

**TOWN OF PRESCOTT VALLEY
WORK STUDY MEETING
MINUTES
March 21, 2013**

Library Auditorium
7401 E. Civic Circle
Prescott Valley, Arizona 86314

1. Call to Order

Mayor Skoog called the meeting to order at 5:30 p.m.

2. Roll Call

Present: Council Member Whiting, Mayor Skoog, Council Member Lasker, Council Member Mallory, Council Member Nye, Council Member Anderson, and Vice Mayor Tjiema.

3. Discussion regarding Photo Speed & Red Light Enforcement Program Review

Town Manager Larry Tarkowski stated the town has two fixed photo enforcement sites on SR69 located at Prescott East Highway and the other just east of Mendocino. In addition, two photo enforcement vans are randomly placed in high traffic or problem areas. In July 2006, the Town of Prescott Valley signed a contract with Redflex which is due to expire on October 3, 2013. If council is interested in continuing photo enforcement in the town, staff needs to begin preparations for that competitive process shortly.

Mayor Skoog said he would like to hear some comments from the public regarding this issue. Public discussion is not normal to a work study session but he would like to do that if council is agreeable. Council confirmed they are agreeable to accepting comments. Each speaker will have three minutes to make their comment.

[Scribner's Note: The public comments are extremely close to verbatim as delivered.]

Public Comments:

1. Zeigh Owensby

Mr. Owensby is a 27-year, now retired, firefighter from the City of Mesa. As a responder to intersection accidents he saw that rear end accidents increased after photo radar was installed and was told that that was a trade off for side impact accidents. Annually the police department would report that the cameras were working and accidents were down; the firefighters would all get a good laugh. The police officers that did their paperwork at the fire station would just shake their heads and throw their arms up in the air as they couldn't explain it. In 2001, violations went down 73 percent at one of those photo enforcement intersections. The vendor discovered that a city worker adjusted the yellow

light timer up by .7 seconds after which the camera vendor took legal action against the city for violation of contract. One has to ask yourself, is this about revenue or safety? What does this have to do with Prescott Valley? Three different times a day he has gone out and measured the yellow light timing at our monitored intersections. The one at Prescott East Highway & SR69 is 4.1 seconds long for a 45 mph speed zone. According to the ITE Standard it should be at least 5 seconds. This puts normally safe drivers at a disadvantage. So is it about revenue or about safety? Council was urged to look into that and perhaps do a test for a month adjusting the yellow light camera timing to the standard quoted. Most likely that camera will no longer be profitable. Daily Courier quote: "Prescott Valley PD Lt. Wayne Nelson noted the number of collisions has dropped from 882 in 2006 to 613 in 2010." Traffic Engineering Report made to the Prescott City Council for the same time period: "Prescott experienced 850 crashes a year city wide down from peak of 1,200 in 2006". That is about a 30 percent decrease in both cities, but Prescott does not have red light cameras. This also matches up against a state wide decline and national decline in accidents contributed to the economy and increase safety in cars. Yet we always hear that red light cameras are here because they are decreasing accidents. The accidents are decreasing all over the nation.

2. Kirk Womack

Mr. Womack said he is okay with the red light cameras as he is tired of people running red lights. But he has a problem with Redflex who has a tarnished reputation. Their goal is obviously to make money. They came from Australia originally and are using the tax payer funded highway system which they are not funding in order to make their money. They are in controversy with Chicago and he figured out they make about \$26,000 per year per camera in Chicago. Chicago makes up to 3 times that amount. They had approximately \$92 million in a recent revenue report. Redflex pulled out of the Australian stock market because their value dropped so dramatically due to the controversy. He commented that Clean Elections gets most of the funding from photo enforcement. He urged council on a constitutional and moral basis to bail out of Redflex. The red light cameras will not encourage people to drive better.

3. Karen Hunt

Ms. Hunt did her research and homework, unlike council. Scottsdale and Phoenix got rid of those cameras because they found out they cause more accidents than if they didn't have them in place. Redflex is making a lot of money and she doesn't want any photo cameras because it is not going to reduce accidents as Mr. Owensby just stated. It will create more rear end accidents by people slamming on their brakes to stop. Her father-in-law died in a car accident and so she doesn't want any photo cameras. She encouraged council to do your homework - don't trust these cameras. They are going to lie to you. Do your own research.

4. Joe Ward

Mr. Ward is 80 years old and has driven all over the world accident free. He learned how to drive in the streets of Los Angeles before they had freeways. When he got here 6 years ago he was rear ended at a red light. A lot of people here are from different states, different backgrounds and they do not stop for red lights. He has been rear ended twice

now which has never happened to him before. What is going on here? Some of the comments made here will tell you a little bit about it. While he was out today, he saw two red light runners. The town needs officers at those light intersections where they run red lights. He comes from a family of police officers. Respect the law, enforce the law and the way to do it is put the police officers out driving and looking at these corners where they run the red lights and once they get that big ticket they are not going to do it again.

5. Lisa Imburgia

Mrs. Imburgia read from the July 2010 Courier that wrote about photo radar. "If this technology is a way of promoting highway safety it flunked its test on Arizona state highways and it is still flunking. It does not save lives. Insurance companies are saying accidents are down because people are driving less, gas prices are up and people being out of work. The US Dept of Traffic Safety lists the three main causes of accidents as: distracted drivers, driver fatigue and drunk drivers. A photo radar camera can't pick any of those things up, but a cop on the street can. She often sees vans on Navajo and doesn't mind them being there, but they are illegally parked on the pavement up along the curb and not the number of feet they are supposed to be away from the streets. If they can't park legally they shouldn't be there. If you are concerned about safety at red lights, at high traffic areas hold red lights all 4 directions so that everybody has a red light at the same time. That way if someone is running a light the people that should be moving along will still be sitting at the red light. That is a way to save lives. Delay the red lights in all four directions. Yesterday's paper had 2 articles and 3 black eyes for our town. She doesn't blame the police officers for what is going on with photo radar; it is a bad thing to begin with. But it is up to council who has the chance to heal the town and bring a little dignity back to it and do away with this corrupt business.

6. Chuck Bordanave

Mr. Bordanave said he was a police officer in Orange County for 17 years. This whole photo radar thing stinks. If it was really about safety the town would have a red light camera at Glassford Hill Rd. where it turns left from SR69 onto Glassford. The town could make a fortune there. When they talk about the illegality of it, the town is not promoting safety when you are parking a radar van behind a bush. Finally after six years they started putting out the correct signs that are required to notify the driver that there is a photo enforcement zone ahead. Originally when this whole thing started the town was looking for a revenue stream. They were talking about bed tax, taxing renters and stuff. All of a sudden Redflex came. He doesn't believe this is revenue neutral at all! If you punch the calculator it is simple – it is millions and millions of dollars. Right after Redflex came along that was the revenue stream that allows the town to give developers 2.2 cents out of every 2.33 cents of sales tax. Without this revenue stream the town would be hurting financially.

7. Ned Cantrell

Mr. Cantrell said he would like to do a little bit of research but this is a closely guarded secret around this town. It has been a while since some figures came out, but there are several million dollars a year leaving this town to support Redflex and other places that this town could use for other things. It is ridiculous all the millions leaving town to

support some other organization. He feels because of photo radar, not the red light cameras, that PV is losing economic development. People come here that will not move their business here because of the attitude of this town.

8. Jessica O'Connor

Ms. O'Connor commented regarding revenue. If the town is going to pull someone over for speeding and use our officers to stop them we may be able to use that revenue for the town. As she understands it now the town doesn't make any money and may even lose a little money. If someone is speeding and the town is going to catch them it might as well benefit the town. She feels after being here 10 years, the way the country is going right now it seems we are moving further and further away from personal freedom and the government needs to watch you and police you. She personally doesn't want that for our town. She thinks people are looking for a place where the government is not telling them every little thing and watching them on camera - a place where they can be free to make the right decision on their own without someone monitoring them. For that reason we should get rid of the cameras so we can foster an environment of freedom.

9. Jerry Brady

Mr. Brady recently submitted a public records request to the Town Clerk and other authorities requesting access to documentation the town has that demonstrates due diligence research and due provenance of disclosure under financial or fiduciary responsibility anything that demonstrates an evidentiary provenance for the system. He was provided with a traffic study which showed speeds on certain roads in the town. There was no safety or engineering study no indication of training of the law enforcement officers the people who constructed and installed, maintained or operated the systems. If there is any evidence of this system, any scientific or engineering data etc. he would like to receive it. To date he has not seen anything that would indicate the system works as a law enforcement system.

10. Mike (last name unknown)

He commented that he gave a copy of some investigative info about Redflex Phoenix office resignations over the last few days to Council member Mallory. He has never had a red light ticket although he knows people who have. With the options they were presented with they say that you are better off paying a ticket than fighting it whether in the right or wrong. The process is structured so that they are not provided any leeway whether they are right or wrong. He has personally seen people hit their break lights when coming up on the radar areas. It is a safety issue. Regarding ownership - is there a reason why the town has to lease the equipment instead of taking ownership? His other point is it's [getting a photo radar ticket]not personal as you can't discuss with a person why you may be proceeding through the light. Case in point - someone with a large/heavy load on a truck would result in more damage by trying to stop than going through the light. With the new road soon to adjoin Fain Rd. he believes red light cameras will be installed along Fain Rd. The pavement is already cut. You go from 65 mph down to 55 mph back to 65 mph in the areas where the cuts in the roads are. Is that the way it is supposed to be? Is the speed limit going to be the same though Fain Rd? It looks like a speed trap.

Tarkowski responded that ADOT owns and operates the entire Fain Road from SR69 to SR89A. The speed limit will be raised along Fain Rd after a friction course is applied on the road. They dropped the speed limit because the friction course isn't down yet. That will happen after temperatures reach the proper application zone (typically about May 15). As far as the saw cutting on the pavement, that is not for photo enforcement. That is to install traffic counters into the asphalt as they do on all ADOT highways.

11. Craig Arps

Mr. Arps read from a prepared statement. It was his intent to give a full accounting of his views about the subject in his letter to address the most common arguments of the opposing view in order to present the most thorough argument. He noted that it is impossible to avoid the discussion of the purpose of government although some may not regard such things as authoritative he will refer to the principles he believes to be those of our founders as the basis for the discussion easily found in the second paragraph of the Declaration of Independence to secure the rights of life, liberty and pursuit of happiness. In other documents referred to as property that they derive their power from those they govern. We also see that the foundations are laid on such principles that shall seem most likely to them to affect their safety and happiness. In this latter part we see the place where the argument for photo radar and indeed the whole of the rule of law and its necessary methods of enforcement obtain their significance. But a simple examination from an objective mind makes it clear that securing of the liberty or rights are the ultimate and priority and the objective of safety is the means of obtaining that end. It follows that safety cannot take priority over the preservation of liberty as it is only necessary as it pertains to the preservation of liberty. Certainly history can teach us this lesson with superficial knowledge about how great have been the atrocities committed upon a people by their government in the name of their own safety. Indeed the last one hundred twenty years of history in most of the world produce for us numerous examples of these dictatorships, tyrannies and regimes for the greater good. If safety and law are in priority over the liberty, than where can the line be drawn to protect the citizens? Take the example of photo radar. What would there be to prohibit the use of cameras in the parks to prevent violence and vandalism, on dangerous street corners to determine who is at fault in an accident, an unmanned drone in the sky to track dangerous criminals, or everyday violators of code, running cameras on every corner and every road to prevent accidents or live feeds in every room of every house to prevent domestic violence. Granted some of these examples are extreme, but they are all borne from the same principal. There is no line to divide one from the other as these things are certainly incremental in the application. The one who accepts some will have no defense against accepting all as precedent is a very powerful thing. Liberty must be the highest principle in considering the administration of laws. Let us examine two of the most important factors in determining legitimacy of enforcement on these grounds. Mayor Skoog called time.

Council member Nye commented that we are at a damned if you do and damned if you don't moment. Contrary to what we are hearing today she had a couple of speaking engagements. Out of the 31 people in attendance only 1 wanted photo radar to go away. Friday there were 28 in

attendance and only 2 that wanted it to go away contrary to what we are hearing today. What is important for council to do is hear from as many citizens as possible which they are doing and then do a good deal of research and make the best possible decision for the majority of the citizens if not all the citizens of Prescott Valley.

Vice Mayor Tjiema corrected that DPS got rid of their cameras, not the City of Phoenix itself. DPS was seeing many speeding drivers (knowing the locations of the radar cameras) hitting their brakes even when it wasn't necessary. We heard a lot of talk tonight about training. Where are you going to get the training? We have driver's education in our schools and all of us in this room try to drive as safety as possible. Cell phones are one of our biggest problems with drivers. We need to be about concentration and about what we are doing. Cameras don't stop accidents and speeders. The issue is do we continue on with this contract or do we enforce our speed limits understanding that we already have a very taxed law enforcement agency and we are trying to get up to speed with the number of officers we need to be at. We are climbing an uphill battle as far as officers.

Council Member Anderson said he has lost faith in Redflex as a corp. In his opinion, we need to seriously consider not renewing the contract with Redflex. Our options are: 1. seek a contract with another vendor or, 2. drop the program entirely. We have a few months left and a lot of input that will be received between now and then. It is a taxing issue. He wishes everybody would do the right thing. To the young lady that wants the freedom he commented, "I wish everyone drove the way they should drive, I wish nobody ran red lights, I wish I didn't have to worry about somebody's child driving out of Bradshaw Mtn. High School and being t-boned by someone running a red light or speeding down Glassford Hill. I don't want to be the one to have to tell their parents that their child died because someone didn't obey the speed limit or stop at the red light. I don't think anybody in this room wants to be the one who has to do that." One life lost is worth keeping this program going, but obviously a lot of people don't think so. "So maybe the freedoms we want are more important than the lives that get lost, I don't know." Several months are left to make this decision. He will vote not to renew the contract with Redflex.

Council Member Lasker said this is a very difficult situation for the council to deal with. The emails she has received are split on this issue. There are a lot of people who feel safer today than when SR 69 was known as blood alley. There are a lot of people who don't want their child or loved one to be the next fatality because the cameras went away. We have to remember we have the cameras because of the number of fatalities. They were an attempt at a solution. It may not be the right solution for today because a lot of things have changed since the cameras were put in place in 2006. The road is wider, more lights have been installed and the highway speed limit has been dropped. Maybe we need to do a traffic study to determine what the proper solution is for today. Life is full of compromises and this may be a time for one of those.

Council Member Whiting said we have a few months to review the info to make a qualified and necessary decision. He agrees with Anderson about Redflex in not using them as a provider of those services. The vans may appear sometimes to be speed traps but are not meant to be speed traps but only to remind people of what the speed limits are. Our last review and evaluation was done in 2005 and he agrees with Lasker that it is time to do another study to determine what is needed today. We do have a police force and they are responsible for traffic enforcement. The

down side to that is we don't have the staff to police traffic. He asked for additional feedback from the citizens. His emails indicate a split of 50/50 regarding keeping or doing away with photo enforcement with the difference perhaps being between the more mature person versus the younger population who look at individual responsibility with less government. The bottom line is the safety of our community and making it a community you want to continue to live in. We will determine new benchmarks and see if there are areas that we need to increase traffic enforcement or remove those. He agrees with stationary red light traffic enforcement because he sees cars that run red lights every day.

Council Member Mallory is not interested in renewing a contract with Redflex. All this has left a sour taste in her mouth. Going forward we will have some other companies that will come and we'll discuss it. She is not for photo radar.

Interim Chief of Police Edelstein said it is his responsibility to advocate for public safety for our town and citizens. His colleague in fire services spoke to similar statistics that he might quote as provided information that would potentially debunk those statistics. Speaking from a personal perspective, he served as a patrol sergeant when photo enforcement was put in place. In areas that it was placed, especially on the surface streets, he noted an immediate decrease and marked difference in traffic behavior, speeds reduced. Over the course of time he noticed that the number of collision investigations that the officers had to investigate decreased as well. Photo enforcement did have an effect from what he saw.

Edelstein responded to council that they don't have enough police officers and fleet to put out there on the streets in place of photo radar. Dummy cars could be placed to change traffic behavior, but the dummy car would have to be moved as drivers become aware that there is no one behind the wheel of the car.

Council member Lasker commented that court costs must be costing us more than having officers. There has to be another solution. Hire more cops. To have photo radar or an officer sitting at the bottom of a hill feels like a trap and they should not be there – it doesn't feel fair. Also people should be able to talk to an officer not to a camera. Officers should be on the surface streets with cameras in the high traffic accident intersections to teach people to slow down. Maybe cameras are important in some places, but not in all places.

Edelstein responded that he would love to have a lot more police officers to put on the street especially to beef up the traffic division if and when photo enforcement does not continue to exist in Prescott Valley.

Mayor Skoog commented that the audience present tonight has expressed disapproval of photo enforcement, especially of Redflex. We have good reason to be very concerned about Redflex, but would we seek out the services of another company or recommend a trial year without cameras and see what the results are? Then make a decision. It has been stated this evening that there has been a national slow down and traffic safety is up. We don't know if that is true, but our records indicate our conditions have been improved significantly. On the other hand, we have annoyed a lot of people. Of course, cameras annoy bank robbers in banks, and shop lifters in stores too. Speeding is just as illegal as robbing banks or shop lifting. They will look at it over

the long period of time and decide if we should pull it for a year and see what the results are. We will study it. Mayor Skoog requested council consider allowing one more speaker. They agreed.

12. Heather Bergman a mother of 8 children said she comes to meetings when she feels they are important to her, her life and the people surrounding her and the area. There are not a lot of young people here because they don't have the time to stop their life and come to council meetings. She said she would love to be here all the time if she could. Our city is losing revenue because of the camera vans and signal lights. People will go around the town via 89A to avoid the radar areas and get the heck out of here because they don't want to get a ticket. Retail wise we are not encouraging growth because our city is not a place people want to come to be. She can guarantee that the cameras are one of these things. It dampens her day to drive the city streets because she loathes the cameras. Before the cameras were here there were some fatalities but there have been fatalities after them. Safety is always going to be an issue. She agrees with putting more cops on the streets and getting rid of the vans. There are going to be speeders who run red lights no matter what we have in the city, but if we can make this a place where people want to come, start families, grow and participate in being here we will have a better city for it. There are so many things that people don't say because they are not here to say it. She is speaking for many, many young people tonight who can't be here because they don't have the time to stop making dinner to say, "Hey, we don't like these cameras". She encouraged council to take a close look at what they decide because there a lot of people who can't be here to say please stop the cameras.

Mayor Skoog assured her that council will take a real good look at this issue. We will have to live with it until the contract expires.

Council Member Mallory commented that she is thankful the community came out and encouraged them to continue attending council meetings. Council needs them here so they can do the best they can for everybody. It is good to have them here.

Council member Nye added that we changed the time of the council meetings years ago in hopes of increasing council meeting attendance. But if this isn't a good time to hold the meetings let council know what a good time is for the public to attend. It didn't work at 7:00 p.m. and now it is not working at 5:30 p.m. Let council know what a better meeting time would be.

Tarkowski said he would bring this back the first part of July if council elects to bring on another photo enforcement company. He is hearing that council does not want Redflex so he will let them [Redflex] know by letter that we have no intention of renewing their contract which will expire on October 3, 2013. Redflex will not be eligible to propose a new round if council elects to continue with photo enforcement. We would have to put together a process to find another company if council wants to continue with photo enforcement.

Council member Whiting stated he was not involved with the previous contract and not sure what the proposals or requests for proposals will include i.e. any specific analysis of our community related to crashes, citations, accidents etc.

Tarkowski responded that there is a piece of legislation that if signed into law we would require a new contractor to do studies of the locations to justify the placement of the equipment at any given location. In addition, permits need to be secured through ADOT for SR69 other than the two existing locations. There are several steps that need to be done if council wishes to see competitive bidding. So we would need to know early in July whether to go forward with the intention of having photo enforcement or scuttle it altogether.

Tarkowski responded to Council member Lasker that an independent engineering study was done prior to the deployment of photo enforcement and speed limits set. They looked at speeds, amount of traffic and speed limits on all of the collector streets in town. The lights at Glassford, Navajo, Robert and Lakeshore were studied and speed limits were set. That would all end up playing into any deployment of any photo devices.

Council member Anderson said Tarkowski is talking about July, but that is only if council wants a continuation without a break [in photo enforcement]. If council is not concerned about a break in this enforcement then July isn't that important. He doesn't want to feel rushed into making a decision.

Tarkowski confirmed that the July date is if they want to have a continuation of photo enforcement. Choosing another contractor may require backing that up to mid June to make sure there would be no break in coverage. Mayor Skoog had discussed going without photo enforcement for 12 months as a pilot project to see if there is a change in driver behavior or if there is a restoration by 30 percent of collision accidents. A pilot project would be a good way to do that. That is council's decision as the policy makers.

Vice Mayor Tjiema said he really appreciates this as just a night of discussion. Council is just trying to discuss it, get a pulse of the town and see what they are thinking. As far as he is concerned he would like to see Redflex go away as a company and it would be due diligence for council to take their time before making a decision about photo radar in Prescott Valley. He doesn't want to feel rushed into making a decision and wants to have the opportunity to do due diligence and do their homework.

Town Attorney Ivan Legler responded to Council member Mallory about shortening the contract that the contract does not run out until October 3, 2013.

Council member Lasker said it will be interesting to see what the need is for photo enforcement given all the improvements made to SR69.

Council member Nye provided some background about how photo radar came about stating that council was being pressured to do something about speeding, traffic and accidents in this town and is documented history. Photo radar came in response to what the citizens asked council to do. Little children were being hit in neighborhoods. She has never had more phone calls over an issue, other than the prison, than about traffic. That is how this came about. No action was taken.

4. Announcement: Police Chief National Search

Human Resources Director Karen Smith outlined a summary of the scheduled steps to do an extensive search for this key position in our community. Council is given the option of outsourcing the search to a national professional group or conducting it in-house. While the timeline is projecting potentially up to 6 months out for hiring, realistically once we open for applications we would be looking at a 75-90 day recruitment process. Karen outlined each step having it done in-house versus via a consulting firm. No action was taken.

5. Presentation: Online Registration for Parks & Recreation Services

Parks and Recreation (P&R) Director Brian Witty stated this item has been an objective listed in the P & R master plan since 2002. He presented a detailed overview of how this software package could enhance departmental operations as well as provide improved customer service to those wishing to participate in recreational events. The program, REC 1, is operational through cloud computing so a computer server is not necessary nor any of the costs associated with it - no additional cost to town for new modules or improvements to software. There is a 1 percent transaction fee based on total registrants of any program, it accepts credit cards, provides onsite transactions also, and is quick and easy for the staff to customize. It provides facility reservation and management, a comprehensive reservation calendar which prevents double bookings, automatically sends permits and manages league teams. The program can also be used to build custom membership programs. Training is free and completed via web/conference call. They are looking a potential May 1, 2013 launch date with council approval. You may ask why online registration? The public wants to register on line and this is accessible 24/7. Service information is real time and it is easily accessible for registration from office or home. The registration process is quick and this package will increase department operational efficiencies, strengthen reporting and accounting accuracies, increase customer retention and satisfaction while providing continued customer connection. It also provides an accessible record of registration history. The range for the purchase of a program like this was \$11,000 - \$40,000 a few years ago. But with this program, as technology evolves we will not have to refresh it because there will be no technology for the town to update. Smart phones can also use this.

Council members noticed the easy of registration, the fee is nominal and it is a USA company. It makes the process efficient for the town and the customers. Witty assured council that it is a “no sale” situation of the data gathered by the system regarding registrants. The program can be viewed at www.rec1.com. Council members concurred this is a good solution for Parks and Rec to provide improved customer service and to streamline their processes. No action was taken

6. Discussion regarding the Civic Center Remodel, CIP #F322 - Civic Amphitheater Stage Improvements

Parks & Recreation Director Brian Witty showed the 3 schematics [elevations] of the roof line of the proposed Civic Center amphitheater stage Civic Remodel CIP F322. Only the roof preference will be discussed this evening everything else will be discussed at a later time. The Parks and Recreation and Arts and Culture Commissions have viewed all three of these and recommend

design 1 which is the rounded front roof line as a good fit with the existing campus, it doesn't compete with the rest of the Civic Center and provides the best coverage of the stage. Several commissioners in attendance gave their reasoning for their preference which was design 1.

CIP Coordinator Kim Moon said they are looking for direction as to which roof line to begin planning on. Architect Doug Stroh preferred design 2 as a statement of the town's philosophy.

Council member Whiting, being conservative, likes design 1 for the coverage it provides and there are sufficient barriers to the weather. Council member Anderson likes design 1 although he did comment that design 2 does match most of the existing architecture. Council member Nye prefers design 2 as during the hot summer months there will be less heat buildup under the roof and it gives airflow. Vice Mayor Tjiema prefers 1 as he likes openness of it without creating pockets for vandalism. Council member Lasker prefers design 1 due to its clean simple lines and we can install ceiling fans for use on hot occasions. Council member Mallory likes design 1 because it is simple, hopefully the least expensive and it meets our needs without being extravagant. No action was taken.

7. Discussion regarding the spring 2013 Clean-up Day

Operations Manager Ken Stanton said Clean-up Day is scheduled for May 4th. The town has a good track record partnering with the low bidder Prescott Valley C&D Landfill, Inc. The town will partner with the Team-up to Clean-up event sponsored by the Chamber of Commerce held that same day. Once again Yavapai County has expressed an interest to the town to participate in the event to allow Castle Canyon Mesa and Prescott Country Club to participate too, for a minimal cost stipulated in an IGA. Stanton confirmed that the town will charge the same rates as it has the last 4 or 5 years and it is still a reasonable fee. Total cost for the event based on the bid projections is \$27,250. No action was taken.

8. Discussion regarding shared use of the Glassford Hill Communications System

Utilities Director Neil Wadsworth said this communication tower facility was paid for by the Homeland Security Grant funds. One of the goals of that facility was to provide emergency communications with our police department but also other emergency type agencies in this region. At this time, approximately 70% of the facility (tower, power, and building) is available for use by other public safety agencies. The City of Prescott has expressed interest in using 7.5% of the facility to enhance their public safety services. This would provide them some coverage where they don't currently don't have it and increase their ability to communicate on this side of the hill. The addition of City of Prescott to this site will also enhance our ability to communicate with the regional dispatch center. This will provide an economic benefit to the Town as we will be able to utilize the microwave link and eliminate our reliance on a separate carrier service, thus eliminating \$7,000 monthly service charges. The details of an agreement have not been worked out yet. Wadsworth introduced City of Prescott Andy Reinhardt Deputy Chief of Police, Don Devendorf Division Chief with Prescott Fire and the Dan Frayhoe Fire Chief and Interim PVPD Chief Edelstein. This is seen as a mutually beneficial agreement because they do work so closely together out of the communications center. We need to move forward with. It will save Prescott Valley \$7,000 a year for a T-1 line and this is the most expeditious way to fix a communication

dead spot in the City of Prescott. It is in both the City of Prescott's and Town of Prescott Valley's interests for public safety.

Council supports the cooperation between the two towns and hopes to see us doing more together. Having a centralized dispatch is a wonderful thing - Kudos. Let's all play nice together up here on the hill. No action was taken.

9. Adjournment

Mayor Skoog adjourned the meeting at 7:34 p.m.

ATTEST:

APPROVED:

Diane Russell, Town Clerk

Harvey Skoog, Mayor

STATE OF ARIZONA)
COUNTY OF YAVAPAI) ss:
TOWN OF PRESCOTT VALLEY)

CERTIFICATE OF COUNCIL MINUTES

I, Diane Russell, Town Clerk of the Town of Prescott Valley, Arizona, hereby certify that the foregoing minutes are a true and correct copy of the Minutes of the Work Study Meeting of the Town Council of the Town of Prescott Valley, held on Thursday, March 21, 2013.

I further certify that the meeting was duly called and held and that a quorum was present.

Dated this March 27, 2013

Diane Russell, Town Clerk