

Blowing the Whistle on a Dangerous Crime

Exposing Red Light Camera and Speed Ticket Camera Fraud

(To: President Obama, Congress, FBI and Attorney General), September 2009

“For the love of money is a root of all kinds of evil” [1 Timothy 6:10]. Out of control greed has spawned a heinous FRAUD way worse than Bernie Madoff perpetrated.

EVERY DAY, in over 370 cities across America, 185,000 citizens are defrauded for over \$18 million daily and \$7 billion annually (conservative estimates). It is a criminal, national, social injustice that continues to cost our people \$billions in property damage, thousands of injuries and over 600 deaths and counting. Why is this blatant, heinous fraud allowed to proliferate? Because local/state governments and even the police are getting a cut of the astronomical profits.

I am blowing the whistle on red light (and speed) ticket camera enforcement. As lawyers, Michelle and Barack Obama and the Attorney General must realize that photo enforcement violates a person’s rights to due process, face your accusers, burden of proof issues and right to a fair trial, NOT a phony hearing set up by the profiting camera company, where you are guilty even when innocent. Plus, states are violating the 14th amendment by denying our federally guaranteed rights to due process. Where is the U.S. AG? Saying a red light violation <by camera> is a civil penalty is mere word play and does NOT mean our rights become extinct. The same violation ticketed by a cop basically respects our rights. More than 29% of the time a ticket is mailed to an innocent owner of the vehicle. Most states force the innocent owners to pay. Imagine if 3 or 4 of every 10 people charged with a crime were innocent! Is this no longer a democratic republic, but a corporate autocracy?

Camera enforcement’s economic viability encourages and REQUIRES serious engineering MALPRACTICE – the deliberate use of illegally/unethically short yellow times and illegal/under posted speed limits. This is FRAUD and entrapment for profit! Many cities have been caught shortening yellows prior to installing cameras. The Federal Highway Administration-the supposed enforcer of these lawful yellow/speed limit guidelines-knows the malpractice is taking place everywhere but does nothing, despite the fact that improper traffic engineering causes more crashes, injuries and fatalities. Adding ticket cameras greatly exacerbates the problem. It’s a double whammy AGAINST safety.

Of course, the camera companies and their profiting partners ludicrously claim that “cameras dramatically reduce crashes and save lives.” For “proof” they manufacture-with their scam victim’s money-inane “studies” riddled with methodology, interpretation and integrity problems.

“Camera Enforcement – Charting a Catastrophic Failure” (enclosed) documents results from 40 studies, including over a dozen misrepresented by camera promoters. ALL 40-when properly analyzed-show significant to enormous INCREASES of crashes, injuries and fatalities. In fact, camera companies KNEW their product was a FRAUD way back in 1995. A rigorous, 11 year Melbourne, Australia study

showed a -20% decrease of crashes 5 years before cameras versus a +70% increase AFTER RLTCs (includes RLV crashes). See: Andreassen, Mauz and Armev.

As evidenced in the charts, I am the nation's most comprehensive researcher of ticket cameras. I am a well-respected traffic safety expert (Google Greg Mauz) with 23 years experience, including over 200 interviews, 60 free lance publishings and author of 7 camera enforcement reports. I will debate anyone. See research at www.motorists.org/mauz.php.

Unlike camera profiteers, I have NO reason to LIE! I receive NO compensation. In fact, my wife and I have spent \$thousands of our own limited resources because we truly care about GOD, Country and people.

Speaking of LIES. "Camera Enforcement – How the Fraud Developed" (pages 10-14) charts 36 camera promoter deceptions [versus TRUTH] used to "sell" their fraudulent devices to local governments eager to exploit the public for massive profits.

One of the biggest lies is: "Cameras only target deliberate, dangerous red-light runners." Over 70% of RLV [tickets] occur less than 1 second into the red signal. These violations are invisible and would NOT be ticketed by a live officer. These unethically fined, fraction of a second RLVs are NOT dangerous and NOT done deliberately but the pre-planned result from illegally/immorally short yellows. Entrapment for profit, NOT a driver behavioral problem.

For the record: traffic engineering-even when done honestly- is not an exact science. Expecting fallible humans to respond perfectly to an imperfect science is extremely unreasonable. But to entrap, demonize and fine people, while violating their rights and causing more crashes, injuries and fatalities is UNCONSCIONABLE.

There are over 15 documented problems with the [yellow] timing of traffic signals. Read: "Camera Enforcement – A Picture of Fraud" (52 pages, Chapter: Truth at www.motorists.org/mauz.php). Extensive yellow time research is contained in "Camera Enforcement – Developing the Factual Picture" (96 pages, 2001, Mauz).

To summarize. The Institute of Transportation Engineers-from 1989-1994 (just in time for RLTCs)- lowered yellow times by replacing yellow clearance time with red, deterring lengthening time (SOP for decades) and incredulously recommending that enforcement can be used instead. Several ITE members are known camera promoters (Richard Retting).

Intersections previously employing 5 seconds of proper, safe yellow, now contain only 3.6 seconds. Hence, a manufactured increase (100%+) in red light violations. Camera companies to the rescue! Less yellow equals more ticket money but, unfortunately, more crashes, injuries and fatalities. Serious negligent, criminal malpractice.

Institute of Transportation
Engineers
Formulas to Determine
Minimum Yellow Interval
Lengths.

<u>Kinematic Model</u>		<u>Rule of Thumb</u>		<u>Uniform Value</u>	
<u>Approach</u>	<u>Speed</u>	<u>Approach</u>	<u>Seconds</u>	<u>Approach</u>	<u>Seconds</u>
	25 MPH	Up to 35MPH	3.0	All signals = same	
	30 MPH	35 to 50 MPH	4.0	yellow interval length.	
	35 MPH	50+	5.0	Not recommended by	
	40 MPH			most traffic engineers.	
	45 MPH	<u>Palm Beach County, FL</u>		However, 5.5 seconds	
	50 MPH	Up to 45 MPH	4.0	at all signals would be	
	55 MPH	50+	5.0	fair, reasonable and safe.	
	60 MPH	left turns	4.0	(Dornsife Study 2002).	

All above yellow minimums apply to level intersections and contain 1 second of driver perception/reaction time (PRT).

The Kinematic Model bases yellow timing on a complicated formula determined by vehicle (car) velocity, deceleration, 1 second PRT, grade of roadway, intersection width and speed of approach (supposed to be 85th %ile).

All yellow formulas (Kinematic, Rule of Thumb, Uniform Value) contain the following [admitted] limitations:

- ❖ Driver perception/reaction time (PRT) of one second is too short for 47% of the motorists' population. Proper PRT minimum should be over 2 seconds. Proper engineering is based upon the 85th %ile rule NOT the 53rd% rule. Several studies prove 1 second PRT is dangerously wrong! (AASHTO, Hooper/McGee, etc.).
- ❖ Yellow times do NOT accommodate slower than average drivers, the elderly or people with disabilities. This probably violates the Americans With Disabilities Act and is certainly unethical.
- ❖ Yellow times are set for dry weather only. Wet requires longer stops and increases PRT. Camera companies boast that their machines catch clear pictures of violators in all weather.
- ❖ Large truck guidelines are not available or required. Does anyone honestly think a loaded semi or dump truck can stop as short or quickly as a passenger car? Yet, no law requires extra yellow even along established truck routes. See crash photos (page 11, "Picture of Fraud") for what happens because of short yellows/cameras versus cars and trucks.

- ❖ Minimum stopping distance times are too aggressive. Who can safely and smoothly stop in 3.6 seconds (includes 1 second PRT) from 35 MPH? Maybe Jeff Gordon? These minimum stopping times-with no yellow clearance anymore-FORCE people to violate the red signal. Entrapment! Even with authorized minimums! But greed drives most camera company/local governments to further cheat by using less than minimum (illegally short) yellows. See next.
- ❖ All jurisdictions, for expediency, use the posted speed limit as the approach speed, which fails to provide an accurate value to determine amber change intervals. Yellow times (for SAFETY) must be determined by the 85th %ile speed of traffic. A 5 year, 27 states, Federal Highway Administration Speed Limit Survey found over 90% of U.S. speed limits are posted too LOW! (Enclosed). Since lower SL's do not reduce traffic speeds and 85th %ile speed limits are safest and required by law [Manual on Uniform Traffic Control Devices, Section 2B.11] there can be NO VALID EXCUSE to maintain a lower limit. Lower limits CAUSE more crashes by increasing speed variance between vehicles, confusing yielding traffic, increasing tailgating and decreasing yellow times at traffic signals. For SAFETY reasons, speed limits (and yellow times) must reflect the speed of traffic NOT the other way around. Greed has perverted traffic engineering controls into revenue generation devices that entrap and punish reasonable drivers while causing more crashes, injuries and fatalities. EVERY camera enforced speed limit is under-posted.

If traffic flows at 50 MPH (85th %ile) the speed limit is typically under posted at 40 or maybe 45. The minimum yellow of about 4-4.5 seconds falls .5 -1 second short, or enough to entrap 50-100% more drivers, while increasing crashes by a conservative estimate of +25%. Extra crashes always lead to extra injuries and sometimes fatalities. Also see Armeiy.

Humble, Houston and Dallas have all been caught with 3.6 second yellows at 45-50 MPH approach speed limits. These limits require by law 4.3-5.0 seconds of yellow, minimum. Houston extorted \$21 million while causing over 315 extra crashes, with 120 injuries, after placing RLTCs at 50 intersections. When Dallas corrected (added more yellow) to their 21 illegally timed intersections, the cameras became unprofitable and were removed. Legislated extra yellow in Georgia reduced RLVs 60-80% and ended camera programs in 7 cities.

- ❖ Minimum yellows are just that – minimums. It's supposed to be a starting point, NOT an ending point. ALL yellow timing research agrees: more yellow (+1 second) reduces violations by 40-75% and reduces crashes 30-50% (See: Truth and Conclusion in "Picture of Fraud" for 7 studies). These real results trounce even the fantasy claims of what cameras can do! In fact, more yellow seriously reduces RLVs immediately while cameras require months of ticketing to produce only 20-30% less violations. **Honest yellows are kryptonite to dishonest cameras.**

In over 12 years of research, I have yet to find camera sites using more than minimum yellows. In fact, MOST use even less than minimum to increase profits, in clear contradiction to established safety regulations. An honest safety program would maximize yellows (and speed limits) to reduce crashes, injuries and fatalities. Camera programs are an enforcement for profit scam causing more crashes, injuries and fatalities.

U.S. Law “requires” an absolute minimum yellow of no less than 3.0 seconds AND only qualifies at a 25 MPH approach speed intersection with few lanes of traffic. The “suggested” maximum is 6 seconds. Texas minimum is 3.5 seconds. **For safety and compliance, 4.0 seconds (below 40 MPH) should be the absolute shortest yellow allowed by State or U.S. Law.** Three seconds is way too short, at any intersection, for PRT and time to safely stop, forcing motorists to violate the red. “Smoking gun documents” (camera company’s confidential contract memos) encourage camera sites using only 3 seconds of yellow, downhill approaches, high volume/unsynchronized traffic and other blatantly dangerous tricks to maximize red light violations for maximum profit. See: San Diego RLC Court case where my 2001 book was presented as evidence against RLTCs (www.thenewspaper.com).

Chicago and New York City employ over 100 RLTCs each and unethically employ extremely inadequate 3.0 second yellows. Chicago contains some intersections as low as 2.9 seconds (Fagel). Big city intersections often contain 14 lanes of cross traffic and approach speeds over 40 MPH. Three seconds is deadly short and heinous entrapment for profit! All large city, multiple lane intersections should-by force of law-contain 5-6 seconds of yellow.

If the honest goal is safety, why would any reasonable human being employ or endorse the absolute minimum (or even less) yellow? Yellow is the key to safety NOT ticket cameras.

In 2002, during a rare moment of 80% conscience, the father of U.S. ticket cameras, Richard Retting of the Insurance Institute for Highway Safety, admitted to the yellow timing malpractice, entrapping and ticketing [invisible] non-dangerous violators and that money (profits) encouraged these frauds upon the driving public.

These revelations were revealed in a New York Times article, “Are Red-Light Cameras Aimed at Safety or Fines,” dated October 23, 2002 (<http://www.nytimes.com/2002/10/23/automobiles/23BIED.html?scp=1&sq=richard%20retting%20red%20light%20cameras&st=cse>).

Retting said, “Using 3 seconds of yellow everywhere probably creates red light runners out of the otherwise law abiding drivers.” “Probably”? Try definitely.

Retting admitted that “most people who received a ticket through photo enforcement had missed the light by less than a second. Yet, he said collisions are more likely to occur when vehicles enter intersections more than a second after the light turns red.”

Note. More than 70% of camera tickets are for <1 second into the red. Crashes occur more than 3 seconds into the red.

Retting concurred that these RLVs were NOT dangerous and wrongly ticketed. “We don’t ticket drivers going 3 or 4 miles over the speed limit, but with red light cameras we do that.”

Note. Again an understatement. These RLV, <1 second tickets are like receiving a speeding ticket for only 1 mph over the limit. Remember, even proper engineering is NOT an exact science. And speedometers can be inaccurate by 3-4 mph.

“To avoid a backlash, which he fears might be gathering, he would like to see cities ignore violations of under one second. But, he said it might be hard for cities and their contractors [camera companies] to do that if they become too mired in revenue.”

Ironic. The IHS guidelines for installing red light [ticket] cameras – written by Retting in the late 1990’s – call for a ½ second grace period into the red (or .4 seconds) before ticketing. Right away camera companies began whittling the delay down to .2-.3 seconds. New York City, where Retting helped establish the nation’s first RLTC program in 1993, then and now unethically uses 3 second yellows at ALL camera sites and only .3 seconds delay, if any.

Currently, the greed for increased revenue has all but eliminated grace periods. In fact, according to an engineer I spoke to, the camera company sales people recommend NO grace period to increase profits. He thought that was “unconscionable.” Amen!

A camera test site in Boca Raton, Florida (December 1999) averaged 42 daily RLVs. However, if a .4 second delay was applied, the violations dropped to 29 daily. That’s 31% less tickets to profit from or 13 RLVs x \$125 = \$1,625. Camera companies only see the lost revenue potential. So, unethically, having NO delay increases profits by over 30%.

California issues \$400+ camera tickets with NO delay into the red. And points are applied. Excessive fines imposed. So much for the Constitution, again!

NOTE: In 2004, the ITE acknowledged the epidemic of engineering malpractice across the U.S. by grading themselves a D. Biased engineers – grading their own job performance – could only judge themselves one notch above failure. Houston, we have a very serious problem!

CORRECTING THIS ENGINEERING MALPRACTICE IS SIMPLE: REQUIRE 1-1 ½ SECOND LONGER MINIMUM YELLOWS AND HONEST 85TH PERCENTILE SPEED LIMITS. LIVES WILL BE SAVED.

Camera promoters deceived the public into believing “red light running” was “the leading cause of urban crashes and fatalities” (Deceptions #2-#8). For the record: RLVs cause a very minor 1.5% of ALL US crashes and only 2% of fatalities (about 900 of 43,000). Urban wise, <5%, NOT 22% as dishonest camera promoters claim. For perspective, an American is 20 times more likely to be murdered (18,000 murders annually) than killed by a red light violator. True speeding numbers and percentages are similarly low, but even more ridiculously exaggerated to condone excessive enforcement.

Targeting invisible, non-dangerous violations for a very minor cause of crashes is bad enough. But now, camera promoters are exploiting legal right turns on red. Another very questionable, not even remotely dangerous, letter of the law versus spirit of the law violation. Improper right turns on red caused only 2,378 crashes of 6.33 million U.S. collisions in 1998 (US DOT Report). That is a MICROSCOPIC .037% of ALL crashes or only one of every 2,662 accidents. Again “safety” isn’t even in the picture.

Over 80% of Los Angeles County RLV camera tickets are for questionable stops for right turns on red. Duncanville, Texas (pop. 38,000) cameras wrote over 40,000 right turn on red tickets. Redflex (of Australia) started this heinous scam. It’s NOT just questionable stops, but many people swear they knew about the cameras and made darn sure they stopped! Unethical placement of the stop bar/trigger devices before the actual [clear visibility] point of turning can entrap hundreds daily. An 82 year old man, dying of

cancer, was entrapped in Harlingen, Texas. Despite swearing innocence, writing letters to the police, and attending a hearing, he was forced to pay the fine.

Burleson, Texas, despite documenting ONLY 2 improper right on red caused crashes, issues thousands of right on red camera tickets. Randall James, an award winning businessman, challenged a right on red ticket charged to one of his several business vehicles. He knew for a fact he was NOT driving that truck. Despite GPS, he was unable to determine which employee was driving during the alleged violation.

James challenged the ticket at the Kangaroo camera hearing. Despite proving his innocence, the hearing official demanded payment. James appealed to a real court while a Star Telegram reporter observed the scenario. The police sergeant running the camera program refused to be interviewed and fled the scene.

Two days later, a letter from the city arrived at James' house. They dismissed the ticket "on a technicality". Try fear of media exposure to their extortion racket.

Houston Attorney Randall Kallinen challenged – for a client – three right turn on red camera tickets in a REAL court. The judge agreed with my 2001 books' chapter, "Violation of Constitutional Rights", by dismissing the tickets as "hearsay evidence" – there is NO proof who was driving the car.

Camera companies promised in the 1990's that they would NOT target right turns on red. Their trigger (violation) lines only reacted to vehicle speeds over 16 MPH. Now, they set their lines to flash photograph at 1-2 MPH. This means that if a front tire rolls over the stop line and stops, a ticket can still be issued (Fort Worth Star Telegram).

Legal right turns on red need to be changed from having to come to a complete stop to a YIELD. Most intersections, with separate right turn lanes, already post YIELD signs. It's petty and vindictive to ticket someone for arguably not coming to a 100% complete stop before safely turning right on red. Remember, this "violation" causes only a microscopic .037% of all crashes. In the real world of driving, right turns on red are already a yield. Millions of drivers obey the spirit of the law by safely yielding as they legally turn right on red. The letter of the law is WRONG and needs to be changed to reflect the safe expedition of traffic. YIELD.

Camera companies claim there is no invasion of privacy. Cameras now routinely videotape "violations" to further coerce victims into payment. Arizona speed cameras were found to be secretly videotaping Americans 24/7 in the Phoenix area.

Again, we must strongly protest the selection of camera promoter (\$\$\$) Janet Napolitano as Homeland Security Chief. As my mother would say, "With friends like her, who needs enemies?" Her [admittedly] money driven speed camera program has turned her former residence into a dangerous police state. See: "Arizona Ticket Cameras Cost 28 Lives" and letters to Napolitano and Governor Brewer/Legislators (Rep. Sam Crump, DPS Commander Woodward).

The reason camera enforcement has proliferated is because camera companies cut everyone in for a piece of the action (\$millions locally, \$billions nationally). Almost everyone who legislatively or publically

endorses cameras receives compensation, thereby seriously questioning their motives and integrity. It's bribery and its WRONG – whether legal or NOT.

Corporate corruption runs far, wide and deep. Camera companies buy everyone with our money! They are the poster child for REAL campaign finance/conflict of interest reforms. The people who help their money-driven agenda – politicians, city managers, lawyers, insurance reps, police, DOT Officials, engineers, college professors and some media – usually profit themselves through campaign contributions, political favors, consultant fees, lobbying fees, current or future jobs, stock options, free vacations, etc. Virtually all pro-camera “research” is funded from ticket camera revenue and riddled with other integrity problems. Like asking Philip Morris to be the leading research voice on the “health benefits of smoking”, while ignoring the Surgeon General. Even the “National Campaign to Stop Red Light Running” is a phony advocacy group wholly owned by camera companies (Redflex, ACS, Gatso) and run by a highly paid public relations firm (Leslie Blakey of Washington, D.C.). Why even new Arizona Governor Jan Brewer has an aid who is a high ranking employee of Australia owned Redflex - the very company running the freeway cameras program! See chart for specific examples.

Camera companies run the show. They lease, install and maintain the equipment (cameras, violation lines, yellow access). They mail, process tickets and collect the fines. They establish a “hearing” place and train the officers and clerks. In short, these corrupt corporate civilians (often representing FOREIGN camera companies) usurp American police duties to enforce and exceedingly profit from U.S. traffic laws. Like having Australian police patrol Los Angeles. It's WRONG! And most likely illegal.

Remember the proverb of the fox guarding the henhouse? There are over 32 documented cases of camera companies and their promoters committing unethical/illegal acts. These law enforcing hypocrites have been caught NOT checking tickets, mailing tickets on a guess, using illegal equipment, forging legal documents, committing fraud, bribery and DWI (while on duty) and violating state contract laws, ETC. And the “mistakes” these criminals make are incredulous: 20,000 tickets wrongfully issued in Washington, D.C. (2001) 800 in Beaverton, Oregon, and millions issued for legal right turns on red. See: “Red Light Camera and Speed Camera Crime Line” and “mistakes”, etc. at www.thenewspaper.com/news/26/2649.asp.

The government/police should be arresting these criminals NOT aiding and abetting their scam, fraud and manslaughter of mostly honest, safe driving Americans, who sadly pay for everything, including the salaries of these con artists.

People across the globe are fed up with being defrauded by corporate/government interests. A vigilante group in England has removed/destroyed over 75 cameras thus far. In Germany, Switzerland, France, Australia, etc. drivers are destroying cameras and attacking camera company employees. Cameras are under attack in Tennessee, Maryland and other states. In Arizona, a citizen attacked a camera with a pick axe. Other cameras are routinely [temporarily] disabled with post it notes and silly string or shot with guns. Many people protest by not paying their tickets.

Americans are fed-up! Lust for this easily obtained (through FRAUD) money is causing many officials to ignore the will of the people. Americans want the cameras gone – NOW! An MSNBC poll had over 40,000 respondents. Despite a dishonest pro-camera question, 62% were against cameras

(MSNBC.com). Cameras have NEVER survived a voter referendum! Of course, obtaining a referendum is almost impossible. Sulpher, Louisiana residents voted 85% to rid their town of ticket cameras. I took a real poll in S. Florida. About 80% were against cameras when presented with the truth. Any camera promoter claims of “public support” are based upon the LIE that “photo enforcement improves safety” and therefore are irrelevant. Their product is a FRAUD.

Although there was a very immoral/unconstitutional pro-camera decision in Chicago (big surprise!), INTEGRITY and JUSTICE are on the rebound. Maine, Montana and Mississippi all voted to ban ticket cameras in 2009. A total of 14 states righteously ban cameras. Georgia’s proper yellow bill caused almost all 10 cities to shut down their RLTCs. Texas House voted 107 – 36 to ban cameras. The camera influenced (\$\$\$\$) Senate voted 16 – 15 to keep them out of the DOT Bill (HB 300, SB 2019?) Bans are in the works in Louisiana, Arizona and Maryland. Lawsuits are pending in California, Florida, Maryland, Missouri, Texas and Washington.

Still, the system favors the rich and corrupt. It is extremely difficult to establish INTEGRITY and JUSTICE when the corrupt camera promoters are paying everyone off. It took only a few bought and paid for Senators to circumvent democracy and justice in Texas – a state of 24 million. Camera company propaganda (page 26) admits to manipulating the Texas Senate.

Some State Attorney Generals are apathetic towards the citizens who elected them and spinelessly don’t do their [overpaid] job to protect the people from cons and frauds. Other AGs, like Minnesota, Indiana and Florida have rightly declared ticket cameras illegal. Florida cities, greedy for money, are circumventing the law and installing the fraudulent devices anyway. The AG is doing nothing.

While most cops are mute on RLTCs because of their jobs, many – who don’t benefit financially – are against ticket cameras. Missouri cops – in the “Show me” state – are showing honesty by coming out AGAINST ticket cameras. An honest AZ County Sheriff Paul Babeu has publically denounced speed ticket cameras as the crash causing devices they are. There are two police in my extended family who hate cameras, but they are prohibited from publically admitting that!

Power corrupts. Unfortunately, most high ranking police brass have sold their integrity to the camera promoters. In many towns, police lieutenants or captains are hired as consultants by the camera companies. These officials sometimes acquire stock in the camera companies and receive other perks. ACS (Dallas) was caught bribing Edmonton, Canada police with money, vacations, hockey tickets and female escorts. Cops – like Plano Police Lt. Glenn Cavin – are paid to lobby (lie to) the Texas legislature to protect their city’s fraudulent cash cow (Amarillo.com). Billings, Montana, Police Chief Rich St. John suggested to shorten yellow times to increase ticket revenue (city memo April 13, 2009). Houston police officials tried to fudge the results of the Houston/Rice University camera report (intercepted E-Mails, thenewspaper.com). RLTCs in Houston caused massive increases in crashes (“Houston Cameras Increase Injuries”, www.motorists.org/mauz.php). Yet, incredulously, Houston officials voted to expand this deadly program. See: Police Chief Harold Hurtt and related info in chart.

Speaking of fudging camera study results, some of the most dishonest, improperly presented “safety” studies in favor of ticket cameras are manufactured by police officials who receive big payment by

the camera companies/government camera promoters (Philadelphia, Texas DOT, AZ DPS, etc.). See: "Camera Enforcement – Charting a Catastrophic Failure" at www.motorists.org/mauz.php. Again, there are over 40 studies showing ticket cameras cause MORE crashes, injuries and fatalities.

Using only 1 year (or months) before period versus 1 year after, NOT documenting control sites and using U.S. record low fatality year 2008 in the after results are just 3 dishonest techniques employed (Knowingly or ignorantly?) by ticket camera promoters. There occurred just 37,313 traffic fatalities in 2008 – the lowest in 45 years – because of the serious recession. Millions less jobs, 108 billion less miles driving (FHWA) and less DWI caused this serious safety improvement, NOT cameras. Normal average is 43,000 fatalities annually. Signal-related intersection fatalities were still up – thanks to short yellows/RLTCs – despite over 2,500 less overall deaths in 2007. Late 2007 is when this recession began. ALL honest analyses and statistical indicators concur that ticket cameras cause injury and death of human beings. See Statistics chapter in Picture of Fraud.pdf.

While our country/corporate cohorts use illegally short yellows/cameras to entrap motorists for profit while endangering the public, Vietnam (yes, Vietnam) uses counters on their traffic signals to help give drivers a reasonable chance to stop and keep traffic flowing in a safe, smooth manner (Dave Solomon visit). Is it possible, Communist Vietnam, where we sacrificed 58,000 of my brother servicemen/women cares more about their people and real safety than the "Land of the Free" United States?

Does Italy have more integrity than our self righteous country? In January, 2009, Italy righteously declared camera enforcement a crime (FRAUD) and immediately shut down most of their country's red light ticket cameras. Under indictment are 63 police officials, 39 politicians and 7 camera company officials. All fines are being returned to the victims. A few months later (June 2009) most speed ticket cameras were also shut down. The camera promoters in Italy were doing the same exact deceptions and frauds as in our Country!

So, Mr. President, U.S. Attorney General, FBI Chief and Congress, when will y'all show some real integrity and stop these blatant corporate/government crimes against the people you work for – We the [American] People. How many more must be injured or killed to provide corporate/government/personal profits?

Camera companies are clearly violating the RICO statues against racketeering and fraud. Redflex, of Australia, violated American FCC Law for 10 years while bilking Americans for \$ billions with illegal radar equipment, received essentially NO punishment, and kept the illegally usurped money. Camera company ACS is already under FBI investigation for illegal dealings in Memphis. Remember the Crime Line. It is just a sampling of the KNOWN numerous crimes committed by camera company CEOs, managers, salespeople and national promoters like Retting and Blakey.

Out of control GREED is Killing America. Wall Street speculators, fuel prices, banking, insurance, stupendously overpaid CEOs, Enron, Abramoff, Madoff, WorldCom, corruption in Iraq, border corruption, millions of jobs closing or moving to China or Mexico (so CEOs can usurp more \$\$\$), General Motors, Chrysler, bankruptcy, foreclosure and FRAUD everywhere!

Camera enforcement is the WORSE example of out of control GREED. Make no mistake, camera promoters KNOWINGLY violate rights, entrap innocent (often poor) people and extort their money while CAUSING serious injuries and deaths. They lie, cheat, steal and again, knowingly endorse manslaughter. I have personally contacted hundreds of politicians, police officials, and other promoters, including almost everyone in the chart. Millions have seen my interviews and research (and other's research). NMA members and other honest citizens have shown the truth to politicians everywhere. But, like ACS CEO Lynn Blodgett said, "Camera profits are addictive."

Camera promoters have heard the truth, seen the truth, read the truth and know the truth. However, they deliberately ignore the truth for personal/political/financial gain. Like alcoholics (but worse) they KNOW they are doing illegal/immoral things but they are addicted to the easily obtained fraudulent profits and political power.

To the watchful observer/careful researcher, camera promoters sometimes let the truth of their crimes slip out or be revealed in seldom read research or interviews (See chapter Truth in Picture of Fraud.pdf).

Several politicians have let slip that MONEY is the reason for these photo enforcement programs (Mayor of Washington, D.C.). After ticket cameras in D.C., injury/fatal crashes increased by +81%. The Institute of Transportation Engineers (ITE) admits in 2004 to the nationwide epidemic of traffic engineering malpractice. Camera companies begrudgingly admit their devices CAUSE rear-end collisions. Purposely causing crashes [for profit] is illegal. Rear-end fatalities are up over 12% after cameras. Camera promoters own research – when honestly presented – shows ticket cameras CAUSE MORE crashes, injuries and fatalities (FHWA, Great Britain Dept. for Transport, Philadelphia, VA DOT, Houston/Rice, etc.). AND Richard Retting, the father of U.S. ticket cameras, ADMITTED (see page 5) to the engineering malpractice, entrapment for profit and other fraud. What more is needed to end this blatant criminal enterprise? A signed confession? Interrogate – [or how about a subpoena - under threat of arrest] - any camera company CEO/sales manager, Retting or Blakey and you will procure one.

As a real patriotic American who has served as jury foreman on two criminal trials, there remains no [reasonable] doubt that ALL camera promoters are GUILTY of most of the following: false advertising, fraud, defective/fraudulent product, violating peoples guaranteed Constitutional rights, bribery, influence peddling, breach of contract, racketeering, lying, illegal engineering malpractice, entrapment, bearing false witness, charging innocent people, coercing innocent people to pay, extortion, collusion, Federal Trade Commission violations, FDA violations?, oppressing the poor and deliberately causing crashes, injuries and manslaughter.

Remember, there's over 30 reported crimes on the Crime Line, over 36 deceptions used to "sell" ticket camera programs and over 40 studies revealing that cameras CAUSE MORE crashes, injuries and fatalities. Combine all this with the aforementioned camera promoter confessions and the PROOF OF GUILT is overwhelming!! Camera companies/promoters are running a criminal enterprise that entraps, defrauds, injures and kills mostly innocent people to unethically provide personal/corporate/government profits. Is MONEY really more important than human life??

All government officials are supposed to work for We the People, NOT greedy, corrupt special interests. Remember your oath to protect (NOT circumvent) the Constitution. We the People pay for everything, including ALL of your paychecks. We want our roads back. We want honest, 85thile traffic laws with yield on red. We want our cities, states and Country back!

Please, Mr. President, Congress, FBI and U.S. Attorney General, show respect for GOD, Country, liberty, integrity and human life by stopping this heinous national fraud. ALL ticket camera programs (red light and speed) must be shut down immediately. No ifs, ands or buts.

PLEASE RESPOND ASAP.

Sincerely,

Greg Mauz

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Greg Mauz is an honest traffic safety researcher (no \$\$ conflicts) with 23 years experience and volunteer Activist for the National Motorists Association. This is his 7th Camera Enforcement Report. See research at www.motorists.org/mauz.php or call 325-896-2595.