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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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IN REPLY PLEASE
REFER TO FILE: T-3

June 27, 2002

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012-2456

Dear Supervisors:

**AMENDMENT TO PILOT AUTOMATED RED LIGHT
PHOTO ENFORCEMENT PROGRAM AGREEMENTS
ALL SUPERVISORIAL DISTRICTS
3 VOTES**

IT IS RECOMMENDED THAT YOUR BOARD:

1. Authorize the Director of Public Works or his designee to exercise the option in the Consultant Services Agreement executed on March 23, 1999, with Affiliated Computer Services, Inc. (ACS) State and Local Solutions (formerly Lockheed Martin IMS) to extend the period of the contract for 12 months beginning on July 28, 2002.
2. Authorize the Director of Public Works or his designee to amend the contract with ACS to revise the monthly fixed fee from \$56,200 per month to \$69,000 per month and eliminate the \$35 per-paid-citation fee and the \$3 payment processing fee for citation payments processed to the West Los Angeles Municipal Court during this extension period.
3. Authorize the Director of Public Works, or his designee, to renew the Agreement with the California Highway Patrol (CHP), executed on June 15, 1999, and which expired on June 1, 2002, providing for the CHP to enforce the Automated Red Light Photo Enforcement Program and for the County to reimburse the CHP for its associated costs, for a period ending 12 months after July 28, 2002.

4. Delegate authority to the Director of Public Works to execute, maintain and/or resolve all matters associated with the Automated Photo Red Light Enforcement Program, as a result of the current ongoing State of California audit of the Program, and incorporate as necessary any changes to new contracts and agreements executed for the purpose of continuing the Program beyond a 12-month period beginning July 28, 2002.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

On March 23, 1999, your Board approved Agreement No. PW11942 with ACS providing for ACS to install and operate traffic signal automated enforcement systems at the following five unincorporated area intersections for a three-year Pilot Red Light Photo Enforcement Program.

<u>Supervisorial District</u>	<u>Area</u>	<u>Intersection</u>
1	Rowland Heights	Colima Road at Batson Avenue
1	East Los Angeles	Whittier Boulevard at Atlantic Boulevard
3	Los Angeles	Wilshire Boulevard at Sepulveda Boulevard
4	Hacienda Heights	Hacienda Boulevard at La Monde Street
5	Glendora	Arrow Highway at Glendora Avenue

On June 15, 1999, Public Works executed Agreement No. CHP0275-98/99 with the CHP providing for the CHP to enforce the Program and for the County to reimburse the CHP for its associated costs.

As of June 1, 2002, our analysis of the overall accident rates for the five Program intersections has shown a 45 percent reduction in the number of right-angle-type accidents, which are frequently related to red light running. We have also observed overall reductions in the numbers of violations recorded at the Program intersections consistent with our expectations, since motorists will tend to adjust their driving habits after receiving a citation.

The recommended continuance of the Program period through extension and modification of the ACS contract and renewal of the CHP agreement will allow us to continue automated red light photo enforcement at the five intersections for an additional 12 months and fully evaluate

the three-year Pilot Program with respect to the goals of reducing red light running while approaching cost neutrality. The extension will also allow us to develop a new Request For Proposals, including potential expansion to include additional traffic signals and selection of new technology, and develop new contracts and agreements while continuing to realize the traffic safety benefits of the Pilot Program.

The California State Auditor is currently conducting an audit of the Pilot Program at the direction of the State Legislature and the Joint Legislative Audit Committee. We expect to receive the findings of the State Audit on July 2, 2002, and we will have until July 10, 2002, to submit our response to the audit. We have received a verbal indication of the audit issues, and are satisfied that we can proceed with the Program extension while working to incorporate any necessary changes resulting from the audit into a new vendor contract and CHP agreement.

Implementation of Strategic Plan Goals

This action is consistent with the County Strategic Plan Goals of Service Excellence and Organizational Effectiveness as continuation of the Program will enhance highway safety through a reduction in the frequency of red light running accidents and enhance service delivery through effective use of a private vendor.

FISCAL IMPACT/FINANCING

This Program is financed through an allocation of General Funds to Public Works' Public Ways Public Facilities (PWPF) Fund. Revenues collected by the County from the Program are deposited into the County General Fund.

One of the stated goals of the Program is cost neutrality. Through June 2002, the three-year Pilot Program expenditures are approximately \$2.66 million and Program revenues are about \$2.28 million. Accordingly, by the end of the initial three-year Pilot Program on July 28, 2002, we forecast that Program revenues will be less than expenditures by about \$390,000. This is due primarily to having implemented the Program in phases such that not all intersections began to yield revenue at the outset of the Program. Other contributing factors include the legally-required initial one-month warning period for each intersection, the lag time between citation issuance and payment, and a progressive decrease in red light running incidences. By contrast, the forecasted shortfall for the second and third years of the Program totals about

\$111,000. Therefore, the impacts of the anomalous first-year factors are significantly reduced in the second and third years. On this basis, and presuming that the number of citations will continue to gradually drop, we estimate that this 12-month extension of the contract and Program, with the recommended changes in the ACS fee structure, will result in an increase in the currently forecasted shortfall of about \$55,000. This will result in a total forecasted shortfall of about \$455,000 for the extended Pilot Program.

The total forecasted cost of the extended Pilot Program (initial three-year, plus the proposed 12-month extension) is slightly over \$3.7 million. The forecasted \$445,000 shortfall represents a cost recovery rate of about 88 percent. Although the Pilot Program revenues do not fully offset expenditures, there is no Net County Cost impact to Public Works' PWPF General Funds. Sufficient funding for this 12-month extension of the Program is available in Public Works' PWPF Fund in the proposed Fiscal Year 2002-03 Budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

California Vehicle Code Section 21455.5 allows the use of an automated enforcement system at signalized intersections. The automated system's presence must be identified by signs clearly indicating its presence.

California Vehicle Code Section No. 21455.6 requires your Board to conduct a public hearing prior to entering into a contract to implement the Program. However, since this Program is currently in effect and number and the location of the instrumented traffic signals will not change, a public hearing is not required for the 12-month extension of the Program.

The enforcement of moving traffic violations under the California Vehicle Code in the unincorporated County areas is performed by the CHP. The CHP has agreed to participate in the Program throughout the 12-month extension period.

ACS will continue to provide ongoing maintenance and management of the Automated System throughout the 12-month extension as indicated in the renegotiated Agreement which has been approved as to form by County Counsel.

CONTRACTING PROCESS

The Consultant Services Agreement No. PW11942 with ACS provides that the contract may be extended beyond the initial term through mutual consent.

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IMPACT ON CURRENT SERVICES (OR PROJECTS)

The continued implementation and management of the Photo Red Light Automated System will not result in the displacement of any County employees, nor will it impact current services.

ENVIRONMENTAL DOCUMENTATION

Implementation of traffic signal automated enforcement systems, including the notification of the motoring public, is categorically exempt under Class I(X)7 of the Environmental Guidelines approved by your Board.

CONCLUSION

At such time as these recommendations are approved, please return one approved copy of this letter to Public Works.

Respectfully submitted,

JAMES A. NOYES
Director of Public Works

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cc: Auditor-Controller
Chief Administrative Office
County Counsel
Executive Office