

Traffic Advisory Committee
Annual Agenda¹—2025–2026
Approved by Rules Committee: October 16, 2025

I. COMMITTEE INFORMATION

Chair:	Hon. Maria Lucy Armendariz, Judge, Superior Court of California, County of Los Angeles
Lead Staff:	Jamie Schechter, Attorney, Criminal Justice Services Office
Advisory Body’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. Rule 10.54 of the California Rules of Court also sets forth the membership position of the advisory body. The Traffic Advisory Committee currently has 13 members. The current committee roster is available on the committee’s web page.	
Subgroups of the Advisory Body²: None.	

¹ The Annual Agenda outlines the work an advisory body will focus on in the coming year or cycle and identifies areas of collaboration with other advisory bodies and Judicial Council staff resources.

² For the definition of “subcommittee” see Cal. Rules of Court, rule 10.30(c); for “working group,” see rule 10.70; for “workstream,” see rule 10.53(c); and for “education curriculum committee,” see rule 10.50(c)(6).

Advisory Body and Subgroup Meetings Planned for 2025-2026³

List the date, time, remote meeting, or location of meeting if meeting in person (see footnote 3 for in-person meetings).

- Remote meeting October 2025
- Bi-weekly telephone conferences as needed throughout the year.

☐ Check here if in-person meeting is approved by the internal committee oversight chair.

³ Refer to section IV. 2 (Meeting frequency) of the [Operating Standards for Judicial Council Advisory Bodies](#) for governance on in-person meetings.

Note: Because of the current budget and staffing constraints, advisory body chairs and staff must first consider meeting remotely. The chair of the Executive and Planning Committee is extending the suspension of advisory body in-person meetings for the 2025–2026 annual agenda cycle. If an in-person meeting is needed, the responsible Judicial Council office head must seek approval from their advisory body’s internal oversight committee chair. Please see the prioritization memo dated June 23, 2025, for additional details.

II. COMMITTEE PROJECTS

Priority Levels and Branch Goals Key:

Refer to the following key for populating your project priority levels and branch goals. For each Priority Level 1 proposal, the advisory body **must** provide a specific reason why it should be done this year and how it fits within the identified category. If an advisory committee is interested in pursuing any Priority Level 2 proposals, please include justification as to why the proposal should be approved at this time.

Priority Levels for Non-Rules/Forms	
1	Must be done
2	Should be done
Priority Levels for Rules/Forms Proposals	
1a (Legal Compliance)	Proposal urgently needed to conform to or accurately reflect the law.
1b (Council Directive)	Council has directed the committee to consider new or amended rules and forms.
1c (Urgent Remedial Action)	Change is urgently needed to remedy a problem that is causing significant cost or inconvenience to the courts or the public.
1d (Financial/ Legal Risk Mitigation)	Proposal is otherwise urgent and necessary, such as a proposal that would mitigate exposure to immediate or severe financial or legal risk.
2a (Useful Changes in Law)	Useful, but not necessary, to implement changes in law.
2b (Responsive to Concerns)	Responsive to identified concerns or problems.
2c (Helpful Advancing Branch Goals)	Helpful in otherwise advancing Judicial Council goals and objectives.

Judicial Branch Strategic Plan–Branch Goals	
I.	<u>Access, Fairness, Diversity, and Inclusion</u>
II.	<u>Independence and Accountability</u>
III.	<u>Modernization of Management and Administration</u>
IV.	<u>Quality of Justice and Service to the Public</u>
V.	<u>Education for Branchwide Professional Excellence</u>
VI.	<u>Branchwide Infrastructure for Service Excellence</u>
VII.	<u>Adequate, Stable, and Predictable Funding for a Fully Functioning Branch</u>

#	New or One-Time Projects													
1.	Revision of Trial by Declaration Forms						Priority: 1a							
Supported Strategic Plan Branch Goals:														
<table border="0"> <tr> <td>I Access ☐</td> <td>II Independence ☐</td> <td>III Modernization ☒</td> <td>IV Quality ☒</td> <td>V Education ☐</td> <td>VI Infrastructure ☐</td> <td>VII Funding ☐</td> </tr> </table>								I Access ☐	II Independence ☐	III Modernization ☒	IV Quality ☒	V Education ☐	VI Infrastructure ☐	VII Funding ☐
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Project Summary: The committee proposes to revise the Trial by Written Declaration forms (forms TR-200, et seq.), and consider adopting new alternate forms for courts that use the MyCitations trial by declaration feature. Litigants charged with Vehicle Code infractions have an option for a trial by written declaration pursuant to Vehicle Code section 40902. Procedurally, the litigant is given instructions (form TR-200), pays bail up front (the cost for the infraction if convicted), and provides a written statement and evidence (form TR-205.) The officer is given instructions (form TR-210) and provides a written statement (form TR-235.) The judicial officer then makes a decision (form TR-215) and returns the bail if the litigant is found not guilty. If the litigant is unhappy with the decision, they may request a trial de novo (form TR-220.) And the judicial officer grants or denies the request for a trial de novo (form TR-225.) These forms have not been substantively revised since 1999 and are inconsistent with plain language standards. Additionally, Government Code section 68645.4 changes the procedure for courts that opt to use MyCitations to provide trial by online or written declaration. Notwithstanding Vehicle Code section 40902, if the court chooses the trial by declaration feature through MyCitations (which is optional for the court to offer), the litigant uses MyCitations for the trial by declaration process. Through MyCitations, the litigant generally does not pay bail up front (unless the court makes express findings as to why a particular litigant should pay bail up front), and the litigant does not have the right to a trial de novo. (Gov. Code, § 68645.2(a)(2),(4).) If a court uses MyCitations for the trial by declaration, the court should be following the same procedure for the paper process. (Gov. Code, § 68645.2(b).) A court may adopt local rules or forms to implement this procedure, unless the Judicial Council adopts rules and forms for the purpose of the statute. (Gov. Code, § 68645.2(c).) Currently only two courts use the trial by declaration feature in MyCitations, however twelve courts have signed up for the trial by declaration feature and are expected to onboard it by late 2026. For consistency and standardization, the committee proposes considering alternate forms for the trial by declaration process for MyCitation courts. Status/Timeline: Anticipated circulation for comment in Spring 2026, with effective date of January 2027. Fiscal Impact/Staff Resources: Committee staff. ☐ Check this box if this project may result in an allocation or distribution of funds to the courts. <i>Advisory body staff will coordinate with Budget Services to ensure its review of relevant materials.</i>														

#	New or One-Time Projects								
	Internal/External Stakeholders: Trial courts, other justice system partners, and any proposal will be circulated for public comment. AC Collaboration: N/A								
2.	Consider Recommending Judicial Council–Sponsored Legislation to Improve the Processing of Infraction Cases (one-time project)	Priority: 1c							
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Project Summary: To consider the following issues affecting courts and litigants, and to explore possible solutions, including potential legislative proposals. 1. MyCitations is an online program developed by the Judicial Council that allows a litigant to request an ability-to-pay determination for infraction fines and fees. In Fall 2025, this program will begin offering eligible litigants, on a trial basis, the option of electing traffic violator school through MyCitations. However, statutory timeframes for reporting traffic violator school completion and payment of the fine may present challenges to managing this option in MyCitations. Courts have also raised questions about how reduced fine amounts should be distributed when the litigant has requested traffic violator school together and an ability-to-pay reduction through MyCitations. Potential solutions could include proposed legislation amending timeframes for reporting and resulting fine distribution when a litigant wants to request an ability-to-pay determination together with traffic violator school. 2. Prior to 2022, when a litigant did not interact with the court by paying, appearing, or otherwise handling their traffic tickets, courts had the authority to report the failures to appear to the DMV, which resulted in litigants having their driver’s licenses suspended for reasons unrelated to unsafe driving. Assembly Bill 2746 (Stats. 2022, ch. 800) eliminated such authority. In the years since the passage of AB 2746, stakeholders have identified two public safety issues that may require legislative fixes or additional guidance to courts: A. Unadjudicated Vehicle Code infractions where the litigant has failed to appear: Vehicle Code § 1803 requires courts to report most adjudicated moving violations to the DMV which then assesses points on the relevant driver’s license. If a litigant fails to resolve or appear in court for their Vehicle Code infraction, Vehicle Code § 40903 allows courts to conduct a trial in absentia. After a trial in absentia, courts can then report to the DMV per Vehicle Code § 1803. When a litigant fails to appear on a ticket, some courts use the trial in absentia procedure described above. However, other courts leave the unadjudicated failure to appear tickets in a									

#	New or One-Time Projects						
	pending status and, as a result, tickets can remain unadjudicated indefinitely. A litigant may have several unadjudicated outstanding tickets related to moving violations and, because the tickets are unadjudicated, the DMV is not notified and is unable to assess points. Potential solutions could include new legislation regarding reporting of moving violations or changes to the trial in absentia process. B. Out of state commercial vehicle compliance for equipment violations: Prior to AB 2746, if a court reported a failure to appear on a commercial driver for equipment violations, the DMV would place a hold or suspension on a commercial driver’s license, and the vehicle had to be brought into compliance with California equipment law for the hold or suspension to be lifted on the out of state driver. Because courts are no longer authorized to report failures to appear to the DMV, the out of state commercial vehicle may never be brought into compliance for the equipment violations. Additionally, there is no mechanism for courts to process owner responsibility violations for out of state vehicles when the litigant fails to appear, and it is unclear how to process the owner’s responsibility citations when the vehicle is registered out of state. The committee will explore solutions to ensure courts may process and adjudicate owner’s responsibility tickets for out of state commercial vehicles. Status/Timeline: If a proposal is developed and approved by the Legislation Committee, anticipated to circulate for comment in Spring 2026, be submitted to council in Fall 2026, and, if approved, lead to introduction of legislation that would, if enacted, take effect January 1, 2028 Fiscal Impact/Staff Resources: Committee staff, Governmental Affairs. ☐ Check this box if this project may result in an allocation or distribution of funds to the courts. <i>Advisory body staff will coordinate with Budget Services to ensure its review of relevant materials.</i> Internal/External Stakeholders: Trial courts, Department of Motor Vehicles, other justice system partners, JCC Governmental Affairs, Legislation Committee, and any proposal will be circulated for public comment. AC Collaboration: N/A						
3.	Develop Strategies and Recommendations Relating to Recognition and Enforcement of Tribal Court Orders						Priority: 2
	Supported Strategic Plan Branch Goals						
	I Access ☒	II Independence ☐	III Modernization ☐	IV Quality ☒	V Education ☒	VI Infrastructure ☐	VII Funding ☒

#	New or One-Time Projects
	<i>Project Summary:</i> The Tribal Court-State Court Forum (Forum) hosted an event on September 19, 2025, focused on identifying and addressing barriers to the recognition and enforcement of tribal court orders of various kinds. At the event there was a session devoted to the issues of road safety and traffic in tribal communities (particularly for driving under the influence violations), the cross-jurisdictional issues and challenges that arise in these cases, and possible solutions to those issues. The Forum is evaluating the issues raised and developing possible solutions, which could include assistance from this committee in the form of a workgroup. <i>Status/Timeline:</i> TBD. <i>Fiscal Impact/Staff Resources:</i> Committee staff and staff resources of the tribal projects unit. ☐ Check this box if this project may result in an allocation or distribution of funds to the courts. <i>Advisory body staff will coordinate with Budget Services to ensure its review of relevant materials.</i> <i>Internal/External Stakeholders:</i> Tribal courts, state courts, law enforcement, Department of Motor Vehicles. <i>AC Collaboration:</i> Tribal Court-State Court Forum, CLAC.

#	Ongoing Projects and Activities								
1.	2026 Bail Schedules Revision	Priority: 1a							
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Project Summary: 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. Status/Timeline: Anticipated circulation for comment in October 2025 and to go the Council in December with a January 2026 effective date. Fiscal Impact/Staff Resources: Committee staff. ☐ Check this box if this project may result in an allocation or distribution of funds to the courts. Internal/External Stakeholders: Will be circulated for public comment. AC Collaboration: N/A									
2.	Review Pending and Enacted Legislation	Priority: 1							
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Project Summary: Review pending and enacted legislation that may impact 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. Status/Timeline: Ongoing. Fiscal Impact/Staff Resources: Committee Staff, Governmental Affairs. ☐ Check this box if this project may result in an allocation or distribution of funds to the courts. Internal/External Stakeholders: N/A									

#	Ongoing Projects and Activities						
	<i>AC Collaboration:</i> N/A						
3.	Traffic Bench Officer and Temporary Judge Training						Priority: 1
Supported Strategic Plan Branch Goals:							
I Access ☐ II Independence ☐ III Modernization ☐ IV Quality ☒ V Education ☐ VI Infrastructure ☐ VII Funding ☐							
Project Summary: Provide support 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. Status/Timeline: Ongoing. Fiscal Impact/Staff Resources: Committee staff, CJER staff. ☐ Check this box if this project may result in an allocation or distribution of funds to the courts. Internal/External Stakeholders: N/A AC Collaboration: CJER Governing Committee.							

III. LIST OF 2024-2025 PROJECT ACCOMPLISHMENTS

Provide highlights and achievements of completed projects included in the previous year's Annual Agenda. Provide brief, broad outcome(s) and completed date.

#	Project Highlights and Achievements
1.	The committee updated the Uniform Bail and Penalties Schedule to be consistent with 2023-2024 legislation, completed December 2024.
2.	The committee provided Government Affairs office and the council's Legislation Committee subject matter expertise on pending traffic bills, including operational and fiscal impacts of proposed legislation, ongoing.
3.	The committee began to explore solutions to traffic violator school and MyCitations and revisions to form TR-235.