

Traffic Advisory Committee
Annual Agenda¹—2021–2022
Approved by Rules Committee: November 2, 2021

I. COMMITTEE INFORMATION

Chair:	Hon. Gail Dekreon, Judge, Superior Court of San Francisco County
Lead Staff:	Jamie Schechter, Attorney, Criminal Justice Services Office
<p>Committee's Charge/Membership: Rule 10.54 of the California Rules of Court states the charge of the Traffic Advisory Committee, which is to make recommendations to the Judicial Council for improving the administration of justice in the area of traffic procedure, practice, and case management and in other areas as set forth in the fish and game, boating, forestry, public utilities, parks and recreation, and business licensing bail schedules.</p> <p>The Traffic Advisory Committee currently has 13 members. The current committee roster is available on the committee's web page.</p>	
Subcommittees/Working Groups²: None.	
<p>Meetings Planned for [2022]³ (Advisory body and all subcommittees and working groups) Date/Time/Location or Teleconference:</p> <ul style="list-style-type: none"> • Possible In-person meeting October 2022 in San Francisco. • Bi-weekly (monthly) telephone conferences as needed throughout the year. <p><input type="checkbox"/> Check here if exception to policy is granted by Executive Office or rule of court.</p>	

¹ The annual agenda outlines the work a committee will focus on in the coming year and identifies areas of collaboration with other advisory bodies and the Judicial Council staff resources.

² California Rules of Court, rule 10.30 (c) allows an advisory body to form subgroups, composed entirely of current members of the advisory body, to carry out the body's duties, subject to available resources, with the approval of its oversight committee.

³ Refer to [Operating Standards for Judicial Council Advisory Bodies](#) for governance on in-person meetings.

COMMITTEE PROJECTS

#	New or One-Time Projects ⁴ [Group projects by priority number.]	
1.	<i>Placeholder for Projects assigned by the Ad-Hoc Workgroup on Post-Pandemic Initiatives (P3)</i>	<i>Priority 1(b)⁵</i>
<p data-bbox="180 399 1934 505">Project Summary⁷: The Ad Hoc Workgroup on Post-Pandemic Initiatives (P3) is currently working to identify successful court practices that emerged during the COVID-19 pandemic. P3 recommendations may be referred to specific advisory bodies for development and/or implementation.</p> <p data-bbox="180 545 464 578">Status/Timeline: TBD</p> <p data-bbox="180 618 1871 675">Fiscal Impact/Resources: Include JCC staff/fiscal resources (e.g., potential BCP), fiscal impact to JCC/trial court (e.g., IT contract), and other relevant resource needs.</p> <p data-bbox="180 691 1902 756"><input type="checkbox"/> This project may result in an allocation or distribution of funds to the courts. We will coordinate with Budget Services to ensure their review of relevant materials.</p> <p data-bbox="180 805 674 837">Internal/External Stakeholders: TBD</p> <p data-bbox="180 878 495 911">AC Collaboration: TBD</p>		

⁴ All proposed projects for the year must be included on the Annual Agenda. If a project implements policy or is a program, identify it as *implementation* or a *program* in the project description and attach the Judicial Council authorization/assignment or prior approved Annual Agenda to this Annual Agenda.

⁵ For non-rules and forms projects, select priority level 1 (must be done) or 2 (should be done). For rules and forms proposals, select one of the following priority levels: 1(a) Urgently needed to conform to the law; 1(b) Urgently needed to respond to a recent change in the law; 1(c) Adoption or a amendment of rules or forms by a specified date required by statute or council decision; 1(d) Provides significant cost savings and efficiencies, generates significant revenue, or a voids a significant loss of revenue; 1(e) Urgently needed to remedy a problem that is causing significant cost or inconvenience to the courts or the public ; 1(f) Otherwise urgent and necessary, such as a proposal that would mitigate exposure to immediate or severe financial or legal risk; 2(a) Useful, but not necessary, to implement statutory changes; 2(b) Helpful in otherwise advancing Judicial Council goals and objectives.

⁶ Indicate which goal number of The Strategic Plan for California’s Judicial Branch the project most closely aligns.

⁷ A key objective is a strategic aim, purpose, or “end of action” to be achieved for the coming year.

#	New or One-Time Projects⁴	
2.	<i>Rules and Forms for Remote Appearances in Traffic Infraction Cases</i>	<i>Priority 1(b)⁵</i> <i>Strategic Plan Goal 3⁶</i>
<p><i>Project Summary⁷</i>: Due to the COVID-19 pandemic, several courts are utilizing or exploring the option of utilizing remote video proceedings for traffic cases. New Penal Code section 1428.5 and new Government Code section 68645.4 authorize remote proceedings for infractions and authorize the council to adopt rules relating to such proceedings. Current California Rule of Court 4.220, and forms implementing that rule, address remote video proceedings in traffic infraction cases, but require all appearances to be from courtrooms. Courts have expressed concerns that Rule 4.220, and the corresponding forms, are incompatible with remote proceedings when a defendant or other party is not in a courtroom. The committee will consider revoking rule 4.220 and related forms and whether to recommend new or revised rules and forms, in light of the new statutory authorizations.</p> <p><i>Status/Timeline</i>: Anticipated January 1, 2023 effective date.</p> <p><i>Fiscal Impact/Resources</i>: Committee staff.</p> <p><input type="checkbox"/> <i>This project may result in an allocation or distribution of funds to the courts. We will coordinate with Budget Services to ensure their review of relevant materials.</i></p> <p><i>Internal/External Stakeholders</i>: Any proposal will be circulated for public comment.</p> <p><i>AC Collaboration</i>: ITAC; TCPJAC/CEAC</p>		
3.	<i>Revising Traffic Instructions and Citations (TR-INST, TR-100, TR-106, TR-108, TR-115, TR-120, TR-130, TR-135, TR-145)</i>	<i>Priority 1(e)⁵</i> <i>Strategic Plan Goal 3⁶</i>
<p><i>Project Summary⁷</i>: Traffic citation forms fall within the purview of the Traffic Advisory Committee. The forms were last modified in 2015. The forms are confusing, and some sections are out of date. The Traffic Advisory Committee proposes to examine and begin revising citations using plain language and other updates. Behavioral Science experts who helped to identify improvements to the MyCitations system for online ability-to-pay determinations are available to assist with this work in 2022.</p> <p><i>Status/Timeline</i>: Ideally revised forms could circulate for public comment in Spring 2022, but due to the size of the project, circulation might be in Spring 2023.</p> <p><i>Fiscal Impact/Resources</i>: Committee staff, Criminal Law Advisory Committee.</p>		

# New or One-Time Projects ⁴	
<input type="checkbox"/> <i>This project may result in an allocation or distribution of funds to the courts. We will coordinate with Budget Services to ensure their review of relevant materials.</i>	
<p>Internal/External Stakeholders: California Highway Patrol and other law enforcement agencies.</p> <p>AC Collaboration: N/A</p>	
# Ongoing Projects and Activities ⁴ [Group projects by priority number.]	
1.	<p>2022 Bail Schedules Revision</p>
	Priority 1(a)⁵
	Strategic Plan Goal 3⁶
<p>Project Summary⁷: The Traffic Advisory Committee is required to revise and update the Uniform Bail and Penalty Schedules annually to conform with new laws, as required by Penal Code section 1269b and California Rule of Court 4.102.</p> <p>Status/Timeline: Anticipated January 2022 effective date.</p> <p>Fiscal Impact/Resources: Committee staff.</p> <input type="checkbox"/> <i>This project may result in an allocation or distribution of funds to the courts. We will coordinate with Budget Services to ensure their review of relevant materials.</i>	
<p>Internal/External Stakeholders: Will be circulated for public comment.</p> <p>AC Collaboration: N/A</p>	
2.	<p>Review Pending and Enacted Legislation</p>
	Priority 1(a)⁵
	Strategic Plan Goal 2, 3⁶
<p>Project Summary⁷: Review pending and enacted legislation that may have an impact on traffic court administration. Provide subject matter expertise on legislation, including fiscal impacts for the courts. Propose rules and forms necessary to comply with legislation or other directives.</p> <p>Status/Timeline: Ongoing.</p>	

#	New or One-Time Projects⁴	
	<p>Fiscal Impact/Resources: Committee Staff, Governmental Affairs.</p> <p><input type="checkbox"/> <i>The project includes allocations or distributions of funds to the courts, which have been reviewed and approved by Budget Service.</i></p> <p>Internal/External Stakeholders: N/A</p> <p>AC Collaboration: N/A</p>	
3.	Traffic Bench Officer and Temporary Judge Training	<p>Priority 1(a)⁵</p> <p>Strategic Plan Goal 5⁶</p>
	<p>Project Summary⁷: Provide advice as requested by the Center for Judicial Education and Research (CJER) with development of traffic training programs and materials for bench officers and temporary judges assigned to traffic proceedings.</p> <p>Status/Timeline: Ongoing.</p> <p>Fiscal Impact/Resources: Committee staff.</p> <p><input type="checkbox"/> <i>This project may result in an allocation or distribution of funds to the courts. We will coordinate with Budget Services to ensure their review of relevant materials.</i></p> <p>Internal/External Stakeholders: N/A.</p> <p>AC Collaboration: CJER Governing Committee.</p>	

II. LIST OF 2021 PROJECT ACCOMPLISHMENTS

[Provide highlights and achievements of completed projects that were included in the 2021 Annual Agenda.]

#	Project Highlights and Achievements <i>[Provide brief, broad outcome(s) and completed date.]</i>
1.	The committee updated the Uniform Bail and Penalties Schedule to be consistent with 2020 legislation, completed December 2020.
2.	The committee provided Government Affairs subject matter expertise on numerous pending traffic bills, including operational and fiscal impacts of proposed legislation, ongoing.
3.	The committee supported the Futures Traffic Working Group in the effort to move minor vehicle infractions to a civil model as needed.