

Inglewood  California *Approved for Agenda*
By *alsh*

OFFICE OF THE CITY ADMINISTRATOR

April 19, 2005

TO: THE MAYOR AND COUNCIL MEMBERS
FROM: CITY ADMINISTRATOR
SUBJECT: REPORT ON RED LIGHT PHOTO ENFORCEMENT PROGRAM

RECOMMENDATION:

It is recommended that the Mayor and Council Members receive and file the attached report on the red light photo enforcement program.

BACKGROUND:

The Mayor and Council Members approved an agreement with Redflex Traffic Systems, Inc. to assist the City with implementing a red light photo enforcement program. Enforcement went 'live' in October 2003. Last June, staff presented a report summarizing the results and experience of the program for the first six months. The attached report is an update providing information for the period of March 2004 through February 2005.

Attachment: Report

Prepared by: Mark Weinberg, City Administrator
Jeff Muir, Deputy City Administrator*

CA-2

DATE: 4/12/2005
TO: MAYOR AND COUNCIL MEMBERS
FROM: CITY ADMINISTRATOR
BY: DEPUTY CITY ADMINISTRATOR
RE: RED LIGHT PHOTO ENFORCEMENT PROGRAM UPDATE

The purpose of this report is to provide an update to the Mayor and Council Members regarding the Red Light Photo Enforcement Program. Most of the analysis contained in this update will focus on the financial and operations data from March 2004 through February 2005, essentially taking up from where the previous report ended. For reference purposes, the first report is attached to this document as Attachment 1.

In March 2004, several reporting factors improved for the program that allows a more detailed look at operations. One was the fact that Redflex began providing a summary page with each invoice detailing citations issued by location. The other was that Redflex was able to get the Superior Court to supply them with electronic data regarding the disposition of red light violations. This provides more information with regards to program income versus costs.

The table on Exhibit 'A' provides a breakdown of the monthly Redflex invoices by location. When referring to this table, bear in mind that tickets are considered 'issued' by Redflex when approved for processing by an Inglewood police officer, not on the day the violation may have occurred. What can also be seen from this report is that during the past twelve months the City moved some systems and activated additional systems at new locations.

On September 7, 2004 the City shut down the two red light enforcement systems at Crenshaw and 108th. The City is in the process of making modifications to this intersection, and it was decided to relocate these two enforcement systems to other intersections until the work can be completed. One system was moved to Crenshaw and 104th and came online in January 2005, while the other was moved to Centinela and Beach and came online in February 2005. An additional system was installed at Florence and Prairie which came online in February 2005, and two additional systems were installed at Century and Inglewood Avenue that went online during January 2005. Of the twenty (20) systems authorized in the original agreement with Redflex, this brings the current total of active systems to eighteen (18).

The following tables provide some financial summary of the red light program. The first table below is based on the data provided by the court to Redflex. It shows the dollar amounts of tickets dismissed and tickets paid. The amount shown under 'Dismissed' in the 'To traffic school' column is actually counted as payments received because violators are required to pay the bail amount plus a fee to attend traffic school. The bottom line of this table is to provide the detail showing that the Red Light Photo Enforcement Program resulted in about \$430,000 in revenue to the City after Redflex payments were made. The reason for the deficit between the estimated revenue to the City and the amount invoiced by Redflex for February 2005 is the fact that several intersections just came online in January and February and it takes a few months for

these tickets to reach final disposition with the court. This deficit situation should reverse with another month or two.

The second table is based on the same data as the first table, but provides ticket counts instead of dollar amounts. This table shows that of the 15,000 tickets that reached final disposition with the court, about 4,000 (or 27%) were 'dismissed'. Because this rate seems high, it is important to explain that this does not mean that a judge actually dismissed 4,000 tickets. Many times when violations are approved by the Inglewood police department and sent to the registered owner (who may not have been the driver at the time of the violation) the owner has the opportunity to 'nominate' the actual person driving by sending an affidavit of non-liability to the City or Redflex. This action results in a secondary citation being issued to the 'nominated' driver, for which the City is not billed by Redflex. Subsequently, the original citation against the registered owner must be dismissed by Inglewood staff. There are also tickets that are dismissed by Inglewood staff where the owner has traded the vehicle to a dealership and we've been unable to get information for the new owner, the actual driver was an out of country tourist or relative, or where the owner just refuses to identify who the actual driver was. In these cases there is usually no follow-up citation, and these are completely dismissed. Police Department staff estimates approximately two-thirds of the citations dismissed by Inglewood staff are followed up with a 'nominated' citation.

In 2004 there were some adverse issues and inconsistencies encountered with the court, specifically with the bench officers assigned to our traffic court. Much of this centered around the Crenshaw and 108th intersection, where our bench officer began to summarily dismiss any citations brought to trial. As mentioned previously, the two systems at the Crenshaw & 108th intersection were shut down in September, 2004. However, there are still citations from this intersection set for trial. In early 2005, the bench officer assigned to our traffic court was changed and trial proceedings have stabilized significantly. The lingering Crenshaw and 108th citations continue to be dismissed, with the court's reasoning being that the previous bench officer set a precedent by dismissing these citations in 2004. It is expected the program will continue to stabilize in 2005.

Table 1 – Revenue Detail Provided from Court

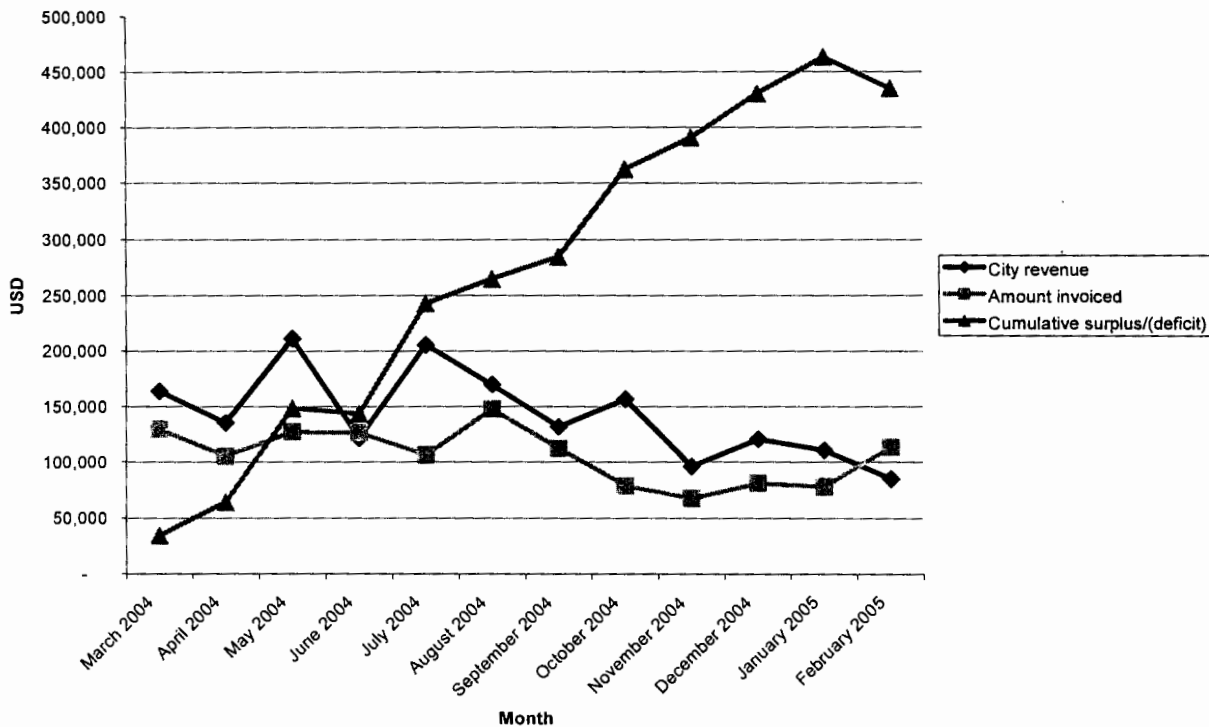
		Dismissed			Payment			Total fines paid	Estimated revenue to City	Invoiced	City Revenue
		To traffic school	Straight dismissal	TOTAL	Bail forfeiture	Bind (paid in court)	TOTAL				
March	2004	\$ 200,807	\$ 19,828	\$ 220,635	\$ 170,761	\$ 6,820	\$ 177,581	\$ 378,388	\$ 163,805	\$ 129,424	\$ 34,381
April	2004	\$ 172,518	\$ 11,029	\$ 183,547	\$ 136,798	\$ 2,778	\$ 139,576	\$ 312,094	\$ 135,106	\$ 105,370	\$ 29,736
May	2004	\$ 244,858	\$ 13,655	\$ 258,513	\$ 240,128	\$ 2,998	\$ 243,126	\$ 487,984	\$ 211,250	\$ 126,975	\$ 84,275
June	2004	\$ 122,767	\$ 12,658	\$ 135,425	\$ 153,182	\$ 4,671	\$ 157,853	\$ 280,620	\$ 121,481	\$ 126,295	\$ (4,814)
July	2004	\$ 217,590	\$ 7,350	\$ 224,940	\$ 250,457	\$ 6,784	\$ 257,241	\$ 474,831	\$ 205,556	\$ 106,315	\$ 99,241
August	2004	\$ 112,155	\$ 12,374	\$ 124,529	\$ 272,604	\$ 7,109	\$ 279,713	\$ 391,868	\$ 169,641	\$ 147,565	\$ 22,076
September	2004	\$ 128,574	\$ 10,875	\$ 139,449	\$ 170,850	\$ 4,858	\$ 175,708	\$ 304,282	\$ 131,725	\$ 112,090	\$ 19,635
October	2004	\$ 152,435	\$ 11,847	\$ 164,282	\$ 203,163	\$ 6,075	\$ 209,238	\$ 361,673	\$ 156,569	\$ 78,729	\$ 77,840
November	2004	\$ 85,433	\$ 8,232	\$ 93,665	\$ 131,236	\$ 4,950	\$ 136,186	\$ 221,619	\$ 95,940	\$ 67,436	\$ 28,504
December	2004	\$ 128,535	\$ 18,559	\$ 147,094	\$ 145,541	\$ 4,356	\$ 149,897	\$ 278,432	\$ 120,534	\$ 80,997	\$ 39,537
January	2005	\$ 121,214	\$ 15,296	\$ 136,510	\$ 132,221	\$ 2,050	\$ 134,271	\$ 255,485	\$ 110,600	\$ 77,964	\$ 32,636
February	2005	\$ 83,633	\$ 3,076	\$ 86,709	\$ 105,821	\$ 7,009	\$ 112,830	\$ 196,463	\$ 85,049	\$ 113,222	\$ (28,173)
Total		\$1,770,519	\$144,779	\$1,915,298	\$2,112,762	\$60,458	\$2,173,220	\$3,943,739	\$1,707,257	\$1,272,382	\$434,875

Table 2 – Citation Count Detail Provided from Court

		Dismissed			Payment			Total completed tickets	Dismissal percentage
		To traffic school	Straight dismissal	TOTAL	Bail forfeiture	Bind (paid in court)	TOTAL		
March	2004	560	231	791	497	20	517	1,308	17.7%
April	2004	476	255	731	398	8	406	1,137	22.4%
May	2004	673	402	1,075	680	9	689	1,764	22.8%
June	2004	334	438	772	428	13	441	1,213	36.1%
July	2004	594	334	928	709	20	729	1,657	20.2%
August	2004	304	345	649	775	21	796	1,445	23.9%
September	2004	345	273	618	483	15	498	1,116	24.5%
October	2004	419	407	826	559	18	577	1,403	29.0%
November	2004	238	276	514	364	14	378	892	30.9%
December	2004	370	402	772	401	13	414	1,186	33.9%
January	2005	325	401	726	357	6	363	1,089	36.8%
February	2005	228	259	487	279	20	299	786	33.0%
Total		4,866	4,023	8,889	5,930	177	6,107	14,996	26.8%

The following is a graphical representation of the data from Table 1 above:

City Invoices and estimated receipts



Based on the detail data that Redflex is now able to provide, it appears the City's revenue estimate of \$400,000 for this program is relatively accurate.

Another factor to take into account when determining the 'net' revenue of the Red Light Photo Enforcement Program is the cost of Inglewood Police Department Staff that are dedicated to the program. Budgetarily, no positions were added to manage the program, it is done with existing staff. Thus, on a budget basis the 'net' revenue of the program is approximately \$400,000. There is currently one Police Officer and one Special Enforcement Officer dedicated to managing this program for the City. The cost of these positions is approximately \$140,000. As these positions could be assigned to other duties, from an 'opportunity cost' perspective the 'net' program revenue is about \$260,000.

A question has been posed by several members of the public as to the legality of the existing agreement with Redflex. While this was addressed in the initial report, an update is being provided. Sections 21455.5 through 21455.7 of the California Vehicle Code provide the guidelines under which governmental agencies are permitted to install automated enforcement systems. In March of 2003, the City of Inglewood approved its agreement with Redflex which was in compliance with these sections of the CVC. On September 25th, 2003 several changes were made to these sections of the CVC through the chaptering of Assembly Bill 1022. One change was the addition of the following item to Section 21455.5:

(g) (1) A contract between a governmental agency and a manufacturer or supplier of automated enforcement equipment may not include provision for the payment or compensation to the manufacturer or supplier based on the number of citations generated, or as a percentage of the revenue generated, as a result of the use of the equipment authorized under this section.

(2) Paragraph (1) does not apply to a contract that was entered into by a governmental agency and a manufacturer or supplier of automated enforcement equipment before January 1, 2004, unless that contract is renewed, extended, or amended on or after January 1, 2004.

This essentially does not allow for contracts similar to Inglewood, and many other agencies that already had contracts in place, where the contractor is compensated on a per citation basis. This is primarily due to a situation in another California city where the contractor that provided the red light photo enforcement equipment was also responsible for approving the citations. This created an incentive for the contractor to issue as many tickets as possible. In Inglewood, a police officer has always been responsible for approving citations prior to their being issued. As is fairly clear from paragraph (2) above, Inglewood's agreement with Redflex is in compliance with the CVC because our agreement was approved nine months prior to AB 1022 becoming effective. It will remain in compliance until such time as it is renewed, extended or amended.

AB 1022 also made the minimum yellow light change intervals relating to designated approach speeds provided in the Traffic Manual of the Department of Transportation mandatory minimum yellow light intervals. Inglewood has, and continues to meet or exceed these standards at all intersections with red light photo enforcement systems.

Finally, on a positive note, Inglewood Police Department staff informs that fatal traffic collisions along the Crenshaw corridor have significantly decreased since the implementation of the Red Light Photo Enforcement Program. In the year prior to camera implementation there were five

fatalities along Crenshaw. Since implementation there have not been any traffic collision fatalities along the Crenshaw corridor or any other intersection monitored by the red light cameras. The Police Department firmly believes this is due, at least in part, to drivers reducing their speed (specifically on Crenshaw Boulevard). This is a trend we hope to see continue.

Exhibit 'A'
 Reflex Invoice Summary by Location
 (Page 1)

	Mar-04		Apr-04		May-04		Jun-04		Jul-04		Aug-04	
	Issued	Charge	Issued	Charge	Issued	Charge	Issued	Charge	Issued	Charge	Issued	Charge
Crenshaw Blvd & Century #1	76	\$ 6,764	88	\$ 7,832	198	\$ 16,936	193	\$ 16,561	125	\$ 11,125	190	\$ 11,570
Crenshaw Blvd & Century #2	138	\$ 12,282	113	\$ 10,057	83	\$ 7,387	58	\$ 5,162	46	\$ 4,094	46	\$ 4,094
Centinela & Florence #1	55	\$ 4,895	35	\$ 3,115	45	\$ 4,005	25	\$ 2,225	19	\$ 1,691	38	\$ 3,382
Centinela & Florence #2	59	\$ 5,251	54	\$ 4,806	53	\$ 4,717	51	\$ 4,539	17	\$ 1,513	29	\$ 2,581
Crenshaw & 108th #1	310	\$ 25,336	249	\$ 20,311	320	\$ 26,086	413	\$ 33,061	386	\$ 31,036	669	\$ 52,261
Crenshaw & 108th #2	419	\$ 33,511	297	\$ 24,361	376	\$ 30,286	362	\$ 29,236	309	\$ 25,261	358	\$ 28,936
Crenshaw & 104th #1		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Crenshaw & Manchester #1	20	\$ 1,780	15	\$ 1,335	22	\$ 1,958	9	\$ 801	14	\$ 1,246	7	\$ 623
Crenshaw & Manchester #2	3	\$ 267	10	\$ 890	11	\$ 979	12	\$ 1,068	13	\$ 1,157	4	\$ 356
La Brea & Century #1	45	\$ 4,005	32	\$ 2,848	12	\$ 1,068	3	\$ 267	1	\$ 89	22	\$ 1,958
La Brea & Century #2	76	\$ 6,764	47	\$ 4,183	50	\$ 4,450	33	\$ 2,937	5	\$ 445	26	\$ 2,314
Prarie & 111 #1	51	\$ 4,539	54	\$ 4,806	51	\$ 4,539	43	\$ 3,827	55	\$ 4,895	84	\$ 7,476
Prarie & 111 #2	51	\$ 4,539	69	\$ 6,141	84	\$ 7,476	139	\$ 12,371	114	\$ 10,146	189	\$ 16,261
Prarie & Century #1	123	\$ 10,947	96	\$ 8,544	125	\$ 11,125	96	\$ 8,544	93	\$ 8,277	91	\$ 8,099
Prarie & Century #2	66	\$ 5,874	52	\$ 4,628	48	\$ 4,272	39	\$ 3,471	40	\$ 3,560	55	\$ 4,895
Prarie & Imperial #1	30	\$ 2,670	17	\$ 1,513	19	\$ 1,691	25	\$ 2,225	20	\$ 1,780	31	\$ 2,759
Centinela Ave & Beach #1		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Florence Ave & Prarie Ave #1		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Inglewood & Century #1		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Inglewood & Century #2		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Total	1522	\$ 129,424	1222	\$ 105,370	1497	\$ 126,975	1501	\$ 126,295	1257	\$ 106,315	1779	\$ 147,565

Exhibit 'A'
 Redflex Invoice Summary by Location
 (Page 2)

	Sep-04		Oct-04		Nov-04		Dec-04		Jan-05		Feb-05		TOTAL	
	Issued	Charge	Issued	Charge	Issued	Charge	Issued	Charge	Issued	Charge	Issued	Charge	Issued	Charge
Crenshaw Blvd & Century #1	73	\$ 6,497	103	\$ 9,167	93	\$ 8,277	163	\$ 14,311	113	\$ 10,057	77	\$ 6,853	1432	\$ 125,950
Crenshaw Blvd & Century #2	45	\$ 4,005	62	\$ 5,518	51	\$ 4,539	64	\$ 5,696	51	\$ 4,539	51	\$ 4,539	808	\$ 71,912
Centinela & Florence #1	47	\$ 4,183	49	\$ 4,361	50	\$ 4,450	69	\$ 6,141	45	\$ 4,005	40	\$ 3,560	517	\$ 46,013
Centinela & Florence #2	42	\$ 3,738	55	\$ 4,895	69	\$ 6,141	87	\$ 7,743	63	\$ 5,607	53	\$ 4,717	632	\$ 56,248
Crenshaw & 108th #1	202	\$ 17,236	61	\$ 5,429	13	\$ 1,157	2	\$ 178	2	\$ 178		\$ -	2621	\$ 212,269
Crenshaw & 108th #2	350	\$ 28,336	92	\$ 8,188	26	\$ 2,314	7	\$ 623	1	\$ 89		\$ -	2597	\$ 211,141
Crenshaw & 104th #1		\$ -		\$ -		\$ -		\$ -	92	\$ 8,188		\$ 15,961	277	\$ 24,149
Crenshaw & Manchester #1	7	\$ 623	6	\$ 534	17	\$ 1,513	11	\$ 979	2	\$ 178		\$ -	137	\$ 12,193
Crenshaw & Manchester #2		\$ -	2	\$ 178	1	\$ 89	2	\$ 178	2	\$ 178		\$ -	60	\$ 5,340
La Brea & Century #1	49	\$ 4,361	41	\$ 3,649	18	\$ 1,602	3	\$ 267	4	\$ 356	4	\$ 356	234	\$ 20,826
La Brea & Century #2	56	\$ 4,984	37	\$ 3,293	8	\$ 712	11	\$ 979	5	\$ 445	6	\$ 534	360	\$ 32,040
Prarie & 111 #1	85	\$ 7,565	76	\$ 6,764	99	\$ 8,811	122	\$ 10,858	113	\$ 10,057	74	\$ 6,586	907	\$ 80,723
Prarie & 111 #2	191	\$ 16,411	177	\$ 15,361	189	\$ 16,261	179	\$ 15,511	123	\$ 10,947	105	\$ 9,345	1610	\$ 140,770
Prarie & Century #1	50	\$ 4,450	34	\$ 3,026	37	\$ 3,293	57	\$ 5,073	41	\$ 3,649	34	\$ 3,026	877	\$ 78,053
Prarie & Century #2	81	\$ 7,209	64	\$ 5,696	62	\$ 5,518	112	\$ 9,968	90	\$ 8,010	88	\$ 7,832	797	\$ 70,933
Prarie & Imperial #1	28	\$ 2,492	30	\$ 2,670	31	\$ 2,759	28	\$ 2,492	29	\$ 2,581	23	\$ 2,047	911	\$ 27,679
Centinela Ave & Beach #1		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	133	\$ 11,837
Florence Ave & Prarie Ave #1		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	201	\$ 17,161
Inglewood & Century #1		\$ -		\$ -		\$ -		\$ -	40	\$ 3,560		\$ 7,209	121	\$ 10,769
Inglewood & Century #2		\$ -		\$ -		\$ -		\$ -	60	\$ 5,340		\$ 11,036	184	\$ 16,376
Total	1306	\$ 112,090	889	\$ 78,729	764	\$ 67,436	917	\$ 80,997	876	\$ 77,964	1286	\$ 113,222	14816	\$ 1,272,382

Attachment 1

DATE: 6/15/2004
TO: MAYOR AND COUNCIL MEMBERS
RE: RED LIGHT PHOTO ENFORCEMENT PROGRAM

The purpose of this report is to provide an overview of the Red Light Photo Enforcement Program to date. It will include a brief history of the project and a summary of available program and financial data.

History

On February 4th, 2003, the City Council approved the implementation of a Red Light Photo Enforcement Program using the system provided by Redflex Traffic Systems, Inc. The California Vehicle Code requires that prior to such a program being implemented, a public hearing is held. On February 25th, 2003 this required public hearing occurred. Then on March 18th, 2003 the final agreement between Redflex and the City of Inglewood was approved. City staff from the Police and Public Works Departments collaborated with Redflex staff to determine the intersections and approaches that had the most violation activity. The agreement with Redflex authorizes up to twenty Designated Intersection Approaches to have the Redflex system installed. Redflex was responsible for providing and installing the equipment, and is responsible for the on-going maintenance of this equipment. On September 12th, 2003 the first three photo enforcement systems were activated. State law requires that during the first thirty days a photo enforcement program is operational within a city, the violations are considered a warning. Therefore, from October 12th, 2003 forward, the City's photo enforcement program was 'live'. By November 20th, 2003 there were fifteen Designated Intersection Approaches on line at eight different intersections, and this continues to be the number of systems operating. A listing of the camera locations is included as 'Attachment 1'.

The installation and implementation process went relatively smoothly. There have been no major technological issues with any of the systems. The only minor issue being worked on now is coordinating with Redflex to adjust camera angles and settings at a few of the approaches where there are problems with poor driver image quality.

For each violation, the Redflex equipment takes several still digital photographs from different angles, and also records a digital video from a few seconds before, during and after the violation. These files are stored on local hard drives inside the equipment. Each intersection is equipped with frame relay or T1 lines that periodically transfer all the violation

information directly to Redflex servers. Redflex performs a preliminary review of each citation; determines if the photographs and video are viewable; obtains registered owner information based on the vehicle license plate; and makes each citation with all necessary elements available to Inglewood for approval or dismissal. Designated police officers from Inglewood are able to access the Redflex system over a secure encrypted internet connection. They view each new citation, associated photographs, video and ownership information to determine if there is any reason the citation should not be valid. The officer can either approve or disapprove the citation. Approved citations are forwarded to the courthouse in Inglewood for processing. Violators are notified through the mail, and are advised of their ability to pay the citation, request traffic school, contest the citation or nominate someone else as the responsible party. Those that wish to contest their citation are given a court date to appear before a judge and argue their case. An Inglewood police officer is present at these hearings to present the City's evidence, including the pictures and video.

The red light violation fine charged by the court is \$341. Payments by violators are made directly to the court, and funds are not distributed to Inglewood until a final disposition is made on the ticket. There is an extra fee for those choosing to attend traffic school, and those who wish to contest their citation are required to pay the fine and receive a refund from the court if they prevail. Based on information I have received, it is my understanding that people have 60 days to complete traffic school, but can request another 60 day extension. This can result in a four to five month delay between the citation issuance and final disposition of the citation, plus additional time for the actual remittance to the City to be processed. This presents a cash flow issue for Inglewood, as Redflex bills for all citations issued at the end of each month.

Of the \$341 violation, the City of Inglewood ultimately receives approximately \$155 per *paid* citation. The City receives nothing for any citations dismissed by either the court or IPD personnel. The agreement with Redflex stipulates that the City will pay \$89 to them per citation *issued* (approved by a police officer), with a provision to decrease that amount to \$75 per citation if the volume at particular intersections exceeds certain levels. This leaves about \$55 of net revenue to the City for each paid citation. Because the City pays Redflex for each citation issued, nearly two paid citations are required to cover the loss for a citation dismissed by the court.

Legislation enacted in California now prohibits vendors that supply Red Light Photo Enforcement Systems from charging on a per violation basis. However, this legislation grandfathered existing agreements that charge in this manner, thus the Inglewood agreement is exempt.

The public reaction experienced thus far is understandably mixed. Most of the people that IPD deals with are recipients of citations and generally are not in the best frame of mind about the program. Many will resign themselves to the fact they did run the light, after viewing the video, and some seem impressed about how effective the cameras captured the violation. There are also those that insinuate that the City has manipulated the photos or video, or altered the timing of the lights and 'forced' them into running the lights. The yellow light timing guidelines are established by the California Department of

Transportation, based upon approach speeds of traffic. The recommended minimum yellow timing for roadways with speeds of 40MPH is 3.9 seconds. Camera equipped intersections in Inglewood which monitor straight flowing traffic are set at 4 seconds. For left turn lanes in our City, the average speed in these lanes is about 18MPH. Cal-Trans recommends the yellow time be set for 3 seconds. All of our left turn camera intersections have the yellow set to 3.6 seconds. These timings were set by Traffic Engineering and a printed chart of the signal timings was certified by the City's Transportation Engineer and submitted to the court. Overall, those that have never been captured on camera view the program with cautious optimism & support and those who have been photographed are not favorable of it, but do say they are more aware of the status of the signals and more inclined to consider stopping upon the yellow phase, in lieu of trying to beat it.

Traffic safety data continues to support the need for existing, if not expanded, red light enforcement programs. For the six month period ending April 30, 2004 there were 47 collisions city-wide where a red light was the primary collision factor, 6 of which were in intersections with red light cameras. During the previous six months there were 31 such collisions city-wide, 3 of which were in intersections with red light cameras. This increase in red light related collisions only reinforces the need for red light photo enforcement. The cameras are actively citing violators who pose further threat of such collisions. The City is already seeing the deterrent effect of the existing cameras, as monthly violations are declining. As the number continues to decline and awareness of the red light photo enforcement increases, a corresponding decrease in collisions should occur.

Operational Statistics and Financial Summary

The following table summarizes the citations issued and amounts paid to Redflex since October 2003:

<u>Date</u>	<u>Count</u>	<u>Amount</u>
10/31/2003	492	\$ 43,788.00
11/30/2003	2,267	\$ 201,763.00
12/31/2003	2,687	\$ 239,143.00
1/31/2004	2,324	\$ 206,836.00
2/29/2004	1,416	\$ 126,024.00
3/31/2004	1,522	\$ 129,424.00
	10,708	\$ 946,978.00

As mentioned previously, it wasn't until late November until the fifteen systems were operational, so December is the first full month reflecting all systems. Initial citation issuance levels have exceed all expectations, although based on the data there appears to be a 'learning curve'. It is likely that issuance will continue to edge downward, but there is no way to know how much. Under the existing agreement, the City still has the ability to add five additional approaches.

A major problem encountered so far is the lack of information from the court with regards to the City's monthly remittances. The City gets two remittances per month from the Superior Court. One is for all the payments received at the Inglewood Courthouse, and another is for any payments received at other courthouses, over the internet or over the phone. These remittances contain no detail as to what citations are being paid or how much is attributable to red light violations versus normal traffic citations. We have made requests for such information, and received a correspondence from the court basically stating they can not and will not supply this information. This letter is included as 'Attachment 2'. This is a very frustrating issue, as obviously the courthouse has computer applications to track all this information, but is unwilling to make any modifications to provide it to cities. The diligence of the Sr. Revenue Supervisor in the Finance Department, after hours on the phone, resulted in the Accounting Supervisor at the Inglewood courthouse agreeing to supply the City with a copy of a monthly paper report they generate which shows all tickets that have reached final disposition (paid at bail, traffic school completed, dismissed) since the previous report was run. This report has no relationship to our monthly remittances, but it does provide some useful information in terms of how many tickets have reached final disposition and what the dismissal rates are. The information from this report is summarized below:

Date	Dismissed	Dispositioned	Paid	Dismissal Rate
2/8/2004	379	928	549	40.8%
11/30/2003	-	37	37	0.0%
2/1/2004	27	88	61	30.7%
12/28/2003	62	340	278	18.2%
2/29/2004	214	722	508	29.6%
3/28/2004	231	1,308	1,077	17.7%
Totals	913	3,423	2,510	26.7%

At first glance, a big concern from this data is the dismissal rate. One would assume that for the 913 citations dismissed, the City paid Redflex approximately \$81,000 and receives no

revenue. It would take approximately 1,450 paid citations (where the city nets \$55) to make this up. This would mean that only a little over 1,000 of the citations dispositioned thus far have resulted in true net revenue to the City. However, it is important to understand that many of the dismissals listed above are not truly dismissals, but cases where the registered owner of the vehicle has 'nominated' another individual as the responsible party. This occurs when the registered owner is notified of the violation, but is not the person in the pictures. A friend or family member could be driving the vehicle at the time of violation, or there could have been a recent ownership change. Although the registered owner is initially responsible, they are able to supply the name of the person actually in the picture or provide proof that they were not the legal owner of the vehicle at the time of the violation. In these cases, the original violation is 'dismissed' by the Inglewood Police Department, and a supplemental notice of violation is mailed to the 'nominated' party. The City is not charged for these supplemental violations. In the case of supplemental violations, the clock starts all over again, and to date there have not been many of these that have reached final disposition. According to the Police Department, the vast majority of tickets they dismiss result in supplemental violations. Over time, the City should see increased revenue coming in for supplemental violations. Staff will work with Redflex to develop a report showing the number supplemental violations issued per month, which would be used to offset dismissals from the County disposition report.

The number of tickets actually dismissed by the court is not known exactly, but according to IPD it is not a large number. Many people just pay the citation or opt for traffic school (where they must still pay the citation). Several different judges have rotated through the traffic court since the program began. IPD has been told the current judge is dismissing citations during the arraignment process. This denies the Police Department the opportunity to even present the evidence. IPD is currently addressing the issues with the current judge and hopes to have this resolved soon.

Another issue is the length of time tickets take to reach final disposition, as mentioned previously. The first table shows over 10,000 tickets have been issued, but according to the County report only 3,423 were dispositioned through March 28th, 2004. This leaves roughly 6,500 tickets in the 'queue' with the County.

The table below summarizes the revenue from court remittances for the first six months of the fiscal year for the last three years:

	2001/02	2002/03	2003/04
October	53,488	65,641	26,390
November	59,339	27,953	27,414
December	49,728	73,470	45,353
January	49,202	42,182	113,299
February	56,167	42,777	153,867
March	60,954	79,325	190,296
Total	328,878	331,348	556,619

Because of the absence of any detail regarding the make up of these allocations, the only thing to be extrapolated is the obvious increase beginning January of 2004 versus the two previous years. The City has no way of knowing how much of these allocations are from red light photo enforcement versus traditional moving violations.

Budget Summary

The adopted budget for fiscal year 2003/04 contained \$400,000 in revenue from the Red Light Photo Enforcement Program. This figure was supplied to the Budget Division during the late stages of the budget preparation. There were no funds requested in the expenditure budget to pay Redflex, as there was apparently some confusion about these funds being deducted from the City's monthly allocation by the court. As this was not the case, a budget amendment was prepared to increase the expenditure and revenue budgets. The figures in this budget amendment were calculated based on the November and December 2003 invoices, where about 2,300 and 2,700 tickets had been issued respectively. Issuance was estimated to be 2,500 for the remainder of the year and the dismissal rate was assumed to be less than 10% (there was no information available to make an estimate on at that time). This resulted in a revenue estimate of \$3,714,000 and expenditures of \$2,295,000.

With six months of data, and the court disposition report, a much better estimate can be made. The following table illustrates actual data through March 31st, 2004 and estimates for the remaining six months of the fiscal year, with declining monthly issuance and a 25% dismissal rate for the entire year:

<u>Date</u>	<u>Count</u>	<u>Amount</u>	
10/31/2003	492	\$ 43,788.00	
11/30/2003	2,267	\$ 201,763.00	
12/31/2003	2,687	\$ 239,143.00	
1/31/2004	2,324	\$ 206,836.00	
2/29/2004	1,416	\$ 126,024.00	
3/31/2004	1,522	\$ 129,424.00	
4/30/2004	1,400	\$ 119,050.00	
5/31/2004	1,400	\$ 119,050.00	
6/30/2004	1,400	\$ 119,050.00	
7/31/2004	1,300	\$ 110,546.00	
8/31/2004	1,300	\$ 110,546.00	
9/30/2004	1,300	\$ 110,546.00	
	18,808	\$1,635,766.00	Redflex payments
25%	4,702		Dismissals
	14,106	2,045,370	City allocation (timing issues)
		409,604.00	Net Revenue

Thus, the revised estimate for net revenue to the City for citations issued during FY 2003/04 is \$410,000, coincidentally very close to what was in the adopted budget. A decrease in the dismissal rate, or a significant increase in payments from supplemental citations can dramatically improve the net revenue figure.

Conclusions

Based on the data available, there are several major issues that are being experienced with the red light photo enforcement program. There is a large discrepancy in the cash flow from this program, as cash goes out to Redflex in slightly over a month from issue date, but revenue from the court can take many months. Ultimately, tickets will be dispositioned and the City will get its allocation, but the timing difference is longer than envisioned. The next issue is the 25% dismissal rate experienced through March 28th, 2004. Subsequent information has uncovered that many of these citations are dismissed and then reissued to another individual, and that actual dismissals from the court are not that high. Staff will be working with Redflex and IPD to provide a better breakdown of dismissals in future months. Finally, the lack of specific information from the County makes it very difficult to perform a specific accounting for citations issued under this program. Using Redflex invoices and the disposition report from the court, certain information can be extrapolated, but it cannot be reconciled to the monthly allocations.

This is still a very new program to the City, but hopefully with quarterly updates to this report, the City will be in a better position to provide accurate estimates going forward. While the decrease in violations can be seen as a 'negative' to the City's finances, certainly it means safer streets for Inglewood which is the ultimate goal of the program.

Attachment 1

RED LIGHT CAMERA LOCATIONS & SIGN INFO.

INTERSECTION	DATE ONLINE	YELLOW PHASE	SIGN POSTED DATE	DISTANCE FROM I/S		# OF APP.
NBLT - HAWTHORNE @ CENTURY (LBCE-03)	9/12/03	3.0	9/17/03	355'		2
SBLT - LA BREA @ CENTURY (LBCE-01)	9/12/03	3.0	9/17/03	345'		
SBLT - PRAIRIE @ IMPERIAL (PRIM-01)	9/12/03	3.0	9/17/03	240'		1
NBLT - CRENSHAW @ CENTURY (CRCE-01)	9/18/03	3.0	9/25/03	439'		2
EBLT - CENTURY @ CRENSHAW (CECR-01)	9/18/03	3.0	9/25/03	290'		
NB - CRENSHAW @ MANCHESTER (CRMA-01)	10/13/03	4.0	10/28/03	151'		2
EB - MANCHESTER @ CRENSHAW (MACR-01)	10/13/03	4.0	10/18/03	147'		
NB - CRENSHAW @ 108 TH (CR10-03)	10/18/03	4.0	10/20/03	473'		2
SB - CRENSHAW @ 108 TH (CR1-01)	10/18/03	4.0	10/20/03	139'		
NB - PRAIRIE @ 111 TH ST. (PR11-01)	10/25/03	4.0	10/28/03	120'		2
SB - PRAIRIE @ 111 TH ST. (PR11-03)	10/25/03	4.0	10/28/03	100'	0	
SBLT - CENTINELA @ FLORENCE (CEFL-01)	10/30/03	3.0	10/24/03	290'		2
EB - FLORENCE @ CENTINELA (FLCE-01)	10/30/03	4.0	10/24/03	192'		
NBLT - PRAIRIE @ CENTURY (PRCE-03)	11/20/03	3.0	11/20/03	310'		2
SBLT - PRAIRIE @ CENTURY (PRCE-01)	11/20/03	3.0	11/20/03	172'		

As of 11/20/03, total of 8 intersections operating with 15 approaches.

Attachment 2

The Superior Court

JOHN A. CLARKE
EXECUTIVE OFFICER/CLERK

111 NORTH HILL STREET • LOS ANGELES • CALIFORNIA 90012

February 11, 2004

Officer Dean Young, Traffic Division
Inglewood Police Department
One Manchester Blvd.
Inglewood, California 90301

Dear Officer Young:

SUBJECT: RED LIGHT CAMERA REVENUE

This letter serves to provide information on the distribution of red light camera revenue, the overall process in distributing revenue received by the courts, and the report available to assist you in accounting for red light camera revenue.

The distribution on red light camera violations is governed by Penal Code Section 1463.11 (see Attachment 1). Depending on whether traffic school is involved or not, your city's revenue would result from either a regular (non-traffic school) red light camera payment or a traffic school payment. We have provided the city portion distributed from the base bail/fine amount and penalty assessment amount for both types of payments (see Attachment 2).

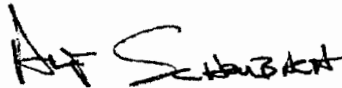
Payments of red light camera violations are made to the Court in any of the following methods: 1) over-the-counter, 2) sent in by mail, 3) paid by telephone through the court's Traffic Interactive Payment System (TIPS – a telephone call-in payment system), or 4) via the Internet. This money is further combined with all other collections (i.e., other traffic tickets, criminal collections, etc.) and then distributed at the end of the month. Each city will receive two checks per month depending on how the customer paid. One check represents collections made to the local court (1 & 2 above). The other check represents telephone and Internet payments (3 & 4 above).

While we understand your need for further citation payment information, the Court's cashiering system is designed around compliance with the revenue distribution statutes. Accordingly, the Court's cashiering system is not designed to produce a listing of the revenue distributed on a case-by-case basis, nor a listing of citations paid for each check sent to the City, nor a breakdown of red light camera revenue only.

However, there is one report available from the Court's case management system (see Attachment 3) that your vendor may reference to help support the amount paid on red light camera tickets. Please note that the amounts on this report will not reconcile to the check(s) due to timing differences, NSF checks, refunds, etc. that are not posted on the case management system.

Any future decisions to enhance and/or modify the Court's cashiering system will be made based on available Court resources and funding.

Sincerely,

A handwritten signature in black ink that reads "Alf Schonbach". The signature is written in a cursive, somewhat stylized font.

Alf Schonbach, Administrator
Central Finance Office

AS:dsh

C: District Administrators
Trial Court Administrators