

SFMTA Driver-Safety Video Analytics

BOS Rules Committee Meeting: April 2024

Technology Description

- 1) Video Analytics (the Technology) uses video and audio events recorders together with proprietary, vendor-owned algorithms to record and identify certain behavior-based safety events, such as operator looking at cell phone while driving etc.
- 2) The event records are triggered by excess G-forces (e.g., collision impacts, abrupt braking, excessive turning, etc.) and/ or identified by specific Al algorithms (talking on cell phone, eating while driving, drowsy/sleeping, etc.) and captures eight (8) seconds of video and audio prior to the trigger and four (4) seconds after the trigger, for a total of 12-seconds of audio and video.
- 3) This technology is currently in place for Department's Buses (Rubber tires) and planning to implement in Lite Rail Vehicles (LRVs)



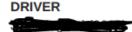
Technology Description (example-1)



Front and back view of Department use technology

Example of PDF Report

EVENT EXKQ99



VEHICLE

Videos related PDF Report is used for an active investigation and/or disciplinary action may be kept longer than 365 days

TRIGGER

Other

BEHAVIORS

Possible Collision, Suspected Collision



Jan 9, 2023, 12:07:23 AM PST

Lytx Comments

Algorithms detected significant sensor activity that could indicate a collision.

There is a possibility a collision occurred in this event. Please investigate further and advise Lytx of the outcome so the event can be updated accordingly.

The event was triggered due to a force exceeding the video event recorder's threshold.

Event Notes

Ray Shine - Jan 10, 2023, 9:04:57 AM:

This collision was reported to TMC. It was assigned Tag #1748250. It occurred at Woodside and Portola. It is under investigation.

Authorized Use Cases

Department's use of the video data from the Driver-Safety Video Analytics technology is limited to the following use cases:

- 1. To identify collision dynamics, causation, and other factors
- 2. To investigate passenger, fall events and exploring potential safety improvements
- 3. To identify infrastructure and signage issues as they relate to MTA transit service and safety
- 4. To review customer complaints and look for potential ways to improve safety and service
- 5. To identify operator training issues, misconduct, or negligence
- 6. To commend operators who demonstrate outstanding defensive driving skills

Data Lifecycle Steps

- Collection
 - Video is stored on Local Storage and Offloaded to SaaS Cloud. If incident needs further investigation, it may be shared internally using email and Department's file share server
 - Department collects event specific video data based on identified Use Cases
- Processing & Use
 - Video data received by the Department may only be viewed by authorized staff with unique password
- Sharing
 - **Department**: Data is accessed only by authorized department staff
 - Others: SFPD, City Attorney's Office (CAO), Public Defender
 - With Warrant/Subpoena : Other law enforcement agencies
- Retention
 - Videos (by Vendor) 365 days
 - Video and PDF Reports (by Department): Videos related to an active investigation and/or disciplinary action may be kept longer than 365 days
- Disposal
 - Videos by Vendor: 366th Day
 - Local Data (on SD card) is Downloaded every 24-hour to vendor cloud

PSAB & COIT Meeting Dates

- PSAB Meeting:
 - Initial: January 27, 2023
 - Follow up: February 24, 2023

- PSAB Recommendation Date:
 - Date PSAB Recommended this policy for COIT's approval: February 24, 2023
- COIT Meeting:
 - April 20, 2023
- COIT Recommendation Date:
 - Date COIT Recommended this policy for BOS Review: April 20, 2023

SFMTA

Team members available to Answer Questions:

Safety Team:

– Ray Shine

Program Management Office (PMO)

Sohail Warsi

Robert Miller

Questions