



SCHOOL BOARD ACTION REPORT

DATE: June 15, 2017
FROM: Dr. Larry Nyland, Superintendent
LEAD STAFF: Pegi McEvoy, Assistant Superintendent, Operations,
pmcevoy@seattleschools.org; Kathy Katterhagen, Director of Logistics,
kkatterhagen@seattleschools.org

For Introduction: June 28, 2017
For Action: July 5, 2017

1. TITLE

Approval of a Contract with American Traffic Solutions for Stop Paddle Cameras and King County Interlocal Agreements.

2. PURPOSE

This Board Action Report recommends approval of a contract with American Traffic Solutions, and two companion Interlocal agreements with King County for District Court and law enforcement services.

3. RECOMMENDED MOTION

I move that the School Board approve the use of cameras to detect school bus stop paddle violations and authorize the Superintendent to execute a contract with American Traffic Solutions, and the Interlocal Agreements with King County as attached to this School Board Action Report, with any minor additions, deletions, and modifications deemed necessary by the Superintendent, and to take any necessary actions to implement these contract agreements.

4. BACKGROUND INFORMATION

Seattle Public Schools (District) provides “to and from” school transportation for students per the Board-approved Transportation Service Standards. In 2011, the Washington State legislature authorized school districts to install stop paddle cameras on school buses to detect motorists illegally passing a school bus.

From September 2016 through March 2017, the District piloted the use of stop paddle cameras on 10 randomly selected First Student buses with the purpose of obtaining data to analyze and potentially support implementation of this program in Seattle. For 112 school days, 595 vehicles dangerously passed school buses. Approximately five of the ten buses incurred one violation per day with 47% in the morning, 2% mid-day, and 51% in the afternoon (Attachment 1).

The results of this pilot confirm the risk Seattle school students face while loading and disembarking school buses. Based on these results, the District seeks to exercise RCW 46.63.180, which authorizes school districts to install and operate automated school bus safety

cameras for use in detecting violations. RCW 46.61.370(1) requires the use of cameras to detect vehicles illegally passing buses to be approved by a vote of the school board.

Per RCW 46.63.180, the stop paddle violation is a non-criminal offense that may not be waived, reduced, or suspended. Vehicle registrations are subject to being held, if the fine of \$419 is unpaid. Camera photo images show the license plate, date, time, and location of the infraction. Revenue collected covers program costs including equipment, operations, and services to administer the program. RCW 46.63.180 requires all remaining revenue to support school zone safety, as determined by the District.

To help the district determine school zone safety, the city established the Seattle School Traffic Safety Committee which includes representatives from the district, city, parents and community agencies. One of the strategies that this committee officially recommended is that elementary schools should begin after 7:59am to maximize safe walking to school and bus stops, particularly during the shortened days of late fall and winter. If the district is to meet this recommendation, the Bell Times for 2017-18 need to be changed from a 3 Tier schedule. Therefore, one use for these revenues will include supporting the 2 Tier Bell schedule beginning in 2017-18 school year.

The District is seeking to install stop paddle cameras on approximately 120 school buses and to begin the issuance of citations to violators in the 2017-2018 school year. The District intends to have one-month warning period before the start of school. A communications plan will be in place to notify communities that cameras will activate at the beginning of the school year. Locally, many other school districts are also using this stop paddle program, including Highline, Bethel, Mercer Island, Marysville, Renton, and Bellevue.

The District will utilize the competitively bid King County Directors Association (KCDA) contract RFP #12-220 with American Traffic Solutions (ATS) for the services of installing the cameras on buses, electronic video upload, and preview by ATS for submission to law enforcement. The District pays ATS a \$69 service fee for each violation forwarded to King County law enforcement. Per the KCDA contract, ATS is also responsible for the following:

- Installation and maintenance of imaging and detection system
- Comprehensive training
- Communication and data transfer expenses
- Violation review
- Violation identification
- GPS mapping
- Court support for challenges
- Court evidence packages
- Printing and mailing of first notices of infractions
- Maintenance of violator information website
- Assistance with public awareness program

The Interlocal contracts with King County were developed and approved by the King County Council Ordinance 18334, which allows any school district in King County to enter into an agreement with the County for provisions of law enforcement services for the enforcement and

processing of infractions issued through the use of the stop paddle cameras. These Interlocal agreements are valid for one year with annual renewals thereafter.

a. **Alternatives**

1. Not approve this contract. This is not recommended as motorists illegally passing a bus poses a threat to student safety.

b. **Research** – The District and ATS conducted a pilot program in the first 112 school days in the 2016-17 school year that supports the need for this program.

5. FISCAL IMPACT/REVENUE SOURCE

Below is a mid-range, conservative estimate showing program costs including ATS, King County Sherriff’s Office, King County District Court fees, and remaining funds for SPS Transportation school zone safety:

Known Inputs	
# of Regular Buses	120
# of Summer Buses	100
Cost of Ticket	\$ 419.00
ATS Paddle Stop Company fee per violation sent to KC	\$ 69.00
KC Sheriff Fee per hour	\$ 104.36
KC Sheriff can process per hour	30
KC District Court fee not contested	\$ 25.04
KC District Court fee contested	\$ 43.58
KC Prosecutor (contested only)	\$ 58.19
Number of school days (180)	180
Number of summer school days (90)	90

Assumptions	
Number of infractions per day per bus	0.3
rate of contested tickets	40%
% of violations forwarded by ATS to KC	95%
% of violations deemed valid by KC	98%
% of violations that are paid	70%

Expected Annual Number of Violations

Total Images of Violations	9,180
1st Review Violations ATS forwards to KC Sherriff	8,721
Violations deemed valid by KC Sherriff	8,547
Hours required for KC Sherriffs Office to process	285

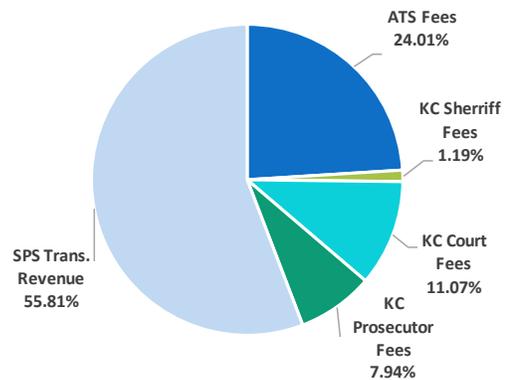
Revenues

Total Revenue if every ticket paid	\$ 3,581,017
Expected Revenue (based on % expected to pay)	\$ 2,506,712

Expenses

ATS Fees	\$ 601,749
KC Sheriff cost	\$ 29,731
KC District Court Fee (not contested)	\$ 128,404
KC District Court Fee (contested)	\$ 148,984
KC Prosecutor Fee (only if contested)	\$ 198,930
Total Costs	\$ 1,107,798

Net SPS Trans. School Zone Safety Revenue	\$ 1,398,914
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Expenditure: One-time Annual Multi-Year N/A

Revenue: One-time Annual Multi-Year N/A

6. COMMUNITY ENGAGEMENT

With guidance from the District’s Community Engagement tool, this action was determined to merit the following tier of community engagement:

- Not applicable
- Tier 1: Inform
- Tier 2: Consult/Involve
- Tier 3: Collaborate

7. EQUITY ANALYSIS

As described in the background section, there will be an education campaign prior to the start of the program. A full equity analysis using the Equity Toolkit was not performed. School bus transportation supports student equity and the district goal of closing the opportunity gap by providing safe student transportation. The District seeks to ensure all students benefit from motorists modifying their driving habits and practice safe driving, especially near school buses. In determining which buses will have stop paddle cameras installed, the District will ensure no single community has a disproportionate number of buses with stop paddle cameras installed. A payment plan is also available for citations issued in King County. A communications plan will go into effect during the citation warning period to ensure communities are aware of the program.

8. STUDENT BENEFIT

The benefit of this contract is to enhance the safety for students riding school buses to and from school, attending after school activities, special programs, and athletic events.

9. WHY BOARD ACTION IS NECESSARY

- Amount of contract initial value or contract amendment exceeds \$250,000 (Policy No. 6220)
- Amount of grant exceeds \$250,000 in a single fiscal year (Policy No. 6114)
- Adopting, amending, or repealing a Board policy
- Formally accepting the completion of a public works project and closing out the contract
- Legal requirement for the School Board to take action on this matter (RCW 46.63.180)
- Board Policy No. _____, [TITLE], provides the Board shall approve this item
- Other: _____

10. POLICY IMPLICATION

This motion is in alignment with Policy No. 0010, Instructional Philosophy, because student transportation is considered an integral element to ensure that all students receive an education that meets the goals enumerated in the District's Instructional Philosophy.

This motion is in alignment with Policy No. 6220, Procurement, because it uses sound business and financial practices that support the delivery of desired services and goods. Further, the policy is being followed by seeking Board approval where the value exceeds \$250,000.

This motion is in alignment with Policy Nos. 6600-6620, Transportation, as Transportation is responsible for providing safe, timely, and efficient transportation.

11. BOARD COMMITTEE RECOMMENDATION

The Operations Committee discussed this motion at June 15, 2017 Operations Committee meeting. The Committee reviewed the motion and recommended forwarding to the School Board for approval.

12. TIMELINE FOR IMPLEMENTATION

The contract will go into effect upon school board approval and contract signature of the Superintendent.

13. ATTACHMENTS

- KCDA Contract Documents RFP #12-220 (for approval)
- Interlocal Agreement for Provisions of Services Between King County and Seattle School District (for approval)
- Interlocal Agreement for Provisions of Law Enforcement Services Between King County and Seattle School District (for approval)