

**COUNTY OF SACRAMENTO
CALIFORNIA**

For the Agenda of:
May 9, 2017

To: Board of Supervisors

From: Sheriff's Department

Subject: Authorization To Execute An Agreement With The State Of California Department Of Highway Patrol For Services Provided In Support Of The Sacramento County Red Light Photo Enforcement Program In The Amount Of \$1,425,000 For The Period Of June 1, 2017 Through May 31, 2020

Supervisory
District(s): All

Contact: Suzanne Deloy, Administrative Services Officer II, 874-8441

Overview

The Sacramento Sheriff's Department (SSD) is requesting authorization to execute an agreement with the State of California Department of Highway Patrol (CHP) for enforcement activities conducted on behalf of the County for the Red Light Photo Enforcement Program (RLPEP) for the period of June 1, 2017 through May 31, 2020. On September 19, 2000, the Board authorized the SSD to implement Sacramento County's RLPEP. CHP has provided enforcement activities under agreement for the RLPEP since the program's inception. Authorization is requested to execute a new agreement in order to update certain terms and conditions, and CHP has also requested an increase in the annual reimbursement from \$380,000 to \$475,000. By the execution of a new agreement with CHP the previous agreement will terminate as of June 1, 2017.

Recommendation

Adopt the attached Resolution authorizing the Sheriff, or his designee, to execute an agreement with CHP for enforcement activities conducted for the Sacramento County Red Light Photo Enforcement Program in the amount of \$1,425,000 for the period of June 1, 2017 through May 31, 2020, with the option of two one-year renewals, with the annual payment amount in any renewal period not to exceed \$475,000, including any necessary non-monetary changes, modifications, or amendments.

Measures/Evaluation

In the year prior to the installation of each of the 26 red light cameras, there were 621 traffic collisions at those intersections. In 2013, there were 205 traffic collisions at those intersections. In 2016, there were 82 traffic collisions at those intersections. All data was given by CHP for accidents in the unincorporated area of Sacramento County and Sacramento City Public Works for accidents in the City of Sacramento. The decrease in traffic collisions at photo-enforced intersections since their installation has been significant, and a testament to the program's public safety benefit. A 2016 study looked at the impact of cities when they end the use of red light cameras. In the study of 14 cities during 2010-2014, the fatal red light running crash rate

was 30 percent higher than would have been expected if they had left the cameras on.

Fiscal Impact

Execution of the agreement will increase the annual payment to CHP by \$95,000, from the current \$380,000 to \$475,000. The annual payment to CHP for law enforcement services for the RLPEP has remained the same since Fiscal Year 2008-09. The maximum payment amount under this agreement with the CHP shall not exceed the total amount of \$1,425,000 over the course of the three-year agreement (\$475,000 annually). The two optional renewal years are also not to exceed \$475,000 annually. Revenue from red light citations supports the cost of the RLPEP program, including the agreement with CHP for law enforcement services. The impact on the General Fund and other county funds is dependent on the costs of the program and the revenue generated through the program.

BACKGROUND

On September 19, 2000, the Board authorized the Sacramento Sheriff’s Department (SSD) to implement Sacramento County’s Red Light Photo Enforcement Program (RLPEP). The State of California Department of Highway Patrol (CHP) has provided enforcement activities for the RLPEP under agreement since the inception of the program (Resolution No. 2000-1110). On January 14, 2003, the Board approved the first amendment (Resolution No. 2003-0071) to the agreement in order to increase the number of vehicles for the CHP officers for the use in their performance of their RLPEP duties. On September 15, 2009, the Board approved the second amendment (Resolution No. 2009-0720) to increase the agreement annual budget by \$80,000 retroactively to July 1, 2008 for the increased costs of law enforcement services.

Pursuant to California Vehicle Code section 2400, CHP has primary jurisdiction for the enforcement of traffic laws in the unincorporated area of counties. CHP officers have provided the law enforcement component of the RLPEP since its inception and are responsible for reviewing photographic evidence recorded by the red light cameras, issuing criminal citations to red light violators, and testifying in court on contested citations. They also conduct unannounced field checks on the red light camera equipment to ensure the equipment meets contractual and Vehicle Code requirements. In addition, the officers assist in educating the public by making evening presentations to community groups on the dangers and consequences of running red lights.

On August 26, 2003, the Board authorized the execution of a Memorandum of Understanding for the SSD to manage the City of Sacramento’s RDLPEP of behalf of the City (Resolution No. 2003-0989). The SSD has managed the City’s RLPEP program since that time. The SSD contracts for the necessary red light camera system and the law enforcement services, and in turn receives fine revenue from the City in order to support the program.

Red Flex Traffic Systems, Inc (Red Flex) has been contracted since 2008 to provide the automated red light camera system in both Sacramento County and the City of Sacramento (Resolution No. 2008-1286). The current agreement with Red Flex may be renewed by the SSD

through December 31, 2020. Under the agreement, Red Flex currently provides 26 cameras, 10 within the City and 16 within the unincorporated area. One camera in the unincorporated area is currently inoperable, leaving 25 operable cameras.

Authorization is requested to execute a new agreement with CHP for the necessary law enforcement services in order to update certain terms and conditions. CHP has also requested an increase in the annual reimbursement from \$380,000 to \$475,000. By the execution of a new agreement with CHP the previous agreement will terminate as of June 1, 2017.

The purpose of the RLPEP is to reduce the number of collisions associated with red light runners at intersections in both the City of Sacramento and the unincorporated area through photo enforcement, thereby increasing public safety.

DISCUSSION

Under the agreement, CHP will provide two full-time officers to conduct enforcement activities for the RLPEP. Two full-time officers provide resources sufficient to review photographic evidence, issue citations, and conduct related work for the 25 camera program. The RLPEP program has utilized the services of two CHP officers since 2000. The 25 cameras are anticipated to capture photographic evidence of 25,600 suspected violations, which the CHP officers will review. The RLPEP issues citations for approximately 72% of these violations based on the standard there is clear evidence the vehicle ran a red light and the driver can be identified. The SSD provides two vehicles for use by the CHP officers assigned to the RLPEP.

CHP is requesting an increase in payment because of increased costs of law enforcement services and overhead costs. The SSD will reimburse CHP for actual salary, overtime, benefits, and overhead costs incurred for the services provided.

MEASURES AND EVALUATIONS

In the year prior to the installation of each of the 26 red light cameras, there were 621 traffic collisions at those intersections. In 2013, there were 205 traffic collisions at those intersections. In 2016, there were 82 traffic collisions at those intersections. In 2013, there were 205 traffic collisions at those intersections. In 2016, there were 82 traffic collisions at those intersections. All data was given by CHP for accidents in the unincorporated area of Sacramento County and Sacramento City Public Works for accidents in the City of Sacramento. The decrease in traffic collisions at photo-enforced intersections since their installation has been significant, and a testament to the program's public safety benefit. A 2016 study looked at the impact of cities when they end the use of red light cameras. In the study of 14 cities during 2010-2014, the fatal red light running crash rate was 30 percent higher than would have been expected if they had left the cameras on. The table on the following page displays the number of collisions at each intersection in the RLPEP for the year before the camera was installed at that intersection and also the number of collisions at the same intersection for calendar year 2016.

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Page 4

Intersections with Automated Enforcement System	Date of Installation	Collisions One Year Prior to Installation	Collisions Calendar Year 2016
47th Ave and Martin Luther King Jr Blvd	8/6/2009	31	8
Arden Way and Watt Avenue	8/20/2009	36	5
Broadway Blvd and 21st Street	11/27/2009	7	0
El Camino and Eastern	8/6/2010	18	4
El Camino Avenue and Evergreen Street	11/30/2009	8	0
Florin Rd and East Parkway	7/27/2010	24	5
Florin Road and Franklin Boulevard	11/30/2009	21	4
Fair Oaks Blvd and Howe Ave	5/16/2010	18	4
Fair Oaks Blvd and Watt Ave	8/6/2009	50	3
Howe Ave and Folsom Blvd	2/25/2010	22	1
Fair Oaks Blvd and Howe Ave	5/16/2010	18	4
Howe Avenue and Hurley Way	8/6/2009	40	4
Mack Road and Center Parkway	11/27/2009	13	0
Manzanita Ave and Cypress Ave	6/6/2010	10	5
Madison Ave and Date Ave	8/28/2009	32	7
Madison Avenue and Sunrise Blvd	8/28/2009	23	3
Mack Rd & Valley High Blvd	11/27/2009	23	0
Fair Oaks Blvd and Watt Ave	8/22/2009	50	0
Arden and Challenge	11/23/2010	12	2
I Street and 5th Street	11/23/2010	36	5
Alhambra & J St	5/22/2012	2	0
16th and W St	6/30/2012	5	0
Florin and Lindale	8/13/2011	8	3
Auburn and Garfield	10/13/2012	12	4
Calvine and Hwy 99	5/30/2012	81	7
Don Julio and Elkhorn	12/29/2011	21	4
26 Total Intersections		621	82

FINANCIAL ANALYSIS

Execution of the agreement will increase the annual payment to CHP by \$95,000, from the current \$380,000 to \$475,000. The annual payment to CHP for law enforcement services for the RLPEP has remained the same since Fiscal Year 2008-09. The maximum payment amount under this agreement with the CHP shall not exceed the total amount of \$1,425,000 over the course of the three-year agreement (\$475,000 annually). The two optional renewal years are also not to exceed \$475,000 annually. Revenue from red light citations supports the cost of the RLPEP program, including the agreement with CHP for law enforcement services. The impact on the General Fund and other county funds is dependent on the costs of the program and the revenue generated through the program.

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Page 5

Total revenue from the RLPEP program can't be determined precisely, so it must be estimated. From data stored by the automated red light camera system, it is known that approximately 18,500 citations will be filed with the Court as a result of photographic evidence captured by the RLPEP. Approximately 2% of these (370 citations) will be dismissed by the court, leaving approximately 18,130 citations to be further adjudicated in some manner annually.

It isn't known what portion of these citations are ever actually paid. The best available estimate is that 50% of these citations are paid soon after being issued. Of the remaining 50%, some portion is paid at a later date, some portion is resolved by the Court allowing an alternative to a fine (community service, traffic violator school), and some portion are never paid.

For every red light violation that is paid, the County General Fund receives a net of \$158.72 (after a portion of the county fine is distributed to the State per statute). Certain County Special Funds (Jail Construction Fund, EMS Fund, and others) receive a total of \$97.02 for each paid citation. The County receives slightly higher revenues if the citation results in traffic violator school. Based on the revenue per fine listed above, 18,130 being adjudicated annually, and 50% being paid soon after issuance, the RLPEP generates annual revenue in the amount of approximately \$2,318,283 (\$1,438,797 for the General Fund and \$879,486 for Special Funds).

Annual costs for the program include: the agreement with CHP (\$475,000) for law enforcement services; the agreement with Red Flex for the automated camera system (1,020,000); the SSD's personnel cost for the RLPEP (\$609,000); and the cost of program equipment and vehicles (\$320,000). Together, the costs of the program sum to \$2,424,000 annually. The revenue and expenses of the program are summarized in the table below:

Red Light Photo Enforcement Program -- Summary of Annual Fiscal Impact

Estimated Annual Revenue	
Citations to be Resolved	18,130
Portion Of Citations Paid Soon After Issuance	50%
Citations Paid Soon After Issuance	9,065
General Fund Revenue (\$158.72 per paid citation)	1,438,797
Special Purpose Fund Revenue (\$97.02 per paid citation)	879,486
Estimated Total Annual Revenue	2,318,283
Annual Costs	
Agreement with California Highway Patrol	475,000
Agreement with Red Flex, Inc.	1,020,000
Sheriff Department Personnel	609,000
Equipment and Vehicles	320,000
Total Annual Costs	2,424,000
Estimated Annual Deficit	105,717

Authorization To Execute An Agreement With The State Of California Department Of Highway Patrol For Services Provided In Support Of The Sacramento County Red Light Photo Enforcement Program In The Amount Of \$1,425,000 For The Period Of June 1, 2017 Through May 31, 2020

Page 6

An unknown portion of the red light fines that aren't paid soon after issuance will be collected at a later date, increasing the revenue to the County from the RLPEP. The RLPEP achieves a significant increase in public safety by reducing the number of collisions at photo-enforced intersections. Achieving an equivalent reduction in collisions through enforcement by patrol would be cost prohibitive.

Respectfully submitted,

CONCUR:

SCOTT R. JONES, Sheriff
Sacramento County Sheriff's Department

NAVDEEP S. GILL
County Executive

Attachments: Resolution
ATT 1 – AGR CHP