

1 [Administrative Code - Surveillance Technology Policy - Municipal Transportation Agency -  
2 Red Light and No Turn Enforcement Cameras]

3 **Ordinance approving the Surveillance Technology Policy for the Municipal**  
4 **Transportation Agency's continued use of existing Automated Red Light and No Turn**  
5 **Enforcement Cameras.**

6 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
7 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
8 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.  
9 **Board amendment additions** are in double-underlined Arial font.  
10 **Board amendment deletions** are in ~~strikethrough Arial font~~.  
11 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
12 subsections or parts of tables.

13 Be it ordained by the People of the City and County of San Francisco:

14 Section 1. Background.

15 (a) Terms used in this ordinance have the meaning set forth in Administrative Code  
16 Chapter 19B ("Chapter 19B").

17 (b) Chapter 19B establishes requirements that City departments must follow before  
18 they may use or acquire new Surveillance Technology. Under Administrative  
19 Code Section 19B.2(a), a City department must obtain Board of Supervisors ("Board")  
20 approval by ordinance of a Surveillance Technology Policy before: (1) seeking funds for  
21 Surveillance Technology; (2) acquiring or borrowing new Surveillance Technology; (3) using  
22 new or existing Surveillance Technology for a purpose, in a manner, or in a location not  
23 specified in a Board-approved Surveillance Technology Policy ordinance; (4) entering into  
24 agreement with a non-City entity to acquire, share, or otherwise use Surveillance Technology;  
25 or (5) entering into an oral or written agreement under which a non-City entity or individual

1 regularly provides the department with data or information acquired through the entity’s use of  
2 Surveillance Technology.

3 (c) Under Administrative Code Section 19B.2(b), the Board may approve a  
4 Surveillance Technology Policy under Section 19B.2(a) only if: (1) the department seeking  
5 Board approval first creates a Surveillance Technology Policy and Surveillance Impact Report  
6 for the Surveillance Technology to be acquired or used; and (2) at a public hearing at which  
7 the Committee on Information Technology (“COIT”) considers the Surveillance Technology  
8 Policy, COIT recommends that the Board adopt or adopt with modifications the Surveillance  
9 Technology Policy for the Surveillance Technology to be acquired or used.

10 (d) Under Administrative Code Section 19B.4, it is the policy of the Board that it will  
11 approve a Surveillance Technology Policy ordinance only if it determines that the benefits the  
12 Surveillance Technology ordinance authorizes outweigh its costs, that the Surveillance  
13 Technology Policy ordinance will safeguard civil liberties and civil rights, and that the uses and  
14 deployments of the Surveillance Technology under the ordinance will not be based upon  
15 discriminatory or viewpoint-based factors or have a disparate impact on any community or  
16 Protected Class.

17 Section 2. Surveillance Technology Policy Ordinance for the Municipal Transportation  
18 Agency’s Use of Automated Red Light and No Turn Enforcement Cameras.

19 (a) Purpose. The San Francisco Municipal Transportation Agency (“SFMTA”) seeks  
20 Board approval under Administrative Code Section 19B.2(a)(3) to use existing Surveillance  
21 Technology— specifically, its Automated Red Light and No Turn Enforcement Cameras—for a  
22 purpose, in a manner, or in a location not specified in a Surveillance Technology Policy  
23 ordinance approved by the Board in accordance with Chapter 19B. The SFMTA wishes to  
24 continue using its existing Automated Red Light and No Turn Enforcement Cameras, in place  
25 since before the effective date of Chapter 19B, as follows: (1) to cite and prosecute red light

1 violations; (2) to cite and prosecute illegal turn violations; and (3) to perform engineering  
2 analysis from associated data such as vehicle counts, vehicle speeds, and violation numbers.  
3 The SFMTA currently uses these automated cameras, as part of its Automated Enforcement  
4 Program under California Vehicle Code section 21455.5, to reduce traffic collisions, injuries,  
5 and fatalities caused by red light running and illegal turns. The program, in place since 1996,  
6 uses automated cameras at high-collision intersections to detect violations, and capture  
7 photos and videos of offending vehicles and drivers. The program supports Vision Zero goals  
8 by enhancing traffic safety, reducing enforcement bias, and allowing police officers to focus on  
9 other priorities. It also provides valuable traffic data for engineering analysis.

10 (b) Surveillance Technology Policy and Surveillance Impact Report. In accordance  
11 with Administrative Code Section 19B.2(b)(1), the SFMTA first created a Surveillance  
12 Technology Policy and Surveillance Impact Report for Automated Red Light and No Turn  
13 Enforcement Cameras, copies of each are on file with the Clerk of the Board in File No.  
14 250388, and are hereby incorporated herein by reference.

15 (c) Public Hearings. In accordance with Administrative Code Section 19B.2(b)(2), on  
16 November 7, 2024 and February 27, 2025, COIT, through its Privacy and Surveillance  
17 Advisory Board (“PSAB”), conducted two public hearings at which it considered the  
18 Surveillance Technology Policy and Surveillance Impact Report for the Automated Red Light  
19 and No Turn Enforcement Cameras.

20 (d) COIT Recommendation. In accordance with Administrative Code Section  
21 19B.2(b)(2), on February 27, 2025, COIT’s PSAB voted in the affirmative to recommend that  
22 the Board adopt the Surveillance Technology Policy for Automated Red Light and No Turn  
23 Enforcement Cameras.

24 (e) Findings. In accordance with Administrative Code Section 19B.4, the Board  
25 hereby finds, as follows: that the benefits of the SFMTA’s use of Automated Red Light and No

1 Turn Enforcement Cameras, as stated in the Surveillance Technology Policy and Surveillance  
2 Impact Report for Automated Red Light and No Turn Enforcement Cameras, outweigh the  
3 costs and risks of using such Surveillance Technology; that the Surveillance Technology  
4 Policy for Automated Red Light and No Turn Enforcement Cameras will safeguard civil  
5 liberties and civil rights, as stated in the Surveillance Impact Report for Automated Red Light  
6 and No Turn Enforcement Cameras; and that the uses and deployments of Automated Red  
7 Light and No Turn Enforcement Cameras will not be based upon discriminatory or viewpoint-  
8 based factors or have a disparate impact on any community or a protected class, as set forth  
9 in the Surveillance Technology Policy and Surveillance Impact Report for Automated Red  
10 Light and No Turn Enforcement Cameras.

11 Section 3. Approval of Policy.

12 Based on the findings stated above and in accordance with Administrative Code  
13 Section 19B.4, the Board hereby approves the Surveillance Technology Policy for Automated  
14 Red Light and No Turn Enforcement Cameras.

15 Section 4. Effective Date. This ordinance shall become effective 30 days after  
16 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the  
17 ordinance unsigned or does not sign the ordinance within 10 days of receiving it, or the Board  
18 of Supervisors overrides the Mayor's veto of the ordinance.

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21 APPROVED AS TO FORM:  
DAVID CHIU, City Attorney

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23 By: /s/ Isidro A. Jiménez  
Isidro A. Jiménez  
Deputy City Attorney

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