

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: July 8, 2026

To: Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **REQUIRED RESOURCES FOR THE SPEED SAFETY SYSTEM PAYMENT DIVERSION PROGRAM**

SUMMARY

As directed by Council File (CF) 23-1168, this report provides an overview of the resources needed in order to effectively implement the required low-income payment diversion program as part of the forthcoming speed safety system pilot program.

RECOMMENDATIONS

That the City Council NOTE and FILE this report.

BACKGROUND

In October 2023, Governor Newsom signed Assembly Bill (AB) 645, which became law on January 1, 2024. The law authorizes six cities in California, including the City of Los Angeles, to implement speed safety system pilot programs within their jurisdictions. As part of AB 645, the law requires that the program offer a diversion program for indigent speed safety system violation recipients to perform community service in lieu of paying the penalty for a violation.

The Los Angeles Department of Transportation (LADOT) currently offers two programs supporting unhoused and low-income motorists with parking citations: the Community Assistance Parking Program (CAPP) and the Installment Payment Plan (IPP). CAPP allows unhoused participants to reconcile parking citations through volunteer community service, or through enrollment in a homeless service program. IPP allows individuals with financial hardship to pay off their parking fines in manageable payment installments over a predetermined time.

In March 2026, City Council authorized LADOT to expand CAPP to allow low-income or unhoused individuals who receive speed safety system citations the option to perform community service in lieu of paying a penalty, once the pilot program is operational. City Council also directed LADOT to report back on any additional resources required to support the expansion of CAPP as described.

DISCUSSION

As authorized by AB 645, LADOT will install 125 speed safety cameras across the city as part of the speed safety system pilot program. LADOT estimated the number of monthly citations eligible for CAPP based on a number of factors, including data collected at each future camera site, and comparative data from San Francisco, which has an active pilot program with 33 cameras. Based on an average of 103,000 drivers per day exceeding the speed limit by more than 10 miles per hour at the future camera sites, a 72% reduction of violations following implementation as seen in San Francisco, and a 16% poverty rate in Los Angeles County versus 11.2% in San Francisco, LADOT anticipates 138,000 citations per month will be eligible for the CAPP. While it is unclear how many of those eligible citations will result in applications, demographics, existing CAPP participation, and high community service program utilization all point to a high expected rate of applications as a proportion of eligible citations. That rate informs the staffing estimates as described below.

CAPP applications for citations issued through the speed safety system pilot program will require similar work functions to the existing CAPP. Existing CAPP staff in support of parking citation diversion currently screen hundreds of participants per month, enroll 70 to 80 participants per month, respond to email and telephone inquiries, verify and process program completions, archive demographic information, address escalated matters, outreach, and relay information to management for action. Previously, CAPP had 10 dedicated staff, but as the result of deleted positions, CAPP is currently operating with four staff (one Management Assistant and three Administrative Clerks). Due to this shortage, application processing times can be delayed over 30 days, which exceeds the targeted turnaround time of one week or less.

It is anticipated that expanding the CAPP to cover the citations issued in the speed safety system pilot program will result in a significant increase in applications as previously described, and will require an increase in staff resources to ensure timely review for all applications. LADOT estimates 11 administrative staff as part of a dedicated Diversion Unit are necessary to administer the expanded CAPP program so that calls are responded to in real time and staff can process participant applications within one week or less. LADOT will submit a separate report requesting additional positions needed to support the speed safety system pilot program. The revenue generated by the speed safety system pilot program is anticipated to offset the expenses incurred by the additional staff hired to meet the State-mandated diversion program. While the new positions are approved and filled, LADOT will comply with the requirement for the diversion program. At current staffing levels response times will likely range from one to two months.

The Diversion Unit would include:

- One Management Analyst to oversee the new Unit; monitor Business Processing Rules for the program; intake demographics (required by law); track key performance indicators such as application processing and approval times, and contract completions; and prepare program status reports for management review.
- Two Management Assistants to provide high-level administrative and supervisory support; and
- Eight Administrative Clerks to handle intake processing, participant screening, citation dispositions, and any other general duties related to the program.

The cost for each classification is summarized in the table below.

CLASSIFICATION	DIRECT COST	INDIRECT COST	TOTAL ANNUAL COST
Management Analyst (1)	\$121,390	\$57,839	\$179,228
Management Assistant (2)	\$151,720	\$85,682	\$237,402
Administrative Clerk (8)	\$467,037	\$296,666	\$763,703
TOTAL	\$740,147	\$440,187	\$1,180,334

FISCAL IMPACT STATEMENT

There is no impact to the General Fund since this report is informational. The revenue generated by the speed safety system pilot program is anticipated to more than offset the expenses incurred by the additional staff hired to meet the State-mandated diversion program.

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