

## Alberto Quintanilla

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**From:** Steven Smith <kewsp@gmail.com>  
**Sent:** Tuesday, June 16, 2020 3:04 PM  
**To:** CClerk  
**Cc:** Lily Mei; Rick Jones - Councilmember; Vinnie Bacon; Raj Salwan; Teresa Keng; Jenny Kassin; Yang Shao  
**Subject:** Red light cameras, June 16 Fremont council agenda, item 5(a)

Venue: June 16 City of Fremont city council agenda, item 5(a)

Subject: [Opposing Oppression in proposed extension of Fremont's camera program](#)

Honorable Councilmembers:

The time has come to END the automated enforcement program once and for all. Not extend it. Not expand it. End it. Most everyone else has.

The time has come to end extremely punitive, confiscatory fines for scoff laws and others that were intended to keep society civil. You, the police, and sheriffs have become the most uncivil in our society today. As is being called for throughout the nation, restore the public trust!

It is a simple fact that the promised revenue of automated enforcement vendors requires dangerously short, truncated, yellow light timings. How can vendors predict tens of 1000's of violations recorded by a system that is designed to *stop* violations from occurring? How can they build a business model and sell stock based on a predictable stream of revenue from a product designed to stop the behavior it requires to be profitable? It's been 20 years, and you should see this by now.

The key to predictable revenue is in the engineering. Traffic engineers have always known that a 5 second yellow light produces about 500 tickets per year, while a 3 second yellow light produces 5000 tickets per year, year in and year out. The reason for this predictability is what is known by traffic engineers as the *dilemma zone* created by inadequate yellow intervals. The shortened yellow needed to produce the predicted citations traps the maximum number of people in the zone where there is no safe stop or go option. This is so true that even a \$600 fine cannot reduce it. Look at the report you have before you.

Further, ask yourself how accidents could be down, but ticket numbers remain predictable and plentiful. Dig into those accident numbers and you will see the numbers do not add up. No change in driver behavior based on ticket numbers, but an alleged massive reduction in accidents? Stop pandering to the police unions and do your job. Make them make sense of their numbers. I assure you they do not make sense.

Using truncated yellows at every intersection in town to justify extremely punitive 0.2 second infractions means either there were never any significant accidents to begin with, or the accident numbers are being tortured into lying.

Every ticket is a potential accident, while longer yellows reduce tickets by a factor of 10. I suggest that not extending yellows is criminal negligence. Shortening yellows for ticket revenue deserve serious criminal prosecution. How much longer will you have immunity against such uncivil behavior?

How can you tolerate the high rate of infractions at intersections and not fix the engineering that is intentionally designed to cause it? Not just at camera enforced intersections, but every intersection with truncated yellow timing. All you are doing is issuing fractional second \$600 tickets (including added court costs and traffic school costs) to people you have deliberately trapped in the dilemma zone.

This is clear bullying. Lying in wait to trap your victim and steal their lunch money and cause them physical, social and emotional harm. When law enforcers become bullies, with layers of immunity created by elected officials, you have the kind of societal disruption we are experiencing today. Shame on you.

To quote Bill Moyer in a speech given recently at the Chautauqua Institution in New York titled: The Other Face of Power, he asks, "have we become a society of sociopaths?" George Floyd, automated enforcement, civil forfeiture laws, mandatory sentencing laws – they all tell us we have.

It is time to rebuild the public trust that has been demolished as the result of authoritarian decadence that has become our culture and our way of governing.

As long as I can still breathe, I will work to undo the injustices wrought in the name of democracy.

I Can Still Breathe

Sincerely,

Steven P Smith

Sacramento CA

## Alberto Quintanilla

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**From:** Steven Smith <kewsp@gmail.com>  
**Sent:** Tuesday, June 16, 2020 3:30 PM  
**To:** CClerk  
**Cc:** Lily Mei; Rick Jones - Councilmember; Vinnie Bacon; Raj Salwan; Teresa Keng; Jenny Kassan; Yang Shao  
**Subject:** Supplemental Comment: Red light cameras, June 16 Fremont council agenda, item 5(a)  
**Attachments:** LCCR-Report-Paying-More-for-Being-Poor-May-2017 (1).pdf

Subject: [Opposing Oppression in proposed extension of Fremont's camera program](#)

Honorable Councilmembers:

Please accept this as a supplement to my previous email comments, to add an important reference:

Before passing any extension or addition to automated traffic enforcement, and specifically Item 5(a) on today's agenda, you must read, "[Paying More for Being Poor: Bias and Disparity in California's Traffic Court System](#)," a 2017 report by the Lawyers' Committee for Civil Rights of the San Francisco Bay Area with support from the Silicon Valley Community Foundation. It is attached to this email and linked below.

On pages 3 through 7, the report discusses the fact that California has the highest ticket fines in the nation, and particularly calls out red light fines. Obviously, triggering such huge fines based on 0.2 second infractions, and based on improper engineering, is truly devastating to low income residents, many of whom are minorities.

<https://lccr.com/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf>

While we can still breathe,

Steven Smith  
Sacramento CA

## Alberto Quintanilla

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**From:** Chris Eyre <chris@legacyventure.com>  
**Sent:** Tuesday, June 16, 2020 1:23 PM  
**To:** citycouncil  
**Subject:** Red Light Cameras

My wife and I are definitely against the installing of Red Light Cameras around Pacific Commons. We will be attending the zoom city council meeting tonight. Council members who support this move will NOT receive our votes.

Chris & Hedy Eyre  
480 Becado Dr.  
Fremont, CA

## Alberto Quintanilla

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**From:** Morad Hararah <hararahm@yahoo.com>  
**Sent:** Monday, June 15, 2020 3:00 PM  
**To:** citycouncil  
**Cc:** editor@highwayrobbery.net  
**Subject:** Red Light Cameras - 6/16/20 Council Meeting

Dear City Council,

This letter is written to express my vehement opposition to the extension of the Red Light Camera contracts slated to be discussed at tomorrow's council meeting.

These cameras do not provide any measurable safety improvements, but are only a profit-making machine for they city and more so for RedFlex.

Stop the fleecing of Fremont and its citizens.

Regards,

Morad Hararah

## Alberto Quintanilla

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**From:** Jim <jim@vivahermosa.com>  
**Sent:** Monday, June 15, 2020 11:38 AM  
**To:** CClerk  
**Cc:** Lily Mei; Rick Jones - Councilmember; Vinnie Bacon; Raj Salwan; Teresa Keng; Jenny Kassan; Yang Shao  
**Subject:** Red light cameras, June 16 Fremont council agenda, item 5(a)  
**Attachments:** TrcDocsFremontContr2020JuneRenewStaffRep.pdf; TrcFremont2019may1MyLetter.pdf; TrcDocsFremontCountsAnnual2013to2019.pdf; TrcDocsEncinContr2018NegotEmailsDrop2018apr27.pdf

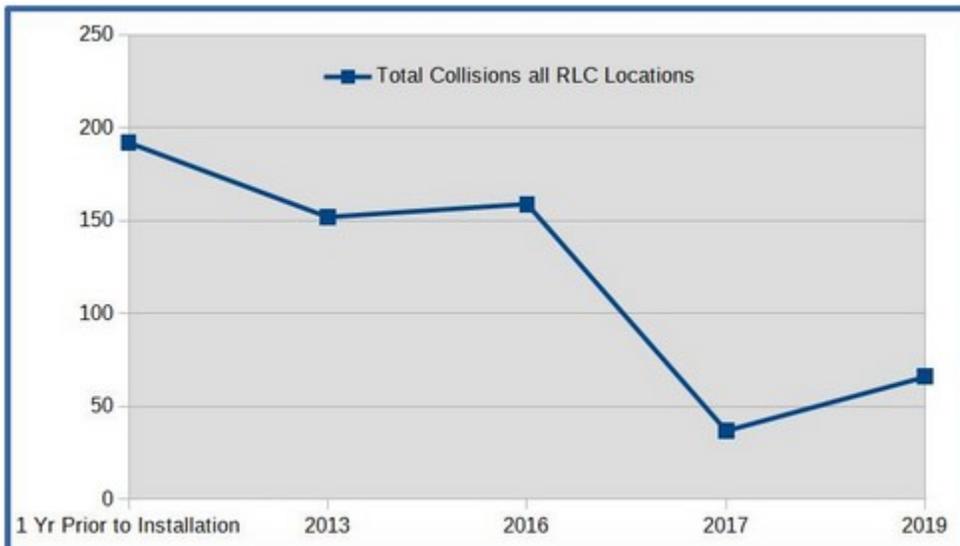
6-15-20, 11:30 am

Venue: June 16 City of Fremont city council agenda, item 5(a)

Subject: Based on questionable safety stats, Fremont may extend its camera program 5 years and add 2 cameras for a \$1 million payday

Honorable Councilmembers:

Public safety is supposed to be the justification for a red light camera program, and the staff report (copy attached) claims a 62% reduction in collisions since the original cameras were put in (pg. 4, top). Unfortunately, in Fremont that claim is based upon a comparison of apples and oranges: If we look at the annual reports the City and RedFlex were required to submit to the Judicial Council beginning in 2013 (attached), **there wasn't much of a reduction until 2017, and then it was dramatic, a 77% drop in one year.**



Fremont collision stats submitted to Judicial Council by City/RedFlex per CVC 21455.5(i).  
City/RedFlex did not submit collision stats in 2014, 2015 and 2018.

Fremont isn't the first city with questionable figures. In an email I sent to your council on June 29, 2015 (copy in thread of my 2019 email\*, attached), I discussed a then-recent occurrence in Ventura. There, during the March 30, 2015 council meeting with the president of RedFlex in attendance, staff stood up and presented a report claiming a 75% reduction - which instantly fell apart after a question from a councilmember. Ventura staff offered her this explanation:

*"The way the police department reports collisions now is vastly different than we did when we started this program. Now we only report - correct me if I'm wrong - now we only report injury or major property damage collisions. That's different. Our total collision numbers are down quite a bit because the reporting is different." (At 3:20:20 in the council meeting video.)*

Two other RedFlex clients have claimed an even greater reduction than yours or Ventura's: Sacramento, in 2018, and Victorville (now closed), in 2015, each claimed a reduction of 92%. (See those cities' Docs pages at highwayrobbery dot net.)

\*My May 2019 email to the Fremont council is attached today, but I have not included its four attachments. They can be found on highwayrobbery dot net, or you may still have copies in your email inbox. Or, I will send them to you upon request.

On page 3 of today's staff report a table shows that Fremont's **fatal collisions have gone up** with cameras, despite the better medical care and safer cars (side airbags, antiskid and automatic braking) we have now.

### The Proposed New Cameras

Per page 8 of the staff report the proposed new cameras - which will be the 3rd and 4th on Automall - will bring the City a substantial new revenue stream (nearly \$1 million, net, annually), but CVC 21455.5(c)(2)(A) says that new cameras have to be justified by safety considerations, not potential revenue.

1. The staff report tells us that Christy/Automall is ranked #1 for collisions, that it and the other proposed site have been the location of 420 red light citations in five years [equal to exactly seven per month!], but the staff report does not tell us how many - if any - of those collisions and citations were related to rolling right turns - even though around 90% of the future citations will be for rolling rights (based on the figures in the table on page 7 of the staff report). And even if it could be shown that many of those collisions and citations were indeed related to rolling right turns, it's impossible to ignore the fact that after many years of heavy enforcement there's still thousands of rolling right violations, and tickets, each year in Fremont.

2. In a City commissioned 2016 study of the cameras on Mission Boulevard, DKS Engineering wrote:

*"According to City of Fremont Staff, other safety features to improve safety and discourage red light violations were not considered prior to the installations of the ARLE systems [red light cameras] at either study intersection. To date, the City is satisfied with the operational benefits of the current ARLE system and **have not explored other possible countermeasures.**" (DKS at page 11, emphasis added.)*

The current staff report doesn't mention engineering countermeasures, even though the very low (to nil) level of violations at most of the intersections just surveyed (page 7, top) suggests that there could be a problem peculiar to the design or capacity of the Christy/Automall and Pacific Commons/Automall intersections. At page 7, bottom, staff tells us that the two intersections were "evaluated by traffic engineering" but gives only this single sentence describing their work: "Traffic engineering verified that the yellow light timing was in compliance with state law." Nevertheless, by the next paragraph, which appears to have been written by the main author of the staff report, that very narrow scope of investigation (yellow light timing) has been expanded to the claim: "In summary... engineering factors were not an apparent cause in the red-light violations."

Last month, in a staff report supporting the suspension of the camera program in West Hollywood, that city's engineering staff stated:

*"... the equipment has been removed.... Staff's intent is to explore and evaluate other options for improving traffic and pedestrian safety at intersections throughout the City. For example, staff recently installed countdown pedestrian signals, leading pedestrian intervals (where the WALK symbol activates several seconds before the green*

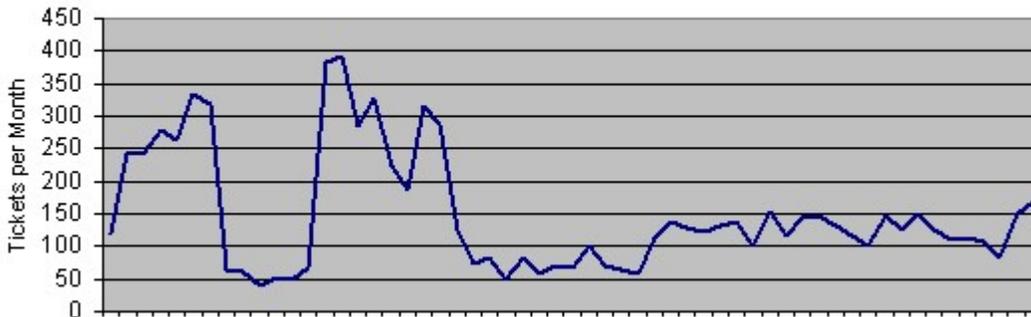
light), and in-roadway warning lights, all of which have improved pedestrian and vehicular safety. Staff will continue to seek additional measures that will reduce accident risk and to research actions that other cities have taken to enhance safety. This would be a more effective and potentially more beneficial approach for improving safety." (Report presented at May 18, 2020 City of West Hollywood council meeting.)

Because Fremont staff's long term stats cannot be relied upon, because staff has not explored countermeasures, because rolling right enforcement has not been effective, and because the City's camera program has cost local motorists more than \$90 million in fines, the City should spend the relatively small amount of money needed to hire a thoroughly independent firm to perform a first-in-twenty-years professional evaluation of the program's effect upon safety and to examine the safety justification for the proposed new cameras. *Before entering into the proposed new contract or adding the proposed new cameras.*

Other Issues

Several of you were on the council in 2017 when 4000 people were not given the full refunds and expungements they deserved after City staff mis-set the yellows at two intersections, causing the ticketing gyrations depicted in this graph.

Mowry at Farwell, Jan. 2015 - Sep. 2019



Making those people whole will make you whole! (See the Fremont Docs page at highwayrobbery dot net for more details about the yellow timing and the refunds.)

On page 5 staff says RedFlex will do an "upgrade" but nowhere in the staff report do they say what that includes, and the staff report does not include a copy of the draft contract (where further details might be found).

Also on page 5 staff says that the city can terminate the contract at any time, but they don't say if there's a penalty for doing so. Those penalties, which can be as much as \$50,000 per camera for an "upgraded" 20-year-old installation, would be disclosed in a draft contract.

The new councilmembers should be told about RedFlex' convictions for bribery.

What to Do

**Option A:** During\*\* the meeting ask the RedFlex rep (a retired FPD lieutenant?) if he will agree to continue the current contract for six months with a rate reduced to no more than the \$2239.20 rate Elk Grove negotiated earlier this year for its system of five RedFlex cameras. Take a ten-minute break to let him decide. (\$2239.20 is a win-win - Del Mar, with just three RedFlex cameras, pays \$1578 per month.) Then with that \$70,000 savings you should be able to gain some good will by reducing the fines for right turns, as I suggested in my May 2019 email, copy attached. And commission a professional report on safety and the proposed new cameras.

\*\*RedFlex' treatment of City of Encinitas staff during a price negotiation is why the Fremont city council should put the RedFlex rep on the spot during the meeting. Encinitas' 2004 contract had the following clause:

*"11.2 MOST FAVORED CUSTOMER For the complete period covered by this agreement, Redflex represents that all of the prices, terms, warranties, benefits and conditions granted by Redflex herein are comparable to or better than the same offered by it to any present or future customer of Redflex within San Diego County. In the event the City in its sole discretion determines otherwise, the City may compel Redflex to execute an amendment to this Agreement so that City may receive the same price, term, warranty, benefit or condition enjoyed by said present or future customer." (Encinitas 2004 contract.)*

Despite Encinitas' Most Favored status, beginning in 2009 two cities in the County were paying considerably less than Encinitas, with one of them, Del Mar, paying just \$1500 per camera per month (plus a COLA), less than half of what Encinitas was paying. In 2018 Encinitas staff attempted to negotiate a lower price but was met with foot-dragging by RedFlex and eventually gave up. I have attached some of the email exchange from that 2018 negotiation.

**Option B:** Take no action tonight except to suspend the cameras for a minimum six-month study period like the Cities of El Cajon and Poway did. Commission a professional report on safety and the proposed new cameras. And during the six months, negotiate a lower price upon the (possible) re-start of operation. I believe that RedFlex will happily go along with anything short of the outright terminations they've experienced recently in Menlo Park, San Mateo and Encinitas.

Sincerely,

Jim Lissner

(For City staff: Please route this letter and its four attachments to the members of the City Council today, and please make this letter and its four attachments available to the public.)

5-1-19

Subject: May 30 deadline to act on red light cameras contract

To: The Fremont City Council

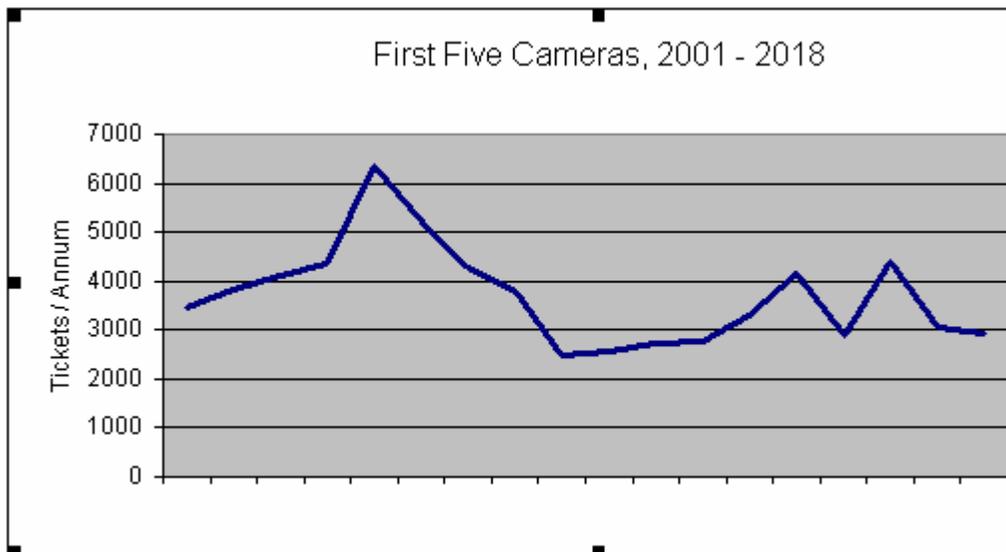
Honorable Mayor and Councilmembers:

I am writing to you again - my letters dating back to 2013 are pasted below - to urge you to not allow the red light camera program contract to automatically renew - which it will do on May 30 unless you take action to stop it. There are three main reasons to stop the auto renewal. The most important reason is that the cameras are ineffective, and I will address that first. Later in this letter I will discuss the other reasons, which are that the City did not try engineering countermeasures at the intersections before installing the cameras, and that the camera rent you are paying is twice the market.

### The Cameras are Ineffective

2010 was the last time that the council was presented with safety stats (the 2010 staff report is attached), and in those stats, which were prepared by the FPD, they claimed that the cameras had decreased accidents by 40%. However, the opposite was found in a 2016 study (copy attached, see pg. 8) by independent engineering firm DKS, which was hired by the City in order to help gain renewal of the Caltrans encroachment permit for the cameras on Mission. That study - which staff did not present to the council - found that angle crashes were up by 43% and 55% at the two intersections.

Looking just at ticketing, the issuance of 173,631 tickets bearing an estimated \$86 million in fines has not brought a significant reduction of ticketing over the 18 years the oldest cameras have been in operation.



Fremont data available online at [highwayrobbery \(dot\) net](http://highwayrobbery.net)

### Ineffective in San Leandro

In a report (copy attached) commissioned in 2016 by the City of San Leandro, the independent engineering firm Willdan concluded:

"After reviewing over 13 years of collision data for the two intersections, our findings are inconclusive with regards to an ARLE [red light camera] reducing collisions."

"For whatever reason, it appears that the injury plus fatality collision rate at signalized intersections (with or without ARLE) has decreased dramatically over the most recent nine year period (when compared to the previous nine year period). ARLE cannot take credit for this reduction, because the collision rate decreased more at signalized intersections without ARLE." (Emphasis added.)

### Ineffective in Menlo Park

Three weeks ago (April 9) the Menlo Park city council took no action on a staff recommendation to extend their camera program for another five years, with the result that Menlo Park's red light cameras were shut off yesterday. The Mercury News described the discussion at that meeting -

"A review of the city's data (in Menlo Park's staff report for the meeting, available at the city's website) however, raised questions on whether the program is accomplishing its primary objectives of reducing the number and severity of traffic collisions and increasing driver awareness. The number of collisions at the four intersections increased from 23 in 2013 to 29 last year. At the intersection of Bayfront Expressway and Chilco Street, the number of collisions doubled after the cameras were installed in 2017. Council member Drew Combs said he could not support continuing the program because there was no real proof that the cameras were, in fact, increasing safety in the city." (Mercury News, 4-9-19.)

### Ineffective in Dallas and Houston

In a 2017 Case Western study published in the Social Science Research Network, the authors made an in-depth statistical analysis of the camera programs in Houston (which shut its cameras down in 2012) and Dallas and found -

"... the cameras changed the composition of accidents, but no evidence of a reduction in total accidents or injuries." (Abstract, page 1 of the pdf of the study, emphasis added.)

The study further found, "... the model suggests that the camera program led to a decrease in social welfare." (Page 5 of the pdf of the study, line 5, emphasis added.) (The study is a large file so I have not attached it here. It is available on the University's website; Google the title, Criminal Deterrence when there are Offsetting Risks: Traffic Cameras, Vehicular Accidents, and Public Safety.)

## Ineffective in More Than Twenty California Cities Including Hayward, Emeryville, San Francisco, and San Mateo County

Most California cities have closed their camera programs; twenty-seven programs remain out of the 103 that once operated. Attached is a compilation of comments made by police chiefs, city managers, firemen, councilmembers, and a Grand Jury, in cities having a collective 200 years of experience with red light cameras. (The compilation has "Candor" in the file name.)

## Ineffective Against Right Turns

In Fremont 23% of the tickets (in 2017) were for rolling rights, and in the five years (2013 -2017) for which separate counts of rolling right ticket have been made public (as required by CVC 21455.5(i)), the number of rolling right tickets in Fremont has been flat, with no significant downward trend. (The numbers are 2936, 3139, 2689, 2974, and 2529.)

## Effective: Engineering Countermeasures

The 2016 DKS study mentioned above (and copy attached) said that the City did not try countermeasures before installing the cameras. (See pg. 11.)

"According to City of Fremont Staff, other safety features to improve safety and discourage red light violations were not considered prior to the installations of the ARLE systems [red light cameras] at either study intersection. To date, the City is satisfied with the operational benefits of the current ARLE system and have not explored other possible countermeasures." (Emphasis added.)

San Francisco has reported favorably on its use of engineering countermeasures - which they documented in intersection-by-intersection graphs of accidents over the twenty years of the program's existence. (See the Candor attachment for an example.) San Francisco Chief Traffic Engineer Ricardo Olea said,

"You are correct that engineering changes are the most effective way to reduce red light running crashes."

Anyone who watches the crash videos circulated by the red light camera Industry will notice that most of the crashes occur many seconds into the red. The Texas Transportation Institute (TTI), with sponsorship by the Texas DOT, studied 41 crash videos obtained from red light cameras and confirmed what the public has been noticing:

"With one exception, all of the right-angle crashes occurred after 5 seconds or more of red." They also reported that the average was 8.9 seconds into the red. (Source: See pages 5-15 and 5-16 of the study, available at FAQ # 6 on highwayrobbery (dot) net.)

Those real late runners (5+ secs. late) aren't doing it on purpose. Recent evidence suggests that most of them are visitors who, because they don't live in town, simply don't know that there's a signal up ahead. They are lost or distracted, and by the time they notice that the signal is there, it is too late to stop. (In Fremont, 69% of red light camera tickets go to visitors - see FAQ # 22 at highwayrobbery (dot) net.)

A minority of the late violations are by "locals" who forgot there's a camera up ahead because they were distracted, or impaired.

Because they won't know or won't remember that there's a camera up ahead, the presence of a camera won't keep the visitors or the distracted/impaired locals from making the dangerous real late runs. To cut those real late runs, a city should install visual cues to make its most dangerous intersections more prominent/important-looking and to warn motorists, "signal ahead." Most of these engineering countermeasures are cheap and quick to do. None of them carries the camera side effect of increased rear-enders. Some examples:

2005 research sponsored by the Florida Department of Transportation concluded that improving street markings (painting "signal ahead" on the pavement) near intersections would reduce red light running by up to 74 percent. See Section 3.4, p. 69 of the document, or p. 84 of the pdf, available at FAQ # 6 on highwayrobbery (dot) net.

A large red light camera study sponsored by the San Diego Police Department rated engineering countermeasures such as better markings as "most effective" in reducing unintentional running, while enforcement, including cameras, was considered "less effective." See Table 6.3, p. 80 of the document, or p. 97 of the pdf, available at FAQ # 6 on highwayrobbery (dot) net.

The 2004 TTI study (at page 5-9, link above) noted that countermeasures like increasing the diameter of signal lamps from 8" up to 12" or adding signal heads had the potential to decrease crashes by 47 percent. The 2005 Florida research recommended the installation of a signal pole on the "near" side of intersections. See p. 135 of the document, or p. 150 of the pdf, available at FAQ # 6 on highwayrobbery (dot) net.

The 2004 TTI study (at page 5-9, link above) noted that adding backboards (back plates) to the signals had the potential to decrease crashes by 32 percent. [Or, enlarge the backboards you have.]

I suggest putting up larger and well-lighted name signs for the cross streets, and larger bulbs in the street lights, at known dangerous intersections.

### Effective Against Rolling Rights: Blank Out Signs

The president of Redflex (2014 - 2015) commented about tickets for rolling right turns. "Mr. Saunders suggests jurisdictions refrain from issuing a [rolling right] ticket except when a pedestrian is in the crosswalk." (Dec. 26, 2014 Wall Street Journal.) Many motorists would have appreciated the widespread adoption of the prosecutorial restraint suggested by Mr. Saunders, but the end result would have been that the rolling rights would have continued. I would like to believe that the council's goal is to diminish or stop rolling rights - not just letting them continue year after year with the City taking pictures and making money from the incidents. And there is a way to accomplish that goal: Identify the intersections where the rolling right problem is the worst, watch those intersections to determine when during the red phase the riskiest of the rolling right violations occur, then install electrical Blank Out signs capable of displaying the universal "no right turn" symbol and, finally, program those signs to light up and display that symbol during the high risk portion of the signal cycle. The signs cost about \$3000, depending upon size, and as you can imagine, are extraordinarily

effective. Here is a picture of one right out of the box, plus one of the many in use along the Metro Expo Line in Los Angeles. (I have no financial interest in or connection to their sale or manufacture.)



The Camera Rent is Twice the Market

Just in case, despite all of the above, the council's inclination is to continue the program, please try to get a lower rent.

The current monthly rent of \$3995 per camera is too high, by double or more. When in 2017 City staff investigated the rent other cities pay, they checked only two cities out of the 30+ California cities then still having cameras - and those two have only half as many cameras as Fremont and theirs were installed more recently, too. That's how staff obtained "comps" of \$3985 and \$4950. Had staff looked at more cities or at the FAQ I cited in my 2013 and 2014 letters to the City (in thread below), staff would have found cities paying much less, examples being Elk Grove (\$1500 for cameras ten years old or more), Garden Grove (\$2279), and Ventura (\$2190).

Years in service	Fixed price not to exceed / Designated Intersection Approach per month
0 - 6.99	\$4196.00
7.0 - 9.99	\$2000.00
10.0+	\$1500.00

Imaged from the Elk Grove Contract of 2014

Fremont should negotiate to pay no more than the \$1500 negotiated by Elk Grove - which has just five cameras. If Fremont allows the contract to auto renew with the rent still at \$3995, it will pay \$300,000 extra rent over the year and will need to issue an extra 3000 tickets in order to cover that extra rent. (Assuming that 2/3 of tickets issued are paid, and the City receives \$150 from each ticket paid.)

## Please Reduce the Fine for Rolling Rights

Negotiating a lower rent will allow the City to reduce the fine for rolling right tickets without running into the "quota" pressure demonstrated in this email exchange between a commander and a sergeant in the Menlo Park Police Department.

**From:** Dixon, William A  
**Sent:** Thursday, March 15, 2018 2:28 PM  
**To:** Mackdanz, Scott L  
**Cc:** Bertini, David C  
**Subject:** Redflex Information

According to the current budget information our Redflex numbers are way down year to date. I'm trying to determine if this is due to one installation being lower than the rest or if the lower numbers are across the board.

Please have Deborah contact Redflex and get a fiscal year (16/17 vs 17/18) to date comparison of each installation.

Thanks

*Commander William A. Dixon*

Received from the Menlo Park city clerk in response to a public records request

Some people will insist that a city cannot reduce the \$500 fine for rolling right turns, but the City of Los Angeles was able to cut the fine by more than half by citing under CVC 21453(b), which has a base fine of \$35 compared to the \$100 base fine for 21453(a) or (c).

## Consider Redflex' Reputation

Recently, in December 2018, the County of Sacramento rejected incumbent Redflex' lower priced bid and awarded the contract for the continuation of the county's large camera system to a new vendor. The County's decision appeared to be based, in large part, on Redflex' reputation.

**We evaluated the vendors' experience in red light photo enforcement. REDFLEX Traffic Systems and CONDUENT exceeded the maximum amount of customers and years of experience nationally and internationally, but CONDUENT was the only responsive vendor to receive a score of one hundred. REDFLEX Traffic Systems' score reflects their employees' conduct as they are a reflection upon the company's reputation and qualifications. Two REDFLEX Traffic Systems employees were arrested relevant to cases involving fraud, bribery and extortion, therefore their score was eighty. SENSYS**

Imaged from Sacramento County's Oct. 1, 2018 RFP evaluation, by Capt. A. Hagadorn

Redflex bribed an official in Chicago, and a former vice president/whistleblower, who was based in California, has alleged that they bribed officials in other states, including California. As of now, 2019, the former US CEO of Redflex has finished serving her federal sentence for crimes in Illinois and Ohio, the bribery has cost Redflex their Chicago contract, and the company is making annual installments to Chicago on a \$20 million settlement.

On April 9 one of the Menlo Park councilmembers expressed her reservations about Redflex.

"(Councilmember Cecilia) Taylor was not interested in doing business any longer with Redflex...." (Palo Alto Daily Post, 4-10-19.)

### Consider Fairness - Confidential Plates

Per an Aug. 10, 2018 letter from the city attorney, Fremont has permitted 482 people, including 191 family members of City employees or retirees, to have their car registrations made confidential - giving them near complete immunity from red light camera tickets and toll tickets. In fairness to those of us in the private sector, would the council consider asking its State representatives to author a bill like AB2192 of 2012 or AB 2097 of 2010, which would have modified CVC 1808.4 to require the holders of the more than 1.5 million "protected plates" in California to give the DMV a service address for the mailing of their toll and red light camera violations?

### Conclusion

1. Public safety should be paramount - it is the main reason we have government. By all independent measures, red light cameras elsewhere and in Fremont have been ineffective in providing for the public safety. Whether or not the contract is renewed, and without further delay, Fremont should investigate and install engineering countermeasures and Blank Out signs like those described above and in my previous letters.
2. If the council wishes to continue the program it should nevertheless block the auto renewal to give the City the leverage needed to re-negotiate the rent; the resulting lower rent will make room for the lowering of the fine for right turns.
3. If the council directs staff to make or commission a detailed report about the cameras and the usual process is followed in which that report is to be made public no earlier than the Friday before the Council meeting at which the report is to be discussed and/or acted upon, or if staff desires to wait until the time of the meeting and do a PowerPoint or verbal presentation of statistics or materials that have not been made public before the meeting, doing either would have the effect of defeating any in-depth analysis and effective input by the public or the press. I am sure you want such input, so I ask that you please publish all of any new report well ahead of time so that the public and the press can have more than a weekend to read it and comment.
4. Fremont should have any stats done by a professional with credentials in the field of statistics - who will understand the importance of a control group - and who is independent of other ties or repeated/anticipated contracts with the City.

Sincerely,

Jim Lissner

cc: Media

Attachments:

2010 staff report  
2016 study for Fremont, by DKS  
2016 study of San Leandro, by Willdan  
Candor, compilation of comments in other cities

Pasted below:

My emails of 5-9-18, 6-26-17, 5-11-17, 4-15-17, 2-11-17, 12-12-16, 6-29-15, 9-4-14, 6-9-13

----- Forwarded Message -----

**Subject:** May 30 deadline to act  
**Date:** Wed, 9 May 2018 08:50:58 -0700  
**From:** Jim <jim@vivahermosa.com>  
**Reply-To:** jim@vivahermosa.com  
**To:** lmei@fremont.gov, councilmemberjones@fremont.gov, vbacon@fremont.gov, rsalwan@fremont.gov, dbonaccorsi@fremont.gov, cclerk@fremont.gov

5-9-18

Subject: May 30 deadline to act

Honorable Councilmembers:

The Redflex contract - for which the City pays more than twice what many other cities pay - will automatically renew next month unless by May 30 you notify Redflex that you want to discuss price. Plus, considering the efficacy and fairness questions publicly raised during the last two years, wouldn't it be appropriate to have a deep look at the program rather than just allowing it to automatically extend?

Pasted below is the letter I sent you last year.

Regards,

Jim Lissner

----- Forwarded Message -----

**Subject:** Why the stealthy rush to sign no-bid overpriced-by-double Redflex contract?  
**Date:** Mon, 26 Jun 2017 13:08:25 -0700  
**From:** Jim <jim@vivahermosa.com>  
**Reply-To:** jim@vivahermosa.com  
**To:** lmei@fremont.gov, councilmemberjones@fremont.gov, vbacon@fremont.gov, ", rsalwan"@fremont.gov, dbonaccorsi@fremont.gov, cclerk@fremont.gov

6-26-17

Subject: Why the stealthy rush to sign no-bid overpriced-by-double Redflex contract?

Honorable Councilmembers:

City emails just received here (attached, file name TrcaFremontCorr...) indicate that Fremont's city manager is about to sign - before July 1 - an amendment to the City's contract with Redflex, extending the cameras for three years, without review by the council. While some councilmembers may prefer to let the city manager take care of the matter privately so that it does not appear on a council meeting agenda and provide a public forum for the discussion of the program's serious problems, the piling-up of the following issues suggest that the council needs to take a leadership position and provide guidance to staff - very soon. [The contract was extended just one year.]

1. The proposed monthly rent of \$3995 per camera is too high, by double or more. When staff investigated the rent other cities pay, they checked only two cities out of the 30+ California cities still having cameras - and those two have only half as many cameras as Fremont and theirs were installed more recently, too. That's how staff obtained "comps" of \$3985 and \$4950. Had staff looked at the FAQ I cited in my 2013 and 2014 letters to the City (in thread below), staff would have found cities paying much less, examples being Elk Grove (\$1500 for cameras ten years old or more), Garden Grove (\$2279), and Ventura (\$2190). Fremont should pay no more than the \$1500 negotiated by Elk Grove - which has just five cameras. If Fremont agrees to pay the \$3995 rent proposed by Redflex, it will pay \$898,200 extra rent over the three years and will need to issue an extra 8982 tickets in order to cover that extra rent. (Assuming that 2/3 of tickets issued are paid, and the City receives \$150 from each ticket paid.)

2. Also just received was a "task order" issued to engineering firm Kimley-Horn (attached, file name Kimley-Horn TO), which says that K-H will calculate new yellows for the City's traffic lights, based upon the 85th% speeds found by the 2015 survey. With the 39 mph 85th% found by the re-do of the survey for Mowry - the 2015 survey initially found an 85th% of 47.5 - the yellows at the two cameras on Mowry could decrease from 4.7 to as low as 3.9, which could triple ticketing. And that decrease could occur in about a month, as the city attorney's letter of June 5 (copy attached, file name TrcFremont2017pub...) says that the deadline for "compliance" is August 1.

3. Now - before a new three-year contract is signed - the council should be provided with a report about whether the cameras actually improve safety, as the last one was made in 2010. Please review the attached Candor paper and, in the thread below, the letter I sent the council in June 2015.

4. A City document I received last month (copy attached, file name TrcDocsFremontSpdSurvey...) shows that despite initial recommendations by traffic engineering firm Kimley-Horn to increase the posted speed on more than ten street segments, city staff and/or Kimley-Horn chose instead to employ a variety of questionable methods, including repeating a number of the field surveys, so that when it was all over there were no posted speed increases at all. There's a detailed examination of the 2015 survey on the Fremont Docs page at highwayrobbery (dot) net. Is the police department now issuing speeding tickets based upon those questionable posted speeds?

5. Finally, the current program intended to provide refunds for some of the tickets on Mowry has, so far, failed to provide a full refund of, or expungement of, even one ticket. Last month I wrote to Public Works Director Larsen (copy in thread below) and provided an example, from another Bay Area city, of how the City and the Court could arrange full refunds and expungements. I have not

heard back from him.

All of the above suggest that it would be premature to sign a contract now. (If the city manager has already signed the contract, the council should cancel it by invoking Section 8.2 of the contract, and then renegotiate.)

Regards,

Jim Lissner

**Subject:**Red light camera rebates in Fremont  
**Date:**Thu, 11 May 2017 14:44:03 -0700  
**From:**Jim <[jim@vivahermosa.com](mailto:jim@vivahermosa.com)>  
**Reply-To:**[jim@vivahermosa.com](mailto:jim@vivahermosa.com)  
**To:**[hlarsen@fremont.gov](mailto:hlarsen@fremont.gov)

5-11-17

Dear Public Works Director Larsen:

I saw yesterday's story on KTVU and want to let you know that there actually is a "perfect solution" and it's pretty easy too; when the City of South San Francisco had a nearly identical situation, involving even more tickets (6000!) than currently at issue in Fremont, that city and its superior court were able to make a full refund and expungement of all the tickets. I have attached a copy of the agreement they worked out. (File name TrcDocsSouthSanFranciscoAgreement...)

Regards,

Jim Lissner

----- Forwarded Message -----

**Subject:**Fremont red light camera mass refund  
**Date:**Sat, 15 Apr 2017 20:54:11 -0700  
**From:**Jim <[jim@vivahermosa.com](mailto:jim@vivahermosa.com)>  
**Reply-To:**[jim@vivahermosa.com](mailto:jim@vivahermosa.com)  
**To:**[lmei@fremont.gov](mailto:lmei@fremont.gov), [councilmemberjones@fremont.gov](mailto:councilmemberjones@fremont.gov), [vbacon@fremont.gov](mailto:vbacon@fremont.gov), [rsalwan@fremont.gov](mailto:rsalwan@fremont.gov), [dbonaccorsi@fremont.gov](mailto:dbonaccorsi@fremont.gov), [cclerk@fremont.gov](mailto:cclerk@fremont.gov), [cityattorneysoffice@fremont.gov](mailto:cityattorneysoffice@fremont.gov), [cof@fremont.gov](mailto:cof@fremont.gov), [engineering@fremont.gov](mailto:engineering@fremont.gov), [transportationengineering@fremont.gov](mailto:transportationengineering@fremont.gov), [Rlucero@fremont.gov](mailto:Rlucero@fremont.gov), [Gbosques@fremont.gov](mailto:Gbosques@fremont.gov), [Mtegnier@fremont.gov](mailto:Mtegnier@fremont.gov)

Copy for the Fremont City Council and department heads

----- Forwarded Message -----

**Subject:**Fremont red light camera mass refund  
**Date:**Thu, 13 Apr 2017 16:37:54 -0700  
**From:**Jim <[jim@vivahermosa.com](mailto:jim@vivahermosa.com)>  
**Reply-To:**[jim@vivahermosa.com](mailto:jim@vivahermosa.com)  
**To:**[ebrookens@alameda.courts.ca.gov](mailto:ebrookens@alameda.courts.ca.gov)  
**CC:**[jgeha@bayareanewsgroup.com](mailto:jgeha@bayareanewsgroup.com)

4-13-17

For Executive Officer Chad Finke and the Hon. Morris D. Jacobson,  
Presiding Judge:

In an East Bay Times article of earlier today the Court is quoted as saying that it cannot refund the 1000 - 4000 Fremont red light camera tickets because the fine money has already been distributed and cannot be retrieved. I am attaching a staff report from South San Francisco which describes how that City and its superior court handled a similar situation in 2010, and hope that the information therein will e of assistance to the Court.

Sincerely,

Jim Lissner

----- Forwarded Message -----

**Subject:**Item for council meeting of Feb 14 - Fremont red light cameras  
**Date:**Sat, 11 Feb 2017 14:48:52 -0800  
**From:**Jim <[jim@vivahermosa.com](mailto:jim@vivahermosa.com)>  
**Reply-To:**[jim@vivahermosa.com](mailto:jim@vivahermosa.com)  
**To:**[bharrison@fremont.gov](mailto:bharrison@fremont.gov), [lmei@fremont.gov](mailto:lmei@fremont.gov), [vbacon@fremont.gov](mailto:vbacon@fremont.gov), [schan@fremont.gov](mailto:schan@fremont.gov),  
[rljones@fremont.gov](mailto:rljones@fremont.gov)  
**CC:**[cityattorneysoffice@fremont.gov](mailto:cityattorneysoffice@fremont.gov), [Rlucero@fremont.gov](mailto:Rlucero@fremont.gov)

2-11-17

Venue: Meeting of Feb. 14

Honorable Councilmembers:

Last weekend the City's red light cameras were in the news. When the city attorney and the chief appear before you on Feb. 14, would you please ask them about the cameras? A good question would be, "Will there be a refund?"

I also want to apologize to Redflex for suggesting, in my Dec. 12 email to yourselves, that they might be responsible for the dramatic increases in ticketing by their cameras. It now appears that the blame may lie elsewhere.

Regards,

Jim Lissner

cc: City attorney and police chief

----- Original Message -----

**Subject:**Fremont red light cameras - are you in control?

**Date:**Mon, 12 Dec 2016 09:57:29 -0800

**From:**Jim <[jim@vivahermosa.com](mailto:jim@vivahermosa.com)>

**Reply-To:**[jim@vivahermosa.com](mailto:jim@vivahermosa.com)

**To:**[bharrison@fremont.gov](mailto:bharrison@fremont.gov), [lmei@fremont.gov](mailto:lmei@fremont.gov), [vbacon@fremont.gov](mailto:vbacon@fremont.gov), [schan@fremont.gov](mailto:schan@fremont.gov),  
[rljones@fremont.gov](mailto:rljones@fremont.gov)

12-12-16

Honorable Councilmembers:

The monthly red light camera ticketing reports the City has been sending me now show dramatic, and sudden, increases in ticketing by some cameras. (See the XLS file attached.) In February, one camera (Mowry/Blacow) began to generate tickets four times faster than it did in 2015. The suddenness of the increases suggests that some mechanical, electrical or settings changes were made by Redflex. On Nov. 20 I submitted a public records request for "Documents (including but not limited to emails, letters, studies, plans filed, permits issued, invoices) exchanged between the City and/or its agents and Redflex and/or its agents during the period May 1, 2015 and June 30, 2016." In response the City sent me a number of documents, but they included no discussion of changes made to the cameras.

On Dec. 1 I repeated the request, asking staff, "Would you please check for responsive documents?" In response to that I received the attached letter in which the City attorney stated that no responsive documents exist. I can think of only three explanations for there being no record of any written communication between the City and Redflex: (1) The City is allowing Redflex to do whatever it wants, with zero supervision or (2), the City is supervising Redflex but is keeping no written record of what it has told Redflex to do or notdo or (3), the City is continuing, or has resumed, its prior practice (as objected to by the Grand Jury) of deleting emails after 30 days.

Please tell me it isn't so.

Sincerely,

Jim Lissner

cc: Media

**Subject:**Fremont red light cameras - are they working?

**Date:**Mon, 29 Jun 2015 16:23:19 -0700

**From:**Jim <[jim@vivahermosa.com](mailto:jim@vivahermosa.com)>

**Reply-To:**[jim@vivahermosa.com](mailto:jim@vivahermosa.com)

**To:**[bharrison@fremont.gov](mailto:bharrison@fremont.gov), [lmei@fremont.gov](mailto:lmei@fremont.gov), [vbacon@fremont.gov](mailto:vbacon@fremont.gov), [schan@fremont.gov](mailto:schan@fremont.gov),  
[rljones@fremont.gov](mailto:rljones@fremont.gov)

6-29-15

For the Fremont City Council -

Beginning in 2013, California law (CVC 21455.5(i)) has required each city operating red light cameras to file an annual report disclosing, among other things, the number of tickets broken out by movement (right, left, straight) and the number of accidents before the cameras were installed, vs. the current number. I have attached Fremont's reports for 2013 and 2014. (File name TrcaFremontAnnual...)

Reducing accidents is of paramount importance, yet Fremont's 2013 report shows that at six of the ten intersections, there is no statistically significant reduction - accidents are up slightly, or down slightly. (The report for 2014 says that accident information is unavailable.) It is also possible that all of the figures, including the figures for the four intersections for which the 2013 annual report claims a significant reduction in accidents, could have been skewed by belt tightening measures enacted during the height of the recession, like those revealed at the March 30 council meeting in the City of Ventura:

*"The way the police department reports collisions now is vastly different than we did when we started this program. Now we only report - correct me if I'm wrong - now we only report injury or major property damage collisions. That's different. Our total collision numbers are down quite a bit because the reporting is different."*

Claims of big reductions in accidents in Fremont would also be at odds with statements by the authorities in twenty other cities, who have reported little or no reduction. (To read their statements, read the "Candor" attachment.)

When I wrote to you last year (copy in thread below) I asked why running had risen in 2013 - up 27% over 2010 - rather than falling. Now that we have the figures for 2014, the increase is 45%. When accident figures show no reduction over the years while ticketing has increased, that suggests that the City is ticketing more and more people each year for technical violations having no effect upon safety.

Then there is the issue of right turn enforcement. The annual reports show that about 30% of the City's tickets are for rolling right turns, about 3000 tickets each year worth about \$1.5 million in fines. There is a growing cloud over such heavy right turn enforcement. Consider this statement found in a Dec. 26, 2014 Wall Street Journal interview of the president of Redflex:

"Mr. [James] Saunders suggests jurisdictions refrain from issuing a [rolling right] ticket except when a pedestrian is in the crosswalk." The headline was, "Can the Red-Light Camera Be Saved? - Money-hungry politicians discredit a hopeful safety innovation." (A Jan. 22, 2015 column in the Dallas Morning News confirmed the statement The Journal had attributed to Saunders: "When I asked Redflex spokeswoman Jody Ryan about her boss' comments urging cities to lighten up on rolling reds, she answered, "It only makes sense that Jim is going to say, 'Look, we need people to be

thoughtful about how they are implementing these programs and how they are issuing citations.' It wasn't that shocking.")

I submit that if the number and severity of accidents caused by right turns at a particular intersection is high and has not declined - or is growing - despite years of photo enforcement, the City should study its records to determine when during the red phase most of those accidents occurred and then install "blank out" signs programmed to light up and prohibit right turns during the high risk portion of the signal cycle.

Finally, I want to point out that since I wrote to you last, nine more cities have closed their camera programs, leaving just 37 systems out of the 103 once operating in California. [As of 2018 there are just 28.]

Sincerely,

Jim Lissner

cc: Media

----- Original Message -----

**Subject:**Fremont red light cameras - the PRICE - and are they working

**Date:**Thu, 04 Sep 2014 11:22:22 -0700

**From:**Jim <[jim@vivahermosa.com](mailto:jim@vivahermosa.com)>

**Reply-To:**[jim@vivahermosa.com](mailto:jim@vivahermosa.com)

**To:**[bharrison@fremont.gov](mailto:bharrison@fremont.gov), [rsalwan@fremont.gov](mailto:rsalwan@fremont.gov), [vbacom@fremont.gov](mailto:vbacom@fremont.gov),  
[schan@fremont.gov](mailto:schan@fremont.gov), [anatarajan@fremont.gov](mailto:anatarajan@fremont.gov)

9-4-14

For the Fremont City Council, and Council Candidates -

Last year I wrote the email below, to the city manager. I got no reply from him, so am now sending it to you.

Even though some time has passed and much of the opportunity is now lost, over the remaining 34 months of the contract with Redflex you still can save \$678,000 (or more, depending upon the size of future cost of living adjustments), by renegotiating the rent. Needless to say, the City could do a lot with that money; it's enough to purchase and equip a dozen patrol cars.

And by the way, why is red light running rising, instead of falling? Official stats available at [highwayrobbery.net](http://highwayrobbery.net) show that running rose 27% between 2010 and 2013 (excluding the two cameras on Mission, where running dropped 63% during the same period because CalTrans lengthened the yellow lights at those intersections).

Regards,

Jim Lissner

----- Original Message -----

**Subject:**Fremont red light cameras - the PRICE  
**Date:**Sun, 09 Jun 2013 18:23:13 -0700  
**From:**Jim <[jim@vivahermosa.com](mailto:jim@vivahermosa.com)>  
**Reply-To:**[jim@vivahermosa.com](mailto:jim@vivahermosa.com)  
**To:**[fdiaz@fremont.gov](mailto:fdiaz@fremont.gov), [mnader@fremont.gov](mailto:mnader@fremont.gov)

6-9-13

Confidential for the City Manager -

The seven-year contract approved in June 2010 set the monthly rent for each of the ten red light cameras to \$4800 which, with subsequent cost of living adjustments, has risen to the present figure of \$4995. But camera prices have softened, greatly, since 2010. Today, a city should not pay more than \$3000 per camera at renewal. (See FAQ # 17 on [highwayrobbery dot net](http://highwayrobbery.net).) [The target price, as of 2018, would be the \$1500 Elk Grove will pay - per their contract with Redflex - once their cameras are 10 years old.]

The contract contains an escape clause (Section 8.2) which allows Fremont to cancel the contract with ten days' notice and no penalty (once the cameras are more than 18 months old, which they are).

With a \$3000 rent, the City would save \$957,600 over the remaining 48 months of the contract. FAQ # 17 includes examples of cities which have achieved mid-term reductions of their rent.

Regards,

Jim Lissner

--



MAKING A **SAFER** WORLD.

Tuesday, August 12, 2014

Administrative Offices of the Courts  
Attn: Traffic Signal Automated Enforcement Photographic Records  
455 Golden Gate Avenue  
San Francisco, CA 94102-3688

RE: Redflex Traffic Systems Inc. filing of V C Section 21455.5 Traffic Signal Automated Enforcement Photographic Records

To whom it may concern,

Enclosed please find the annual reports required under V C Section 21455.5 Traffic Signal Automated Enforcement Photographic Records for 2013. Should anyone at the Administrative Offices of the Courts have any questions please contact Redflex Traffic Systems directly at:

Redflex Traffic Systems Inc.  
23751 N. 23<sup>rd</sup> Ave.  
Suite 150  
Phoenix, AZ 85085  
Phone: 623-207-2000

Enclosed: 2013 V C Section 21455.5 Traffic Signal Automated Enforcement Photographic Records

**From:** [Marc A. Carroll](#)  
**To:** [Christine Ruess](#)  
**Cc:** [Marc A. Carroll](#)  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18  
**Date:** Monday, April 16, 2018 1:33:29 PM  
**Attachments:** [image002.png](#)

---

Hello Christine,

It will be Mike Finn again.

Regards,  
Marc



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
5835 Uplander Way, Suite A, Culver City CA 90230-6607, United States  
[www.redflex.com](http://www.redflex.com)

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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Monday, April 16, 2018 1:18 PM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

I am preparing the amendment to the interim agreement. Who should I include as the signatory for Redflex?

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Wednesday, April 11, 2018 2:36 PM  
**To:** Christine Ruess  
**Cc:** Chris Magdosku; Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Christine,

I have attached the draft contracts also. Please let me know what you think.

Regards,  
Marc



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
5835 Uplander Way, Suite A, Culver City CA 90230-6607, United States  
[www.redflex.com](http://www.redflex.com)

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---

**From:** Marc A. Carroll  
**Sent:** Wednesday, April 11, 2018 2:06 PM  
**To:** Christine Ruess <[cruess@encinitasca.gov](mailto:cruess@encinitasca.gov)>  
**Cc:** Chris Magdosku <[Cmagdosku@encinitasca.gov](mailto:Cmagdosku@encinitasca.gov)>; Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Ok, sounds good. IS this something we need to draft or will an extension letter suffice?

At least we will have it all ready now. I have also requested a few reports so I can compile a "report" for you. You can choose what stats you like from that and it should help.

Regards,  
Marc

**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
5835 Uplander Way, Suite A, Culver City CA 90230-6607, United States  
[www.redflex.com](http://www.redflex.com)

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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Wednesday, April 11, 2018 1:19 PM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Cc:** Chris Magdosku <[Cmagdosku@encinitasca.gov](mailto:Cmagdosku@encinitasca.gov)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

We will need to do an extension (1-2 months). The City Manager should be able to sign an extension for that term.

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Wednesday, April 11, 2018 11:20 AM  
**To:** Christine Ruess  
**Cc:** Chris Magdosku; Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Christine,

Are we still trying for the Council Meeting on April 18<sup>th</sup>? You mentioned an extension for one month previously. Would the City Manager be able to sign an extension letter?

Regards,  
Marc



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
5835 Uplander Way, Suite A, Culver City CA 90230-6607, United States  
[www.redflex.com](http://www.redflex.com)

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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Wednesday, April 11, 2018 10:56 AM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Cc:** Chris Magdosku <[Cmagdosku@encinitasca.gov](mailto:Cmagdosku@encinitasca.gov)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Thanks for the update. The new traffic engineer starts at the end of the month so we will probably wait for input from him, but in the meantime I will float the options by the appropriate staff.

Thanks again,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Wednesday, April 11, 2018 8:09 AM  
**To:** Christine Ruess  
**Cc:** Chris Magdosku; Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hello Christine,

I hope all is well. I just spoke with legal again regarding your contract. They are working off of the draft I sent previously so if there has been any changes that you have identified need to be made, please let me know so I can get approvals and have legal incorporate them. I am just trying to prevent the back and forth to save us all time.

I did get the final approval on pricing for the options you requested.

Option 1:

- 5YR initial contract term with three (3) optional and automatic one (1) year renewals- I can reduce the cost per approach to \$3,000 per month

Option 2:

- 1 YR initial contract term with three (3) optional and automatic one (1) year renewals- I can reduce the cost per approach to \$3,500 per month

Please let me know which option the City would like to go with or if both will have to be presented to Council.

Regards,  
Marc



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
5835 Uplander Way, Suite A, Culver City CA 90230-6607, United States  
[www.redflex.com](http://www.redflex.com)

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**From:** [Shari Watson](#)  
**To:** [Shari Watson](#)  
**Subject:** FW: Follow-up  
**Date:** Thursday, April 26, 2018 5:18:55 PM

---

**From:** Joe Chase [mailto:[bchase@redflex.com](mailto:bchase@redflex.com)]  
**Sent:** Wednesday, April 04, 2018 5:02 PM  
**To:** Chris Magdosku  
**Subject:** Follow-up

Christopher,

It was great meeting you today and I do apologize for just showing up at the front counter today. Reference the signal light that we talked about, I reached out to Ray Gill and he was very responsive to our needs. He was going to have his tech meet up with our tech to resolve the problem.

I did send Marc Carroll an email about our conversation about the contract.

If you need anything else, please do not hesitate in reaching out to me with your needs.

Thanks again for your time today.

Joe



**Joe Chase** | Client Services Specialist | **Redflex Traffic Systems Inc.**

**T** +1 805 208 5348 | **M** +1 805 208 5348 | **F** +1 805 523 3259 | **E**

[bchase@redflex.com](mailto:bchase@redflex.com)

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**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Wednesday, April 11, 2018 7:44 AM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Cc:** Chris Magdosku <[Cmagdosku@encinitasca.gov](mailto:Cmagdosku@encinitasca.gov)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

I will be preparing an amendment to the contract.

Any word on the pricing? I have to say I find it pretty incredible that this is taking so long.

- Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Tuesday, March 27, 2018 8:52 AM  
**To:** Christine Ruess  
**Cc:** Chris Magdosku; Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

There wouldn't be an issue on our side to extend it.

Marc



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Tuesday, March 27, 2018 8:41 AM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Cc:** Chris Magdosku <[Cmagdosku@encinitasca.gov](mailto:Cmagdosku@encinitasca.gov)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Thanks Marc –

I will let Chris respond regarding our reporting needs.

With regard to the contract I am concerned that our City Manager is going to feel that she will not have enough time to evaluate the terms of the contract. If needed, would there be an issue with extending the interim contract another month or two?

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Tuesday, March 27, 2018 8:37 AM  
**To:** Christine Ruess  
**Cc:** Chris Magdosku; Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Christine,

I can run some reports and will also have others ran for you. Some examples are below. If you think of any others that would help, just let me know.

**Citation Report** – shows the volume of citations

**Zip Code Report** – shows the volume of notices going to Encinitas residents vs non-residents

**Repeat Offender Report** – Compares the repeat offenders to the total violators to show the low volume of repeat offenders

Regards,

Marc



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
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---

**From:** Marc A. Carroll

**Sent:** Tuesday, March 27, 2018 6:45 AM

**To:** Christine Ruess <[cruess@encinitasca.gov](mailto:cruess@encinitasca.gov)>

**Cc:** Chris Magdosku <[Cmagdosku@encinitasca.gov](mailto:Cmagdosku@encinitasca.gov)>; Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>

**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Chris and Christine,

I understand and I am sorry this is taking so long. I will push for it to be completed this week. Legal is drafting the contracts, (one for the 5 year with 3 one year extensions and the other for the 1 year with 3 one year extensions). I spoke with them yesterday.

The pricing is at the Global Leadership Team level so I do not see why they would not have it reviewed, however, I am making the calls.

Regards,

Marc

**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
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5835 Uplander Way, Suite A, Culver City CA 90230-6607, United States

---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]

**Sent:** Monday, March 26, 2018 5:15 PM

**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Cc:** Chris Magdosku <[Cmagdosku@encinitasca.gov](mailto:Cmagdosku@encinitasca.gov)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18  
**Importance:** High

Hi Marc –

I really need the proposed annual cost as soon as possible. Ideally we should have submitted our agenda report already.

Thanks,  
Christine

---

**From:** Christine Ruess  
**Sent:** Tuesday, March 20, 2018 9:50 AM  
**To:** 'Marc A. Carroll'  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

When do you think you will have a proposed annual cost?

Also, the staff that were familiar with running Redflex reports are no longer with the City. Who would be the best person to contact regarding reports?

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Friday, March 16, 2018 7:37 AM  
**To:** Christine Ruess  
**Cc:** Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hello Christine,

I still have forward movement on this and we have a meeting today regarding your renewal. My next step is the final approval of the pricing offer and simultaneously getting the contract from legal. I have been communicating with them to streamline this. Almost there.

Regards,



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Wednesday, March 14, 2018 3:30 PM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

Any update? I'd really like to get this ball rolling.

- Christine

---

**From:** Marc A. Carroll [<mailto:mc Carroll@redflex.com>]  
**Sent:** Thursday, March 08, 2018 1:05 PM  
**To:** Christine Ruess  
**Cc:** Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Christine,

Not yet. I have drawn the information up but I need finish the internal approval process before I can provide the quotes.

I am trying to get heard on the next meeting that is tentatively scheduled for next week. I will keep you updated as I make progress.

Regards,



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mc Carroll@redflex.com](mailto:mc Carroll@redflex.com)  
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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Thursday, March 8, 2018 12:53 PM  
**To:** Marc A. Carroll <[mc Carroll@redflex.com](mailto:mc Carroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

Just checking on if you have the quotes available yet.

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mc Carroll@redflex.com>]  
**Sent:** Thursday, March 01, 2018 10:25 AM  
**To:** Christine Ruess  
**Cc:** Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

I will get them!

**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mc Carroll@redflex.com](mailto:mc Carroll@redflex.com)



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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Thursday, March 1, 2018 10:23 AM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Thanks Marc –

It would be great to have quotes for the five year and 3 – one year extensions as your suggested as well as for a one year with 3 – one year extensions (mostly for comparison).

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Thursday, March 01, 2018 10:17 AM  
**To:** Christine Ruess  
**Cc:** Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Christine,

Since these were previously approved, I am confident we can still offer these rates. However, I asked for that area of the contract to be left blank because if the City decided to extend the contract terms, I would be able to approach my Executive for different pricing. For example, since we are technically in the negotiation phase again, if the City wanted to change the term to five (5) years with 3 possible one (1) year extensions, I would check for the best pricing I could get you. I am actually doing new models to see what your pricing would be for different terms just in case.

However, if you have any insight on the City's desires, I could run those scenarios, receive approval from my side and then present the options to you.

Regards,



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Thursday, March 1, 2018 8:51 AM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>

**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Thanks Marc –

Are these still the rates....

- **Option 1** Exercise a 1yr extension at the contract price of \$3863 per approach
- **Option 2** Exercise all 3 1yr extensions remaining for reduced pricing as follows:
  - Year 1 approaches would be at \$3600
  - Year 2 approaches would be at \$3500
  - Year 3 approaches would be at \$3400

Please let me know if these are the correct rates or what rates we should be using.

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Wednesday, February 28, 2018 8:37 AM  
**To:** Christine Ruess  
**Cc:** Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hello Christine,

I have attached the draft (sample) agreement you requested. Please let me know if you need anything further.

Regards,



**Marc A. Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
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---

**From:** Marc A. Carroll  
**Sent:** Wednesday, February 21, 2018 2:02 PM  
**To:** Christine Ruess <[cruess@encinitasca.gov](mailto:cruess@encinitasca.gov)>  
**Cc:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Christine,

I just confirmed with my Legal Department that they are getting me the template. I also dug into the other clients we have in San Diego County. If you can call me when you get a chance I can discuss your pricing with you.

Regards,

**Marc Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Tuesday, February 20, 2018 6:03 PM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

Just following up on my request for a sample contract and the other information required for a long term contract.

The contract will have to go to the city council for approval which is a time consuming process. The current contract expires May 9, 2018 and the only council meeting in April is April 18, 2018. I think this is the meeting we need to shoot for. Based on our internal timeline and the sensitivity regarding the item, I need to have an agenda report routing by the mid-March.

Anything you can do on your end to help expedite things will be greatly appreciated.

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Thursday, February 08, 2018 3:30 PM  
**To:** Christine Ruess  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

You are awesome! I am still working on getting the info.

Regards,



**Marc Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Thursday, February 8, 2018 2:11 PM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

This would be for the long term contract.

The City Manager and City Attorney have signed the 3 month agreement. I will scan and send it over to you later today.

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Thursday, February 08, 2018 1:06 PM  
**To:** Christine Ruess  
**Cc:** Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hello Christine,

Just following up on a voicemail I left with this email. I spoke with Ed Tiedje because I am not familiar with the pricing of others in San Diego County yet and I wanted to get some insight. He is going to call me back when he is out of his meetings.

I did have a question though; Is this for the short term contract or the long term? How is the short term contract going on your side?

Regards,



**Marc Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
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**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Thursday, February 8, 2018 10:10 AM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

Could you please send me an example agreement that Redflex uses?

Also, which other cities in San Diego County use the red light cameras and what monthly rates are they charged per approach? If the rates that were provided to Chris are higher, please explain why.

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Tuesday, February 06, 2018 5:48 PM  
**To:** Christine Ruess  
**Cc:** Erin Chapman; Jace Schwarm; Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hello-

Just wanted to follow up. This is still not ready and I was told it will be handled first thing in the morning (2-7-18).

Regards,



**Marc Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Tuesday, February 6, 2018 11:57 AM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Cc:** Erin Chapman <[ECarrera@encinitasca.gov](mailto:ECarrera@encinitasca.gov)>; Jace Schwarm <[jschwarm@encinitasca.gov](mailto:jschwarm@encinitasca.gov)>  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

As I mentioned on the phone, I will be out of the office this afternoon. If the interim contract is signed today, please send a pdf to Erin, Jace (both cc'd on this email) and me.

Thanks,  
Christine

---

**From:** Marc A. Carroll [<mailto:mcarroll@redflex.com>]  
**Sent:** Monday, February 05, 2018 4:12 PM  
**To:** Christine Ruess  
**Cc:** Marc A. Carroll  
**Subject:** RE: Draft Contract for RedFlex Traffic Systems 2.5.18

Christine,

Thank you! I have a call scheduled in the AM first thing with legal.

Regards,



**Marc Carroll** | Client Services Manager | **Redflex Traffic Systems Inc.**  
**M** +1 530 957 2856 | **E** [mcarroll@redflex.com](mailto:mcarroll@redflex.com)  
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---

**From:** Christine Ruess [<mailto:cruess@encinitasca.gov>]  
**Sent:** Monday, February 5, 2018 4:10 PM  
**To:** Marc A. Carroll <[mcarroll@redflex.com](mailto:mcarroll@redflex.com)>  
**Subject:** Draft Contract for RedFlex Traffic Systems 2.5.18

Hi Marc –

Attached is a clean version of the contract that can be signed.

Thanks,  
Christine



MAKING A SAFER WORLD.

To remain in compliance with California Vehicle Code 21455.5 (i) Redflex Traffic System and our contracted Government Agency has produced this report for the Judicial Counsel for the calendar year 2013:

Government Agency:

**Fremont Police Department**

The number of alleged violations in 2013 captured by the systems they operate:

**19,870 incidents**

The number of citations issued in 2013 by a law enforcement agency based on information collected from the automated traffic enforcement system:

**9,556 Citations filed with the Court**

For citations identified in paragraphs (2), the number of violations that involved traveling straight through the intersection, turning right, and turning left (if known)

<b>Straight:</b>	<b>6,409</b>
<b>Right:</b>	<b>2,936</b>
<b>Left:</b>	<b>211</b>

The number and percentage of citations that are dismissed by the court:

**260 (2.7%)**

The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement system:

<b>Intersections with Automated Enforcement System</b>	<b>Installation</b>	<b>One Year Prior to Installation</b>	<b>2013 Calendar</b>
Fremont Blvd & Mowry Av	6/25/2006	26	25
Mission Blvd and Warm Springs Blvd	4/1/2009	27	18
Blacow Rd & Mowry Av	9/21/2001	20	20
Decoto & Paseo Padre	7/3/2003	14	9
Mission Blvd & Mohave Dr	11/30/2007	8	10
Fremont Blvd & Decoto Rd	9/21/2001	17	16
Auto Mall Parkway & Fremont Bl	9/21/2001	22	13
Mowry Av & Farwell Dr	1/28/2004	16	18
Automall Parkway & Grimmer Bl	9/21/2001	25	7
Stevenson Blvd & Blacow Rd	8/25/2005	17	16

(Collision Report Data from Fremont Police Department)



MAKING A **SAFER** WORLD.

To remain in compliance with California Vehicle Code 21455.5 (i) Redflex Traffic System and our contracted Government Agency has produced this report for the Judicial Counsel for the calendar year 2014:

Government Agency:

**Fremont Police Department**

The number of alleged violations in 2014 captured by the systems they operate:

**11,974**

The number of citations issued in 2014 by a law enforcement agency based on information collected from the automated traffic enforcement system:

**11,071 Citations filed with the Court**

For citations identified in paragraphs (2), the number of violations that involved traveling straight through the intersection, turning right, and turning left (if known)

**Straight: 7,478**

**Right: 3,139**

**Left: 454**

The number and percentage of citations that are dismissed by the court:

**288 (2.41%)**

The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement system:

(Information unavailable)



MAKING A **SAFER** WORLD.

To remain in compliance with California Vehicle Code 21455.5 (i) Redflex Traffic System and our contracted Government Agency has produced this report for the Judicial Council for the calendar year 2015:

Government Agency:

**Fremont Police Department**

The number of alleged violations in 2015 captured by the systems they operate:

**10,074**

The number of citations issued in 2015 by a law enforcement agency based on information collected from the automated traffic enforcement system:

**9,196 Citations filed with the Court**

For citations identified in paragraphs (2), the number of violations that involved traveling straight through the intersection, turning right, and turning left (if known)

**Straight: 6,197**

**Right: 2,689**

**Left: 310**

The number and percentage of citations that are dismissed by the court:

**225 (2.44%)**

The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement system:

(Information unavailable)



MAKING A SAFER WORLD.

To remain in compliance with California Vehicle Code 21455.5 (i) Redflex Traffic System and our contracted Government Agency has produced this report for the Judicial Council for the calendar year 2016:

Government Agency:

**Fremont Police Department**

The number of alleged violations in 2016 captured by the systems they operate:

**11,669**

The number of citations issued in 2016 by a law enforcement agency based on information collected from the automated traffic enforcement system:

**10,665 Citations filed with the Court**

For citations identified in paragraphs (2), the number of violations that involved traveling straight through the intersection, turning right, and turning left (if known)

<b>Straight:</b>	<b>7,309</b>
<b>Right:</b>	<b>2,974</b>
<b>Left:</b>	<b>382</b>

The number and percentage of citations that are dismissed by the court:

**0 (0%)**

The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement system:

<b>Intersections with Automated Enforcement System</b>	<b>Installation</b>	<b>One Year Prior to Installation</b>	<b>2016 Calendar</b>
Fremont Blvd & Mowry Av	6/25/2006	26	17
Mission Blvd and Warm Springs Blvd	4/1/2009	27	17
Blacow Rd & Mowry Av	9/21/2001	20	28
Decoto & Paseo Padre	7/3/2003	14	11
Mission Blvd & Mohave Dr	11/30/2007	8	19
Fremont Blvd & Decoto Rd	9/21/2001	17	21
Auto Mall Parkway & Fremont Bl	9/21/2001	22	11
Mowry Av & Farwell Dr	1/28/2004	16	11
Automall Parkway & Grimmer Bl	9/21/2001	25	16
Stevenson Blvd & Blacow Rd	8/25/2005	17	8



To remain in compliance with California Vehicle Code 21455.5 (i) Redflex Traffic System and our contracted Government Agency has produced this report for the Judicial Council for the calendar year 2017:

Government Agency:

**Fremont Police Department**

The number of alleged violations in 2017 captured by the PE equipment they operate:

**7,454 Total captured**

The number of citations issued in 2017 by a law enforcement agency based on information collected from the automated traffic enforcement program:

**7,454 Citations filed with the Court**

For citations identified in paragraphs (2), the number of violations that involved traveling straight through the intersection, turning right and turning left (if known)

**Straight: 4,663**

**Right: 2,529**

**Left: 262**

The number and percentage of citations that are dismissed by the court:

**376 (5%)**

The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement program:

Intersections with Automated Enforcement System	Installation	One Year Prior to Installation	2017 Calendar
Fremont Blvd & Mowry Av	6/25/2006	26	10
Mission Blvd and Warm Springs Blvd	4/1/2009	27	2
Blacow Rd & Mowry Av	9/21/2001	20	4
Decoto & Paseo Padre	7/3/2003	14	8
Mission Blvd & Mohave Dr	11/30/2007	8	2
Fremont Blvd & Decoto Rd	9/21/2001	17	1
Auto Mall Parkway & Fremont Bl	9/21/2001	22	7
Mowry Av & Farwell Dr	1/28/2004	16	2
Automall Parkway & Grimmer Bl	9/21/2001	25	1
Stevenson Blvd & Blacow Rd	8/25/2005	17	0

(Collision Report Information from Fremont Police Department)



To remain in compliance with California Vehicle Code 21455.5 (i) Redflex Traffic System and our contracted Government Agency has produced this report for the Judicial Council for the calendar year 2018:

Government Agency:

**Fremont Police Department**

The number of alleged violations in 2018 captured by the PE equipment they operate:

**7,618 Total captured**

The number of citations issued in 2018 by a law enforcement agency based on information collected from the automated traffic enforcement program:

**7,617 Citations filed with the Court**

For citations identified in paragraphs (2), the number of violations that involved traveling straight through the intersection, turning right and turning left (if known)

**Straight: 5,074**

**Right: 2,163**

**Left: 380**

The number and percentage of citations that are dismissed by the court:

**288 (3.8%)**

The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement program:

Intersections with Automated Enforcement System	Installation	One Year Prior to Installation	2018 Calendar
Fremont Blvd & Mowry Av	6/25/2006	26	Not Available
Mission Blvd and Warm Springs Blvd	4/1/2009	27	Not Available
Blacow Rd & Mowry Av	9/21/2001	20	Not Available
Decoto & Paseo Padre	7/3/2003	14	Not Available
Mission Blvd & Mohave Dr	11/30/2007	8	Not Available
Fremont Blvd & Decoto Rd	9/21/2001	17	Not Available
Auto Mall Parkway & Fremont Bl	9/21/2001	22	Not Available
Mowry Av & Farwell Dr	1/28/2004	16	Not Available
Automall Parkway & Grimmer Bl	9/21/2001	25	Not Available
Stevenson Blvd & Blacow Rd	8/25/2005	17	Not Available

(Collision Report Information from Fremont Police Department)



To remain in compliance with California Vehicle Code 21455.5 (i) Redflex Traffic System and our contracted Government Agency has produced this report for the Judicial Council for the calendar year 2019:

Government Agency:

**Fremont Police Department**

The number of alleged violations in 2019 captured by the PE equipment they operate:

**7,904 Total captured**

The number of citations issued in 2019 by a law enforcement agency based on information collected from the automated traffic enforcement program:

**6,532 Citations filed with the Court**

For citations identified in paragraphs (2), the number of violations that involved traveling straight through the intersection, turning right and turning left (if known)

**Straight: 4,198**

**Right: 2,048**

**Left: 286**

The number and percentage of citations that are dismissed by the court:

**116 (1.8%)**

The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement program:

Intersections with Automated Enforcement System	Installation	One Year Prior to Installation	2019 Calendar
Fremont Blvd & Mowry Av	6/25/2006	26	8
Mission Blvd and Warm Springs Blvd	4/1/2009	27	14
Blacow Rd & Mowry Av	9/21/2001	20	8
Decoto & Paseo Padre	7/3/2003	14	5
Mission Blvd & Mohave Dr	11/30/2007	8	6
Fremont Blvd & Decoto Rd	9/21/2001	17	6
Auto Mall Parkway & Fremont Bl	9/21/2001	22	2
Mowry Av & Farwell Dr	1/28/2004	16	7
Automall Parkway & Grimmer Bl	9/21/2001	25	6
Stevenson Blvd & Blacow Rd	8/25/2005	17	4

(Collision Report Information from Fremont Police Department)