FILE NO. 250388

LEGISLATIVE DIGEST

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

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

Existing Law

San Francisco Administrative Code Chapter 19B ("Chapter 19B") sets requirements for City departments before they may acquire or use "Surveillance Technology." Chapter 19B broadly defines Surveillance Technology as any system or device that collects, processes, or shares data linked to individuals or groups, including audio, visual, location, biometric, or other identifying information.

Before a City department may acquire or use Surveillance Technology, Chapter 19B requires Board of Supervisors approval, by ordinance, of a Surveillance Technology Policy governing that technology. This approval is required before the department: (1) seeks funds for Surveillance Technology; (2) acquires or borrows new Surveillance Technology; (3) uses new or existing Surveillance Technology for a purpose, in a manner, or in a location not specified in a Board-approved Surveillance Technology Policy ordinance; (4) enters into an agreement with a non-City entity to acquire, share, or otherwise use Surveillance Technology; or (5) enters into an oral or written agreement under which a non-City entity or individual regularly provides the department with data or information acquired through the entity's use of Surveillance Technology.

Amendments to Current Law

Since 1996, the SFMTA has operated Automated Red Light and No Turn Enforcement Cameras—considered Surveillance Technology under Chapter 19B—as part of its Automated Enforcement Program to reduce traffic collisions, injuries, and fatalities caused by red light running and illegal turns. Although this program predates Chapter 19B, the SFMTA must now obtain Board approval of a Surveillance Technology Policy to continue using these enforcement cameras.

The proposed ordinance would authorize the SFMTA to continue using its Automated Red Light and No Turn Enforcement Cameras, as follows: (1) to cite and prosecute red light violations; (2) to cite and prosecute illegal turn violations; and (3) to perform engineering analysis using associated data such as vehicle counts, vehicle speeds, and violation numbers.

Background Information

On November 7, 2024 and February 27, 2025, the Committee on Information Technology's Privacy and Surveillance Advisory Board Subcommittee ("PSAB") held two public hearings to consider the SFMTA's Surveillance Technology Policy and Surveillance Impact Report for Automated Red Light and No Turn Enforcement Cameras. On February 27, 2025, PSAB voted to recommend that the Board adopt the policy.