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April 15, 2024

**The Honorable Members of the Board of Supervisors
City and County of San Francisco
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102**

Subject: Automated Speed Enforcement System

Honorable Members of the Board of Supervisors:

The San Francisco Municipal Transportation Agency (SFMTA) requests that the San Francisco Board of Supervisors approve the Surveillance Technology Policy for the SFMTA use of Automated Speed Enforcement System. This fulfills the SF Administrative Code 19B requirements for new surveillance technologies and fulfills the state requirement set out in Assembly Bill 645.

BACKGROUND

On October 13, 2023, the State Legislature enacted Assembly Bill 645 (AB 645) authorizing six jurisdictions, including the City and County of San Francisco, to implement an automated speed enforcement system pilot program (the Project). The Project involves the use automated speed-limit enforcement cameras (ASE Systems) to improve road safety and is authorized to be operational for five years or until January 1, 2032, whichever comes first. San Francisco actively supported AB 645 during throughout the legislative process.

ASE Systems have demonstrated high effectiveness in detecting speed violations and the California State Transportation Agency and the National Transportation Safety Board have acknowledged the effectiveness of this technology in reducing speeding and enhancing road safety. The National Highway Traffic Safety Administration has awarded automated speed enforcement technology its maximum 5-star effectiveness rating for its significant impact on traffic safety. When combined with educational initiatives and traffic engineering, the Project can significantly reduce speeding, improve traffic safety, and thereby prevent traffic-related fatalities and injuries, including those involving roadway workers. ASE Systems in other states have successfully reduced speeding and improved traffic safety.

The implementation of the Project advances equitable traffic enforcement. It ensures more predictable and effective speeding control and, when broadly implemented, helps change driver behavior. Enforcing speed limits using ASE Systems on streets where speeding drivers create dangerous roadway environments is a reliable and cost-effective method to prevent further fatalities and injuries.



STAKEHOLDER ENGAGEMENT

AB 645 states that stakeholder engagement should include working collaboratively with “relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups.” Throughout November 2023, December 2023, and January 2024, SFMTA staff met with area stakeholders to gather input on the speed camera pilot program. Staff reached out to nearly 40 organizations that represented racial equity, privacy protection, economic justice, and/or transportation safety in San Francisco. Initial outreach distributed information about the speed camera program and invited organizations to schedule a meeting with SFMTA staff. These meetings and conversations were intended to answer organizations’ questions, explain the plan for implementing speed cameras in San Francisco, and gather input on how to ensure the program benefitted San Franciscans.

During this 12-week outreach period, SFMTA staff met with over a dozen stakeholder organizations. These organizations included:

- **Racial Equity Organizations:** San Francisco Office of Racial Equity and the SFMTA’s Office of Racial Equity and Belonging, API Council, Wu Yee Children’s Services, American Indian Cultural Center, Chinatown TRIP
- **Privacy Protection Organizations:** SF Public Defender’s Office – Confront and Advocate, Lawyers’ Committee for Civil Rights of the San Francisco Bay Area
- **Economic Justice Organizations:** GLIDE, San Francisco Financial Justice Project, Anti Police-Terror Project, Fines and Fees Justice Center
- **Transportation Safety Organizations:** Senior & Disability Action, Tenderloin Traffic Safety Task Force, Walk SF, KidSafe SF, Safe Streets Save Lives Coalition, Families for Safe Streets

Much of the feedback gathered from these stakeholder organizations has informed policies related to data privacy, fee structures, and engagement with law enforcement. Specifically, the transportation safety advocacy organizations emphasized the importance of implementing the program as quickly and efficiently as possible. For many transportation advocates, speed cameras are a long-awaited transportation safety tool that should be implemented without delay in order to save as many lives as possible.

SFMTA BOARD ACTION

On April 16, 2024, the SFMTA Board of Directors is scheduled to act on a resolution approving the 33 selected camera locations and authorizing the Director of Transportation to seek approval from the Board of Supervisors for the System Use Policy and System Impact Report.



REQUEST FOR APPROVAL

The SFMTA respectfully requests that the Board of Supervisors approve the System Use Policy and System Impact Report.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeffrey P. Tumlin'. The signature is fluid and cursive, with a prominent loop at the beginning.

Jeffrey P. Tumlin
Director of Transportation