

IMPACT STATEMENT

Legislation title: Accept the report of the Chief Procurement Officer on the Photographic Traffic Enforcement System for an initial term of five years and a contract value of \$15 million (Report)

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Purpose of proposed legislation and background information:

No person should die or be incapacitated in the everyday act of moving about Portland.

Vision Zero is Portland's commitment to ending traffic violence; it was adopted by City Council in June 2015 and the Vision Zero Action Plan was approved in December 2016. Advancing Portland's Vision Zero goal requires a multi-pronged approach that invests in safe streets, safe speeds, safe vehicles and safe people.

The Portland Bureau of Transportation (PBOT) and the Portland Police Bureau (PPB) work together to advance Portland's photographic traffic enforcement program as called for in the City's Vision Zero Action Plan. The bureaus work with the Multnomah County Circuit Court to efficiently process the citations that are filed.

The photographic traffic enforcement program is a system of cameras that enforce speeding and red-light running. These cameras can be mobile, as are the City's two mobile speed vans, or fixed in place like the speed safety cameras along designated high crash corridors and the red-light cameras at intersections.

Currently, the City's photographic traffic enforcement system includes 10 red-light running cameras, eight fixed speed safety cameras on four high crash corridors, and two mobile speed vans. PBOT and PPB intend to expand the program over the next few years, including to upgrade the red-light running cameras to dual cameras that enforce both red-light running and speeding, and to install additional fixed speed safety cameras.

Red-light running cameras were first installed in the early 2000s. Since installation, intersections with cameras have seen an average of 38% reduction in traffic injuries, with 4.64 injuries before cameras were installed and 2.8 injuries after.

Speed safety cameras were installed along four of the City's high crash corridors from 2016 to 2018. Since the speed safety cameras were installed speeding over the speed limit has dropped an average of 71% and top-end speeding (11 mph or more over the speed limit) has dropped 94%.

The proven safety benefits of the photographic traffic enforcement system make it an important component of Portland's Vision Zero efforts. However, the photographic traffic

enforcement program cannot stand alone. PBOT continues to secure funding to make major changes to Portland's big, fast streets so that the street design itself elicits safe behaviors. In combination with street redesign and other efforts, photographic traffic enforcement plays an important role in traffic safety, especially as an effective near-term solution to traffic violence.

To broaden the safety benefits of photographic traffic enforcement, the system should expand to more intersections and high crash corridors to further the City's Vision Zero goal.

As authorized by Ordinance 189583, on December 13, 2019, Procurement Services issued RFP #00001342 for a Traffic Photo Enforcement System. On February 7, 2020, three (3) proposal responses were received. Proposals were evaluated over multiple phases in accordance with the RFP requirements, and on May 1, 2020 a notice of intent to award was issued to Conduent State & Local Solutions, Inc.

This Chief Procurement Officer's Report to City Council requests to enter a five-year contract with the vendor selected through a competitive RFP process above to operate and expand the City's photographic traffic enforcement system.

Financial and budgetary impacts:

Though this contract will allow for expansion in service areas and equipment for the photographic traffic enforcement system, the project itself will continue to be largely self-funded. Revenue will be generated in the amount received by citation revenue receipts, offsetting most costs of maintaining the system and issuing citations.

The contract value is based on pricing and projected citation revenue receipts derived from expansion models. The total contract value is \$15,000,000.

This legislation will result in the City entering into a five-year contract with the vendor selected through a competitive RFP process to operate and expand the City's photographic traffic enforcement system.

Community impacts and community involvement:

Traffic deaths in Portland are at unprecedented levels. In 2020, 54 people died in traffic crashes, the highest number of traffic deaths in any year since 1996. In 2019, 50 people died. In the previous five years (2014-2018), we lost an average of 37 community members each year to traffic violence.

The loss of each one of these lives is heart-breaking and preventable. We have the tools to save lives. We must continue to fund and implement the actions that we know work, including photographic traffic enforcement.

The photographic traffic enforcement systems are effective at slowing speeds and reducing red-light running, bringing traffic safety benefit to those who live, work and travel along the

corridor. The City identifies placement of cameras in locations with the highest rates of speeding or red-light running crashes, while ensuring cameras are distributed throughout Portland. Geographic distribution of the cameras aims to ensure that many communities get the safety benefits of the cameras and no one community is over-burdened by traffic citations.

In addition, the Portland Police Bureau offers a traffic safety class option for red-light running and speeding violations. The traffic safety class option for photo enforcement violators is available to those who have not had a red-light running or speeding violation in the past three years and have not previously attended a photo enforcement traffic safety class.

Outreach is conducted in advance of the activation of new safety cameras to notify the public when the 30-day warning period and subsequent citation periods commence. Notification methods include, at a minimum, notifying the property owners adjacent to the camera systems, the mailing of thousands of informational postcards to residences and businesses in the surrounding area of the safety cameras, face-to-face outreach with businesses, and extensive social and media coverage.

According to a 2018 telephone survey conducted by PBOT, people are most aware of red-light cameras, followed by mobile speed vans and fixed speed safety cameras. Nearly all residents surveyed agree that speeding is unsafe and increases the risk of crashes. Three quarters of residents support the fixed speed safety cameras to ticket drivers who speed on streets with high crash rates. In Spring 2021, PBOT will be conducting a follow-up online survey to further understand Portlanders' attitudes toward the photographic traffic enforcement cameras.

Maintaining and expanding the photographic traffic enforcement program contributes to safer streets for all who travel in Portland.

Budgetary Impact Worksheet

Does this action change appropriations?

- YES:** Please complete the information below.
- NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount