



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

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**REVISED  
EXECUTIVE MANAGEMENT & AUDIT COMMITTEE  
JULY 18, 2013**

**SUBJECT: STATE LEGISLATION**

**ACTION: ADOPT STAFF RECOMMENDED POSITIONS**

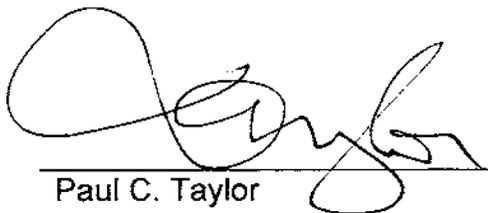
**RECOMMENDATION**

- A. AB 612 (Nazarian) – Would require that for every intersection with a photo enforcement system, an additional one second be added to every yellow light interval. OPPOSE
- B. SB 556 (Corbett) – Would require that all government agencies that contract for services, include on the contracted personnel and equipment notifications that the personnel and equipment is not operated by a government employee. Would further specify that the notice shall be in the same font size as the logo of the government agency. OPPOSE-UNLESS AMENDED

**ATTACHMENTS**

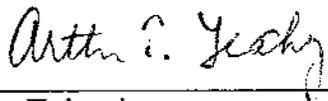
- A. AB 612 (Nazarian) Legislative Analysis
- B. SB 556 (Corbett) Legislative Analysis

Prepared by: Michael Turner, Director, Government Relations 213-922-2122



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Paul C. Taylor  
Deputy Chief Executive Officer



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Arthur T. Leahy  
Chief Executive Officer

## ATTACHMENT A

**BILL:** AB 612

**AUTHOR:** ASSEMBLYMEMBER ADRIN NAZARIAN (D-VAN NUYS)

**SUBJECT:** RED LIGHT CAMERA ENFORCEMENT

**STATUS:** SENATE TRANSPORTATION AND HOUSING COMMITTEE

**POSITION:** OPPOSE

### **RECOMMENDATION**

Staff recommends that the Board of Directors adopt an Oppose position on AB 612.

### **ISSUE**

AB 612 would seek to establish longer yellow light intervals at intersections with red light camera enforcement systems. It would also require courts to dismiss citations occurring at these intersections where the yellow light intervals are not extended by one second beyond the time determined by the California Manual on Uniform Traffic Control Devices (CMUTCD).

### **DISCUSSION**

AB 612 would:

- Require that where an automated enforcement system is in operation, the minimum yellow light change interval for all movement be established at one second beyond the yellow light change interval determined by the CMUTCD;
- Require the dismissal of a citation issued by local law enforcement if the yellow light change interval is not in compliance with the minimum interval requirement; and,
- Allow the yellow light change interval to exceed the minimum interval established by this bill.

Metro operates 20 cameras on the Blue line, 38 cameras on the Orange line, 27 cameras on the Gold Line, and 19 cameras on the Expo Line. Adding one second to the yellow light phase could result in a delay of up to eight seconds at each intersection to each traffic signal cycle. Overall, this could lead to significant increases in transit headways and, if implemented, will prove to be detrimental to the overall efficiency of the Orange, Gold, Blue and Expo lines.

Metro works closely with cities' Departments of Transportation to extensively optimize traffic signals to operate our system smoothly and efficiently. Red Light photo enforcement cameras are an integral component to Metro's safety system.

Traffic engineers calculate red, yellow and green light intervals based on both engineering formulas and various circumstances at intersections. These calculations also must take into effect the operation of the transit system when Metro services cross city intersections. At these intersections, the signal systems are synchronized to improve traffic flow and also to ensure efficient operation of the transit system. The addition of one extra second to each yellow light interval creates a domino effect throughout the entire corridor and creates serious disruptions to the operation of our transit system.

Existing law authorizes Caltrans to adopt rules and regulations for traffic control devices in coordination with local governments and various transportation experts. Caltrans is currently in the process of updating its rules and regulations. Staff recommends that it is more appropriate for issues such as this to be reviewed in a technical process rather than having the issue mandated through legislation.

Organizations in support of AB 612 include:

Safer Streets L.A. (sponsor)  
American Automobile Association Northern California, Nevada, and Utah  
Automobile Club of Southern California  
California Association of Highway Patrolmen  
California Conference Board of the Amalgamated Transit Union  
California Conference of Machinists  
California Construction Trucking Association  
California Teamsters Public Affairs Council  
National Motorists Association  
Peace Officers Research Association of California  
One individual

Organizations opposed to AB 612 include:

California Police Chiefs Association  
City and County of San Francisco  
League of California Cities  
Redflex Traffic Systems

Staff recommends that the Board adopt an oppose position on this bill.

**DETERMINATION OF SAFETY IMPACT**

Staff has reviewed this proposal and has determined that it could have a negative impact on safety. Providing longer yellow lights would encourage drivers to enter intersections further into the yellow phase and disrupt traffic flow and ultimately result in a higher number of car accidents.

## **FINANCIAL IMPACT**

Adding one second to yellow lights at red light camera intersections could wreak havoc on traffic light synchronization and require re-timing the entire corridor, which could result in significant costs to our agency.

## **ALTERNATIVES CONSIDERED**

Staff initially considered ~~taking~~ recommending for the Board to take an oppose-unless amended position on this bill. However, this alternative was rejected because we ~~fundamentally~~ believe this is an issue that traffic engineers should review and determine rather than the state legislature.

## **NEXT STEPS**

The bill is currently pending consideration in the Senate Transportation and Housing committee and staff will work to oppose the bill when it is heard in committee.

## ATTACHMENT B

**BILL:** SB 556  
**AUTHOR:** STATE SENATOR ELLEN CORBETT  
**SUBJECT:** LABELING OF CONTRACT SERVICES  
**STATUS:** PENDING ASSEMBLY FLOOR VOTE  
**POSITION:** OPPOSE – UNLESS AMENDED

### **RECOMMENDATION**

Staff recommends that the Board of Directors adopt an Oppose Unless Amended position on SB 556.

### **ISSUE**

SB 556 would require that all vehicles, equipment and personnel operating a contracted service on behalf of a government agency include identification that the person carrying out the service is not a government employee. The bill would further specify that the identification be as the same size and the largest font of any government logo on the vehicle, equipment or personnel engaged in the service.

### **DISCUSSION**

SB 556 would:

- Require that if vehicles and equipment used for services contracted by a governmental entity have the government agency's logo, the vehicle shall also include the following statement: "The operator of this vehicle is not a government employee".
- Require that, if the uniform of personnel engaged in services contracted by a governmental entity has the governmental agency's logo, then the uniform of those personnel shall also include the statement: "not a government employee".
- Further require that both statements shall appear in the same font size as the largest font used to identify the governmental agency.

SB 556 is purported to address a concern that confusion exists when employees of a government contracted service appear to be government employees when they are employees of a private contractor hired to carry out a government function. The bill was originally proposed to address a concern relating to private ambulance services but the bill's language relates to all services contracted by government agencies.

Metro contracts for bus service on 18 lines that are Metro bus lines. A total of 148 buses operate on these lines. These services are governed by contracts with Metro that address a myriad of issues including quality of service. In addition, the vehicles and operators must display identification in accordance with the contract with Metro and with state law. This identification clearly identifies that the service is being operated by a private vendor. The service, however, is on a Metro bus line so it is important to identify that the service is still a Metro responsibility.

SB 556 would require, in staff's opinion, an unnecessary and overly burdensome requirement to label and potentially stigmatize contracted service. The bill goes so far as to specify the label that must be applied to a vehicle and an operator and even specifies that the font size of the label has to be the same as the font size of any government agency logo. Existing law and Metro's contracts for these services already require that the vehicles be identified as being operated by the private vendor and that the employees of the contractor be identified as such.

Staff has been working with the California Transit Association and others to seek an amendment to the bill that would exempt public transit. The Association is currently in discussions with the author but an agreement to accept the amendment has not been reached.

Supporters of the measure include:

California Labor Federation (co-sponsor)  
California Professional Firefighters (co-sponsor)  
California Community College Independents  
Laborers' Locals 777 & 792  
United Transportation Union

Opponents of the measure include:

American Medical Response (AMR)  
Association of California Healthcare Districts  
California Association of Joint Powers Authorities  
California Special Districts Association  
California State Association of Counties  
City of Thousand Oaks  
League of California Cities  
Rural Country Representatives of California  
CSAC Excess Insurance Authority  
Urban Counties Caucus

## **DETERMINATION OF SAFETY IMPACT**

Staff has determined that there is no impact to safety from this measure.

## **FINANCIAL IMPACT**

The cost of implementing such a label would be equivalent to the cost of installing the full size ads on our buses because the label would be essentially the same size. The bill requires specified text at a specified font size that would require approximately the same amount of space as a wrapped advertisement. The cost of installing these types of signs would be approximately \$1 million per year. Additionally the agency could face a loss of advertising revenue if advertising space is now used for the specified label.

## **ALTERNATIVES CONSIDERED**

Staff considered opposing unless amended position. This alternative was rejected as the efforts to pursue a specific exemption for transit have not led to an amendment being included in the bill.

## **NEXT STEPS**

Staff will continue to work with the California Transit Association on its exemption request. If this exemption is not granted staff will be prepared to oppose the bill when it is considered in the Assembly in August.