

FILED
OFFICE OF THE CITY CLERK
OAKLAND

CITY OF OAKLAND

AGENDA REPORT


2011 SEP 22 11:51
To: Office of the City Administrator
Attn: Deanna Santana
From: Police Department
Date: September 27, 2011

Re: An Informational Report from the Office of Chief of Police Detailing the Status of Installing Red Light Camera Enforcement Systems in the City, Including any Obstacles, Issues, or Problems (Revised Page 2)

Attached is a revised *page two* of the original Red Light Camera Enforcement System informational report that was submitted in the 10-day packet last week. Please replace the original page two with this revised page that has more complete information.

APPROVED AND FORWARDED TO
THE PUBLIC SAFETY COMMITTEE:


Office of the City Administrator

Respectfully submitted,

Anthony W. Batts,
Chief of Police

Item: _____
Public Safety Comte.
September 27, 2011

The City's portion of the standard fine is \$165.22 per violation. Staff contacted the Alameda County Court system to obtain a breakdown of income generated per intersection, but was told by County staff there were no personnel or technology resources available to generate such detailed information. Additionally, Redflex cannot provide per intersection revenue information, because they do not have the capability to capture the data.

RTS Revenue Tracking

Total red light camera enforcement revenue to date is \$1,379,000 which is \$261,000 less than program expenditures to date. Significant decreases to the fee structure of the Redflex contract or increases in the number of paid violations per intersection are needed in order to ensure that this program is cost covering. OPD recommends the elimination of this program if expenditures continue to exceed revenues.

BACKGROUND

On September 4, 2006 (in cooperation with the City's Purchasing Department,) a competitive Request for Proposals process was initiated by the Department to identify a vendor to install Red Light Camera Enforcement Systems throughout the City to address problem locations with high frequencies of collisions where red light violations were listed as the primary collision factor. At the conclusion of the bidding processes (October 2, 2006), RTS was selected as the most qualified applicant to perform the installations, as they were the only vendor among the three vendors able to meet all of the requirements of the Department.

Implementation of the RLCES project was approved by the City Council on July 17, 2007 by Resolution No. 80789 C.M.S.

KEY ISSUES AND IMPACTS

There are currently 13 RLCES approaches installed and operational at 11 intersections; additional installations have been delayed pending a decision on the fiscal viability of the program.

The revenue stream for the RLCES has settled to approximately \$130,000/month. Revenues dipped to approximately \$110,000/month in April 2011 as a result of a set of damaged induction loops that had become exposed due to a degraded road surface. This occurred sometime in December 2010. The damaged loops were discovered by Redflex and reported to OPD in February 2011; OPD notified Public Works and the road was fixed in July 2011.

It is anticipated that revenue should return to the average, however the approach at **Beaumont** and 14th Avenue is currently non-operational due to a repaving project. We anticipate it will be down for a total of 3-4 weeks; it should be operational by the end of August 2011².

² This approach has since been repaired and is now operational.