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Sent: Thursday, April 12, 2012 10:44 PM
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Subject: Discussion topics for tomorrow's conference call
Attachments: CA Customer memo re.2012 Session.docx
Importance: High

Again, my apologies for the short notice but this just came over the wire from our Director of Legislative Affairs. The topics will be the primary points of discussion. I will be in court and not on the call, but feel free to call me later if necessary or you may call Tamara. Her contact information is on the memo.

Please forward to your executive staffs for their review.

Thank you all,

Keith Underwood

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MEMO

To: Redflex's California Customers
From: Tamara Dietrich – Director of Legislative Affairs
Re: Pending Legislative Matters – AB 2128 / SB 1303 / SB 1570

Two (AB2128 / SB1303) of the bills referenced above severely impact your current photo enforcement program, as currently drafted. The other measure (SB 1570) would provide for some additional opportunities for automated enforcement on street sweepers.

Redflex is asking for your assistance to educate the legislature on the detriments or benefits of these bills.

AB 2128 – Sponsored by Assemblyman Cook – in addition to requiring that Caltrans set yellow timing based on prevailing traffic as opposed to posted speed limits, there is a provision that would require yellow light signal timing to be extended by 1 second for all intersections where automatic traffic enforcement systems are in use. Further, the bill calls for a reduction in the base fine for an illegal right turn on red from \$100 to \$35.

The negative impact from increasing timing only at photo-enforced intersections could manifest in many different forms. Potential consequences include: increased congestion, poor traffic flow or potentially more crashes at other intersections due to drivers anticipating the extended yellow signal. Any of these aftereffects would have significant impact on your cities. The challenge is finding the right voice to make these arguments to the members of the legislature.

In addition to the very crucial role Cal Chief's is playing in opposing this bill, Redflex would like to encourage all of you to reach out to your city's Engineering and/or Transportation departments to get them involved. It would also be helpful to understand the willingness of City Administrators to oppose this bill due to the overreaching nature of the measure. (Why are legislators determining what's best for the traffic safety in your city?)

The reduction in base fine amount for a right turn on red violation is simply wrong. We all know that if a right turn violation results in a crash, the vast majority of the victims are pedestrians or bicyclists. Why would this violation be any less egregious than a left or straight through violation?

Several coalition partners across the state have mobilized opposition of this bill. We would like to ask for your help in identifying additional groups, associations or victims' advocates who would like to join the fight. The Traffic Safety Coalition www.trafficsafetycoalition.com has a library of resources and an entire team dedicated to helping others get their voices heard. Please let us know who in your community may be willing to help.

This bill is most likely to be heard in the House Appropriations committee.



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SB 1303 – Sponsored by Senator Simitian - this is a repeat of the bill we've worked the last two sessions. The efforts of Cal Chiefs to help defeat or stall the measure in the past have been critical to the success. We have all tried on numerous occasions to meet with the Senator and his staff to reach a compromise on some key provisions. Until this year, these efforts have not been very successful. Earlier this month, our lobbyist met with the Senator's staff and representatives from the AOC to discuss codifying a standard TVN (or Courtesy Notice) form. In addition, Redflex has suggested amending the bill to seek to confirm and codify existing law, as set forth in *People v. Goldsmith*, and to further clarify that any discussion in *People v. Borzakian* to the contrary is superseded by the statute. Both of these suggested amendments were provided to the Senator at his request and with his acknowledgement of a desire to reach a compromise. No agreement has been reached and although hopeful, true results remain to be seen.

Redflex has agreed to continue discussions with the Senator and will keep all of our customers posted of any activity. The bill has been referred to Senate Appropriations.

SB 1570 – This bill allows for a local public agency to install and operate an automated parking enforcement system on street sweepers operated by a private vendor.

Redflex is behind this bill to allow our customers who outsource street sweeper services to utilize automated enforcement. We encourage you to contact your local delegation to express your support for this bill. It has passed the Senate Transportation committee and been referred to the Senate Judiciary committee.

We all greatly appreciate your willingness to assist with this process, and I'm available anytime to answer questions or address concerns about pending legislation.

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