wiring
 - LED fixtures and poles with underground wiring
 - Standard and decorative pole analysis
 - Determine best lighting technologies over time
 - Environmental impact of producing/disposing of lighting fixtures

Required Services (cont.)

- Present Proposals and Recommendations to Town commission
- Prepare Final Report with Cost Estimates
 - To include all supporting documentation
 - Map of town showing symbols and legend illustrating the proposed lighting locations

Existing FP&L Roadway Lighting



Old Dixie Hwy

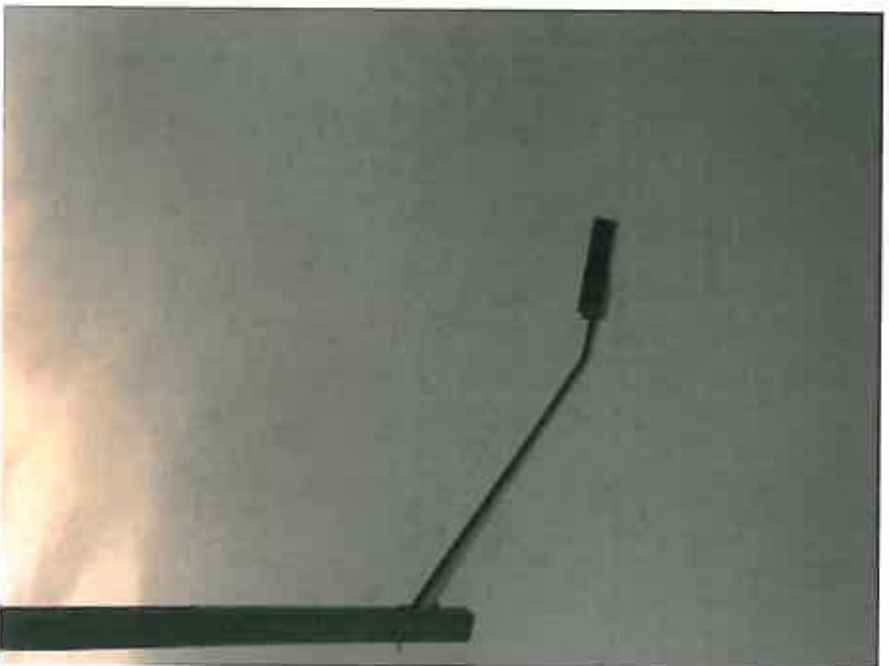
7/7/2010



2nd St & Date Palm

A. Youngross, Principal

Existing FP&L Roadway Lighting

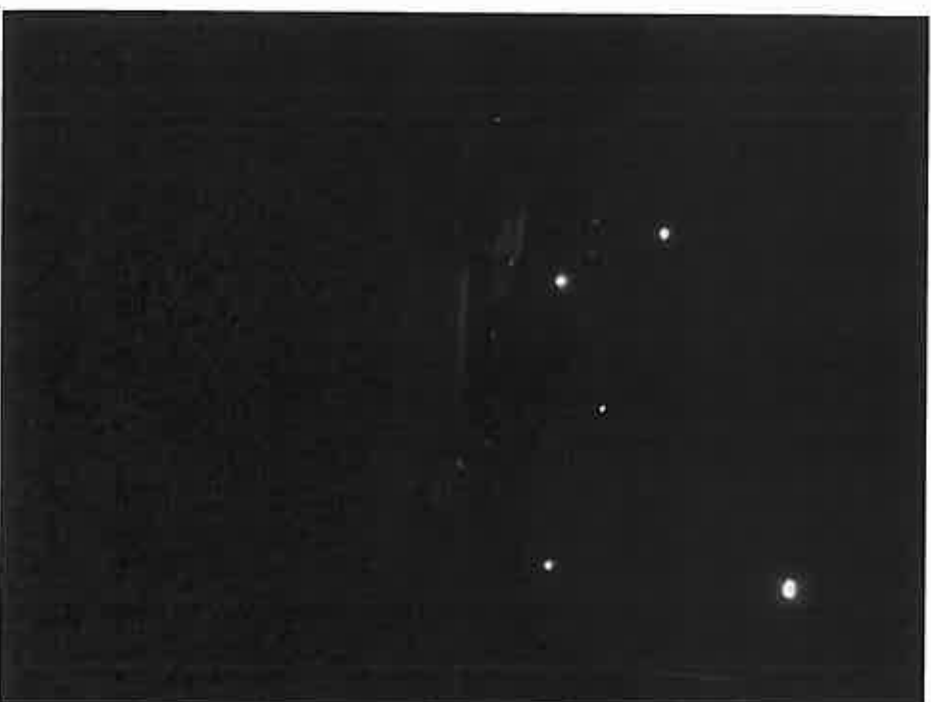


Bayberry Street LED Test Case Lighting

7/7/2010

A. Youngross, Principal

Existing FP&L Roadway Lighting



Bayberry Street LED Lighting

A. Youngross, Principal

7/7/2010

Kelsey Park Lighting



7/7/2010

A. Youngross, Principal

Conclusion

Question and Answer Period

6/16/10 Exhibit "C"



TOWN OF LAKE PARK COST STUDY FOR TOWNWIDE STREET LIGHTING

JUNE 16, 2010

Presented by: Calvin, Giordano & Associates, Inc.



Company Background

Cost Study for Townwide Street Lighting
June 16, 2010

- Calvin, Giordano & Associates, Inc., (CGA) was founded in 1937 as a two man surveying firm.
- Expanded from a surveying firm into a multi-disciplinary firm offering services, including municipal and traffic engineering, planning, urban redevelopment studies, landscape architecture, permitting, surveying/mapping/GIS, data technology (including state-of-the-art 3D and animation capabilities), environmental assessment, and construction management and inspection services.
- CGA's prime business focus is serving municipal clients.
- CGA currently serves as consultants for the Florida Department of Transportation, South Broward Drainage District, Bonaventure Development District, Indian Trace Drainage District, the Towns of Davie, Surfside, Lake Park and Lantana, the Cities of Weston, Pembroke Pines, Hollywood, North Miami, Sunny Isles Beach, North Miami Beach, Dania Beach, North Lauderdale, Margate, Miramar, Marathon, Davie, Lauderhill, and Riviera Beach.
- Many of these municipalities have been repeat clients for over 20 years.

Calvin, Giordano & Associates, Inc. – "Exceptional Solutions"



Key Personnel Experience

*Cost Study for Townwide Street Lighting
June 16, 2010*

John P. Downes, P.E.

- Relevant Experience:
 - Executive Vice President and a partner of CGA
 - Licensed Professional Engineer with more than 24 years of experience
 - Directly involved in all company projects with the Town of Lake Park
 - Will be Principal in Charge – Team Leader

Robert Roush, P.E.

- Relevant Experience:
 - Director of Electrical Engineering
 - Licensed Professional Engineer with more than 30 years of experience
 - Broad experience in lighting and electrical power distribution systems
 - Will be Project Manager



Knowledge/Understanding of the Town

Cost Study for Townwide Street Lighting
June 16, 2010

- CGA has a long history of working with the Town
- CGA acts as the Town's engineer for the Community Development Department
- CGA regularly attends Lake Park commission meetings
- CGA acts as a resource for the Town staff on an as needed basis
- CGA works for the Town Manager who works for the Commission



Project Approach

Cost Study for Townside Street Lighting
June 16, 2010

GIS survey: inventory with attributes

- Preliminary satellite view: data base – location and id of each existing pole
- Obtain existing annual expenditures for street lighting
- Determine options from FPL
- Determine options via lease/purchase
- Determine options with lighting improvements owned by the town
 - Cost of infrastructure and M&O expense with overhead distribution
 - Cost of infrastructure and M&O expense with underground distribution

Final report: cost estimates and supporting documentation

Product: satellite view of the roadways showing location and ID of each pole and a printout of the attributes in a loose leaf binder with laminated sheets to provide a durable and useful tool for the M&O of the street lighting system.



PROJECT EXPERIENCE – LIGHTING DESIGN

*Cost Study for Townwide Street Lighting
June 16, 2010*

City of Sunny Isles Beach
North Bay Road



Calvin, Giordano & Associates, Inc. – "Exceptional Solutions"

6



PROJECT EXPERIENCE – LIGHTING DESIGN

Cost Study for Townside Street Lighting
June 16, 2010



City of Sunny Isles Beach
NE 172ND Street

Calvin, Giordano & Associates, Inc. – "Exceptional Solutions"



PROJECT EXPERIENCE – LIGHTING DESIGN

*Cost Study for Townwide Street Lighting
June 16, 2010*



City of Sunny Isles Beach

Atlantic Isles

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PROJECT EXPERIENCE – LIGHTING DESIGN

Cost Study for Townwide Street Lighting
June 16, 2010



Joe Dimaggio Children's Hospital

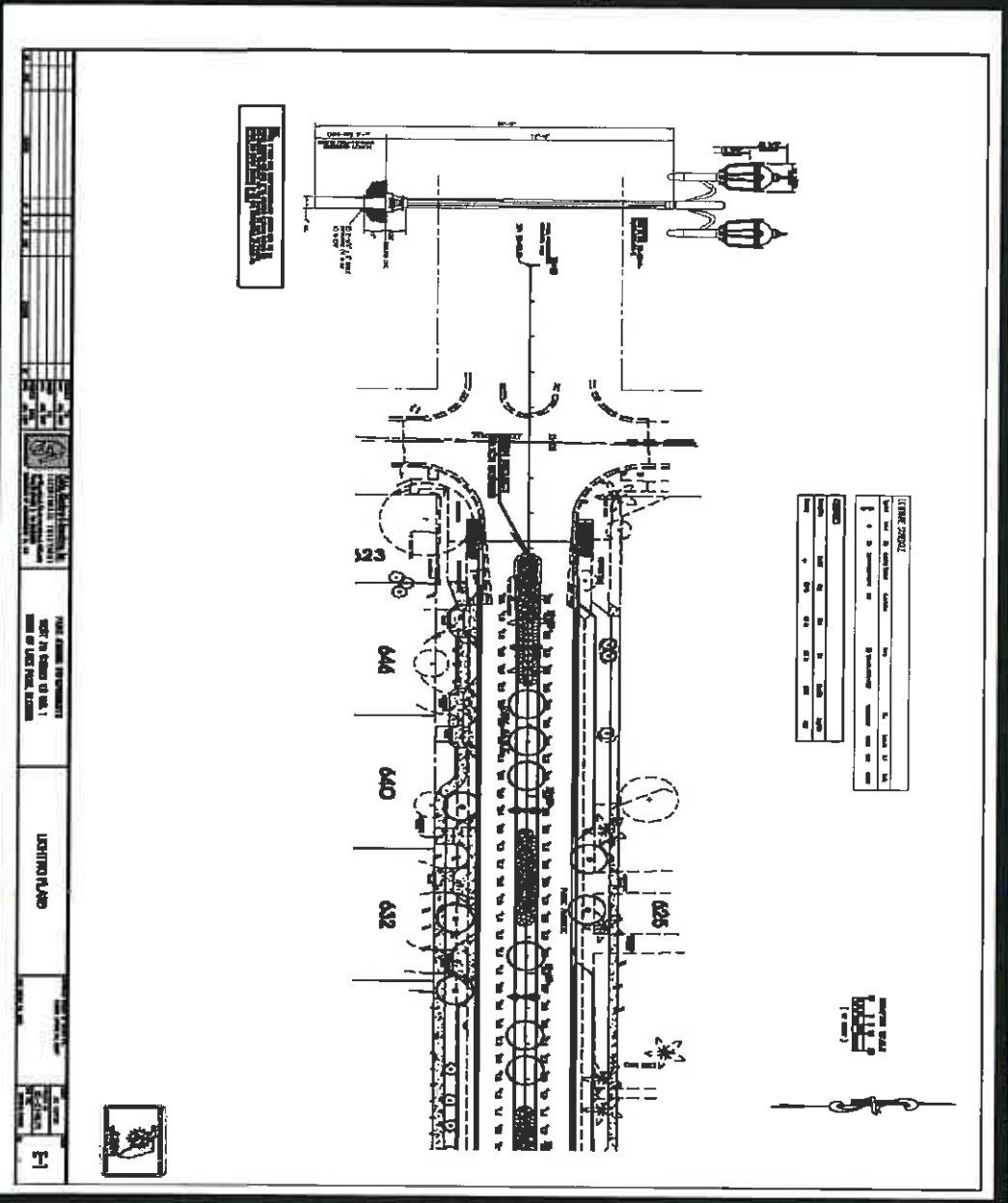
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PROJECT EXPERIENCE – LIGHTING DESIGN

Cost Study for Townwide Street Lighting
June 16, 2010

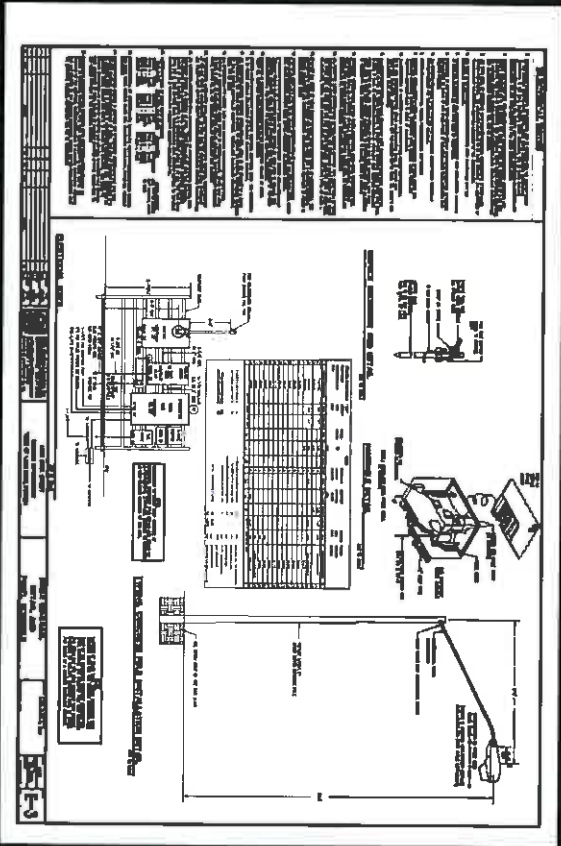
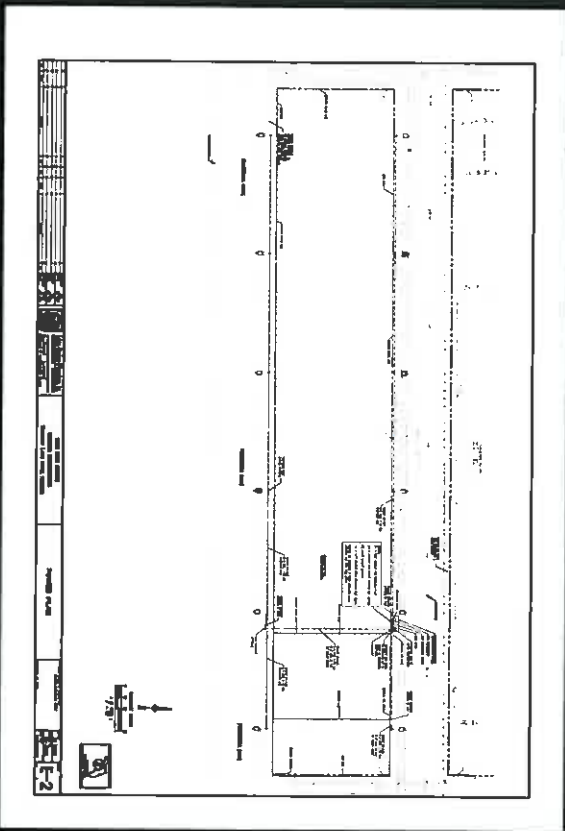
Town of Lake Park Park Avenue Street Lighting West 7th Street to US 1





PROJECT EXPERIENCE – LIGHTING DESIGN

Cost Study for Townwide Street Lighting
June 16, 2010



Town of Lake Park Foresteria Drive

Calvin, Giordano & Associates, Inc. – "Exceptional Solutions"



*Cost Study for Townwide Street Lighting
June 16, 2010*

WHY THE CGA TEAM??

- Knowledge and understanding of the Town, its personnel and procedures
- Our qualifications are unparalleled
- Familiarity with the Town street lighting system
- We want to partner with the Town to provide these services

01/16/10 Exhibit "D"

Town of Lake Park

Cost Study for Townwide

Street Lighting

For

Town of Lake Park Town Commission
Lake Park Florida

Interview Phase



John Beatty & Associates, Inc.
Electrical Engineers



Agenda



- **QUALIFICATIONS AND EXPERIENCE OF OUR FIRM**
- **QUALIFICATIONS AND EXPERIENCE OF OUR "CORE TEAM"**
- **EFFECTIVE COMMUNICATIONS**
- **SCHEDULING**
- **KNOWLEDGE / UNDERSTANDING OF TOWN OF LAKE PARK**

Understanding Program

- **Qualifications/Experience with similar projects**
- **Availability of qualified personnel**
- **Quality control systems/procedures**
- **Past performance records with local governments or other government agencies**



Recent Community Lighting Studies

- Deerwood Community
 - 16.3 miles of roadway
 - Residential – 827 homes
 - Golf Course & Club House
- Ponte Vedra Municipal Service District
 - 20.7 miles of roadway
 - 10 miles along the beach
 - Residential
 - Commercial/Resort



Deerwood Community



Ponte Vedra Surf Club



Ponte Vedra Boulevard



LED Pole on Bayberry



LED on Bayberry



**Park Avenue
Underground Wiring**



Wood Pole with
Overhead Wiring



San Marco Square



Atlantic Boulevard



Water Street



University of North Florida



Skinner Parkway West



Bay Street



Duval Street at City Hall



Union Street



Coastline Drive



River Walk



Riverside Art Market



Riverside Art Market



Riverside Art Market

Availability of Qualified Personnel

- Project Manager: David Cratem
With firm 15 Years
- Project Engineer: John Searcy
With firm 25 Years
- Engineer for Cost Studies: Steve Quina
With Firm 13 Years

Quality Control

- Well defined scope of the project developed by the Town Project Manager and the Consultant
- Consultant's task schedule developed with the Town Project Manager
- In house reviews and cross checks by the three principals of the Consultant
- Clear and concise verbal and written communications between the consultant and the Town Project Manager at all times
- The format of the final report will be reviewed for clarity by a financial specialist and then by the Town Project Manager before the final draft is completed

Past Performance

Support of Local Governments

- City of Jacksonville & University of North Florida
Past Twelve Years:
 - City Streets: 21 Projects
 - City Parks & Riverwalks: 10 Projects
 - UNF Campus Roads: 8 Projects

Maintain Effective Communications

- Clear and concise verbal and written communications
- All of our “Core Team” work together in Jacksonville
- Day-to-day communications with Town of Lake Park Project Manager by telephone and e-mail
- We will travel to Lake Park for field work and meetings

Scheduling

- John Searcy & Associates, Inc. is ready to begin and stay on schedule to meet the Town's critical dates for the referendum in March of 2011
- David Cratem is managing the majority of the projects in the construction phase
- Steve Quina is managing the commissioning project and available to begin design projects
- John Searcy is currently managing one project in the construction phase and available to begin design or study projects

Knowledge/Understanding of Town of Lake Park

- Town Commission / Manager
- Community Redevelopment Agency (CRA)
- Improve quality of life and general well-being
- Improve townwide street lighting
- Street lighting recommendations and costs
- Town has limited staff with many responsibilities
(We will not expect them to do our work)

Questions?



Town of Lake Park

Cost Study for Townwide Street Lighting

[John Beatty & Associates, Inc.](#)
[A Division of Power-Song Engineers](#)



June 16, 2010