


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: February 11, 2026

To: The Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **SPEED SAFETY SYSTEM PILOT PROGRAM (AB 645) IMPACT REPORT AND USE POLICY**

SUMMARY

In response to [Council File \(CF\) 23-1168](#), this report provides the draft version of the Speed Safety System Impact Report and Use Policy for City Council (Council) Adoption. This report also provides an update on the procurement of a speed safety system vendor and the program implementation timeline.

RECOMMENDATION

That the City Council, subject to approval by the Mayor:

1. ADOPT the attached Speed Safety System Impact Report (Attachment A), after a period of 30 days of public review, as required by state law.
2. ADOPT the attached Speed Safety System Use Policy (Attachment B), after a period of 30 days of public review, as required by state law.

BACKGROUND

In January 2023, LADOT launched a Safety Study (CF 23-0600-S121) to advance LADOT's efforts to improve traffic safety through street design and engineering. Concurrently, the City Administrative Office (CAO) conducted a third-party audit of the Citywide Vision Zero Program. Both reports identify speed safety systems as a critical tool for advancing the City's Vision Zero goal of reducing traffic fatalities. A joint report (CF 23-0600-S121) to Council, prepared by LADOT and the CAO, recommended funding for LADOT to hire a consultant to assist with the program framework, data collection, and analysis needed to develop a Speed Safety Use Policy and a Speed Safety System Impact Report.

In September 2023, Council adopted a resolution (CF 23-0002-S55) to include in the City's State Legislative Program support for Assembly Bill (AB) 645 (Friedman-Ting) that would authorize the City to implement a speed safety system pilot program.

In October 2023, Governor Newsom signed AB 645, authored by Assemblymember Laura Friedman, which became law on January 1, 2024. The bill authorizes six cities in California - San Jose, Oakland, Los Angeles, Glendale, Long Beach, and the City and County of San Francisco to implement speed safety system pilot programs within their jurisdictions. The authority to operate the pilot program expires after five years from activation or on January 1, 2032, unless extended by legislation. A final evaluation report is required on or before March 1st of the fifth year of the pilot.

In November 2023, Council directed LADOT to report back with a proposed work plan to comply with the provisions of AB 645 and to implement a speed safety system pilot program in the City of Los Angeles. In April 2024, Council adopted LADOT's proposed work plan.

On June 3, 2025, LADOT released a Task Order Solicitation (TOS #CC-102) to the LADOT On-Call Consultant bench to hire a consultant to assist with location selection, stakeholder and community engagement, and to draft the Speed Safety System Use Policy and a Speed Safety System Impact Report. On August 13, 2025, LADOT issued a Notice to Proceed (NTP) to TYLin for consultant services to deliver these program components. On September 19, 2025, City Council adopted LADOT's August 20, 2025, report that included a description of the scope of work for TOS #CC-102.

DISCUSSION

While traffic fatalities did decrease from 2024 to 2025, the number of people killed in car crashes remains persistently high, and each death is a tragic, preventable loss. LADOT remains committed to implementing a comprehensive safe systems approach that uses all available tools to meaningfully reduce fatalities and serious injuries from traffic crashes. As documented in LADOT's 2024 Safety Study, where the LADOT has implemented safety improvements to date, there has been a documented reduction in high-end speeding, average speeds, and crashes that result in injuries and deaths.

Speed safety systems are a proven tool to further this progress. Speed accounts for nearly one-third of traffic fatalities, and these systems have been proven to reduce speeding by 31 percent to 82 percent and reduce fatal crashes by 53 percent to 71 percent.

The passage of AB 645 added Article 3 Section 22425 to the California Vehicle Code (CVC), which officially establishes the Speed Safety System pilot program. This CVC section specifies the conditions under which a city can implement its speed safety system pilot program. The law limits each city to a specified number of systems, which can only be placed in school zones, on designated safety corridors, and at locations with documentation of repeated speed demonstrations. The law sets specific community engagement and public disclosure requirements, including a formally adopted Speed Safety System Use Policy and a Speed Safety System Impact Report prior to program implementation. The law also requires pilot cities to launch public information campaigns at least 30 days before implementing the pilot program.

Using its On-Call Professional Consultant Services Contract, LADOT hired TYLin International to develop a recommended location selection methodology, conduct the required data analysis, coordinate stakeholder engagement, and produce the Speed Safety System Impact Report and a Speed Safety System Use Policy.

Speed Safety System Impact Report and Use Policy

Codified in Article 3 of the California Vehicle Code (commencing with CVC Section 22425), the legislation requires all pilot cities to adopt both a Speed Safety System Impact Report and Use Policy prior to implementing a program. The Speed Safety System Impact Report (Attachment A) is required by CVC to include the following: an assessment of the potential impact of the speed safety system program on civil liberties and civil rights and any plans to safeguard those public rights; a description of the speed safety system program and how it works; fiscal costs for the speed safety system program, including program

establishment costs, ongoing costs, and program funding; locations where the systems will be deployed; the collection and analysis of traffic data, including vehicle count and existing speeds at these locations; and the proposed purpose of the speed safety system program.

The Speed Safety System Use Policy (Attachment B) is required by CVC to include the following: the specific purpose for the system; the uses that are authorized; the rules and processes required to be followed by employees and contractors of the designated jurisdiction administering the system prior to its use; the uses of the equipment and data collected that are prohibited; the data or information that can be collected by the speed safety system program and the individuals; authorizations of who has access to the collected information; and the rules and processes related to the access, transfer, and use or use of the information. The policy shall also include provisions for protecting data from unauthorized access, data retention, public access, third-party data sharing, training, auditing, and oversight to ensure compliance with the Speed Safety System Use Policy.

Stakeholder Engagement

CVC 22425 requires all pilot cities to consult and work collaboratively with relevant local stakeholder organizations that represent racial equity, economic justice, and privacy protection interests. To develop a comprehensive and inclusive range of stakeholder groups, LADOT established a methodology for identifying organizations detailed in the attached Stakeholder Engagement Summary and contacted 21 groups, including community-based organizations, advocacy organizations, and place-based organizations. Of the groups contacted, eight elected to participate in the stakeholder process. LADOT organized a series of five meetings to develop a methodology for identifying priority locations and to inform the required Use Policy and Impact Reports. Stakeholders were also asked to participate in facilitated discussions on privacy, equity, and economic justice implications of the proposed system locations. Stakeholder group representatives provided verbal and written feedback, which was incorporated into the Impact Report and Use Policy as applicable. A Stakeholder Engagement Summary report is attached to this council file (Attachment C).

Following these meetings, LADOT applied the methodology described below to identify 210 proposed locations and engaged individual Council Offices to collect additional feedback, local insights, and qualitative data to prioritize the 125 locations recommended in this report.

Location Selection Process

As outlined and adopted in the August 20, 2025, council report, LADOT elected to look at the 2024 Priority Safety Corridors (PSC), as outlined in CF 23-0600-S121. The report summarized the following criteria used to prioritize segments within the 550 miles of the PSC:

1. Corridors with a high volume of vehicles travelling above the 85th percentile speed, and where high end speeds already exceed the posted speed limit by 11 MPH or more
2. Corridors with multiple lanes and/or wide lanes that are conducive to speeding
3. Corridors with crash patterns that match the collision profiles identified in LADOT's Safety Study for speed safety camera treatments
4. Locations where previous LADOT Interventions have not resulted in significant speeding reductions

Based on the results of the comprehensive data analysis and feedback from the technical advisory committee, the selection criteria were expanded and are summarized in detail in the attached Impact Report. The following summarizes the final recommended location selection criteria:

1. Corridors with high speeds
 - a. High Speeding Locations
 - i. Historical data identifying high speeds
2. Corridors with multiple lanes and/or wide lanes that are conducive to speeding
 - a. Vehicle Enhanced Network (VEN)
 - i. Streets identified in the Mobility Plan 2035 designated to carry high volumes of vehicles with multiple lanes of travel
3. Collision profiles identified in LADOT's Safety Study
 - a. Speed related collisions
 - i. Collisions with speeding as a primary collision factor on all street types
 - b. Neighborhood Enhanced Network (NEN) Hotspot
 - i. Local streets designated as part of the NEN that have a large amount of speed related collisions
 - c. Within 500 Feet of a Senior Center
 - i. Collision profiles show speed safety systems as a countermeasure to improve safety near these facilities
4. Locations where previous LADOT Interventions have not resulted in significant speeding reductions
 - a. Uncontrolled Marked Crosswalks
 - i. Locations with added crossing opportunities for pedestrians that are in the priority safety corridors network
5. Legislation priorities
 - a. Within 500 feet of a School
 - i. The CVC mentions schools as a criterion for camera placement
 - b. LAPD reports of street racing
 - i. The CVC mentions street racing as a criterion for camera placement

Additional background on this data is provided in the Impact Report. Once this criterion was selected and refined with input from stakeholders, weights for each criterion were determined by their relative importance to LADOT's emphasis on addressing speed-related collisions, while considering vulnerable populations and other factors. Those weights are listed below.

- Speed related collisions: **30%**
- Within 500 feet of a School: **15%**
- High Speeding Locations: **15%**
- Within 500 Feet of a Senior Center: **10%**
- Presence of an Uncontrolled Marked Crosswalk: **10%**
- Segment part of the Vehicle Enhanced Network (VEN): **10%**
- Neighborhood Enhanced Network Hotspot: **5%**
- LAPD reports of street racing: **5%**

Using these criteria, LADOT and its consultant analyzed and scored 7,271 street segments within the priority safety corridors. These segments represent streets between signals or major intersections where the propensity to speed is proven to be higher.

Once all segments were scored, LADOT followed City Council direction to identify a candidate list of 200 locations. To achieve the program goals of geographic and socioeconomic diversity, LADOT selected the top 14 scoring locations in each of the 15 council districts, resulting in 210 locations. LADOT then engaged with staff from each Council District office who provided additional locations for review based on street racing concerns and local safety concerns. If these additional locations were validated as meeting the CVC criteria, they were added to the final pool of candidates. Council District staff was then asked to select up to seven locations to be the final locations. This resulted in a list of 105 locations. LADOT staff selected the final 20 locations based on the perceived highest impact using the weighted selection criteria described above.

This final list of 125 locations took into consideration input from both council offices and stakeholders. These locations are represented by roadway segments, each 0.5 to 3 miles long. Within these segments, two cameras will be installed at a single location to capture travel in both directions. The speed safety systems will be installed on existing infrastructure, such as street lighting poles. Segment lengths vary to ensure there is sufficient existing infrastructure for each system. These locations are outlined in the Speed Safety System Impact Report (Attachment A).

Options for Procurement of a Speed Safety System Program Operator

In order to implement the program, LADOT will need to procure a speed system operator. This operator will manage the installation of speed safety systems, maintenance and replacement of systems, and supply a back-office solution to enable LADOT to review and process violations and generate citations. Pursuant to Council's direction to report with options for procurement of a vendor, LADOT undertook a review of other cities' contracts in order to determine if there was a suitable option for a piggyback, which would save time and enable the city to move quickly with a program. Piggyback contracts allow agencies to leverage existing competitively bid contracts from other jurisdictions, resulting in significant time, administrative, and resource savings. Key benefits include accessing pre-negotiated volume pricing, faster procurement, and reduced administrative burden.

Among the six municipalities authorized to implement a program under CVC 22425, the Cities of San Francisco and Oakland have fully negotiated contracts. These municipalities underwent a competitive bidding process, received at least three bids, and selected American Traffic Solutions, Inc., dba Verra Mobility (Verra). In both cities, Verra's proposal received the highest scores for written proposal, oral proposal, and price. LADOT recommends moving forward with a piggyback on the City of Oakland's agreement with Verra. Doing so would allow the city to implement the speed safety system sooner. There is an urgency to act expeditiously to implement this proven safety program.

The City of Oakland's agreement with Verra is most suitable for LADOT to piggyback off of to expedite the launch of our program due to the alignment of its scope with the City's needs for customer support. Alternatively, LADOT could initiate the Request for Proposals (RFP) process but that would likely double the time needed to process a piggyback procurement. Pursuing a piggyback agreement with Oakland will save 12-18 months and will allow this critical safety tool to advance with fewer delays. Additionally, the authorization granted by AB 645 will sunset in 2032; an additional 12-18 month delay would impact Los Angeles's ability to complete a full 5 year pilot before the sunset date.

The annual cost of this contract is \$6,675,000, \$4,450 per system per month (125 systems). CVC 22425 specifies that revenues derived from the program shall first be used to recover program costs. LADOT's Fiscal Year (FY) 2025-26 budget allocation includes front-funding to help launch the pilot program. Staff costs, including 2 full time engineering and planning positions and multiple positions involved in processing and adjudicating citations are also eligible for cost recovery. LADOT anticipates full cost recovery for that front funding, staff costs and for future program year costs.

In advance of an executed contract, LADOT is currently working with the Bureau of Street Lighting (BSL) to prepare for the installation of the speed enforcement systems. This work involves identifying the precise, suitable poles within each of the 125 segments for system installation, and funding permitting fees for BSL staff support during installation and maintenance of equipment. LADOT is installing systems only at mid-block locations to best support the program's safety goals; this precludes the use of traffic signal poles. This collaboration will allow us to identify potential issues before onboarding a contractor. Potential issues may include the need to install new poles, replace substandard poles and restoration of power due to vandalism. Any issues identified may need BSL support to resolve before that particular system is operational.

Public Outreach

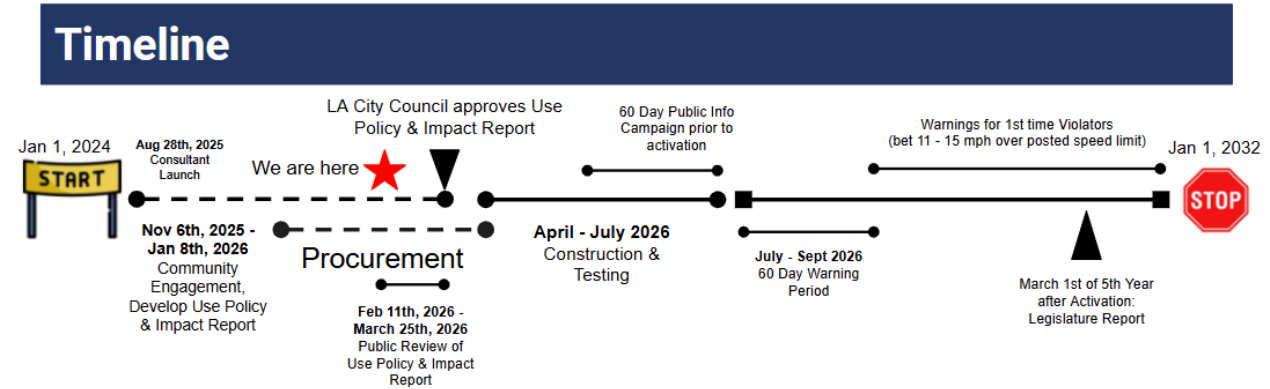
Pursuant to CVC 22425, each city must make the Speed Safety System Impact Report and Use Policy available for public review at least 30 calendar days prior to adoption by City Council. LADOT will work with each Council Office, Community Based Organizations, and other partners to ensure that communities are informed of the Use Policy, Impact Policy, and recommended locations, and can provide comment.

Once Council adopts the Impact Report and Use Policy and a contract with a vendor is established, LADOT and its consultant (TYLin) will launch a broad public information campaign. This public information campaign must be launched at least 30 days before the program begins enforcement; however, LADOT plans to run this public information campaign for 60 days due to the size and scope of the program. This will include a comprehensive media campaign that may include billboards, bus shelters, podcasts and radio announcements.

Updated Implementation Timeline

LADOT has finalized the selection of locations, stakeholder engagement and final drafts of the Use Policy and Impact report, which are all attached to this report. LADOT anticipates Council adoption in March 2026 after a minimum 30 days of public review.

LADOT recommends a piggyback contract mechanism for procurement, subject to approval by the City Attorney, and anticipates that a notice to proceed can be issued as early as April 2026. LADOT anticipates a three month process to install systems, followed by a 60 day warning period once systems are activated. This timeline enables the city of Los Angeles to conduct a full five year pilot program prior to the sunset of the legislation in January 2032. The updated program timeline is illustrated below.



FISCAL IMPACT

There is no anticipated impact to the General Fund from these recommendations. The task order agreement with TYLin to identify the locations and develop the Impact Report and Use Policy is funded by Measure M Local Return Fund for a total cost not to exceed \$500,000. Front funding for the speed enforcement program operator was appropriated in the FY26 budget with \$589,262 from the Measure R Local Return Fund and \$4,185,912 through the Measure M Local Return Fund. Additional front-funding for the speed system operator contract may need to be identified for FY26 or FY27 depending on final annual contract estimates; any funding needs will be included with the forthcoming request for speed safety operator contract approval. The legislation specifies that revenues derived from the program shall first be used to recover program costs, including the aforementioned contract costs, followed by traffic calming measures. LADOT will develop an expenditure plan for program cost recovery and an associated traffic-calming program as part of its annual budget cycle or, as necessary, during the mid-year Financial Status Report. LADOT anticipates full cost recovery in each operating year of the pilot program.

LRC:TC:cr

Attachments