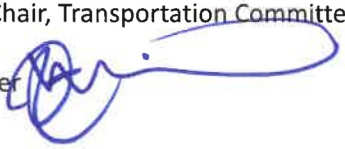


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: August 20, 2025

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) PROGRESS REPORT**

SUMMARY

In response to Council File (CF) 23-1168, this report provides a status update on the Los Angeles Department of Transportation's (LADOT) work plan to implement an Automated Speed Enforcement Program and describes LADOT's approach to addressing key elements required to launch the program, including a safe systems use policy, a safe systems impact report, the procurement process for a system vendor, and an anticipated timeline for implementation.

RECOMMENDATION

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

1. DIRECT LADOT to report back on options for procurement of a vendor to install and operate the Speed Safety System Pilot and expedite the launch of the pilot. These options must adhere to the requirements of Assembly Bill 645, including the timeline, for the pilot.
2. DIRECT LADOT to report back with the 200 locations identified by the consultant team and an engagement plan to finalize the list of 125 locations to install speed safety systems.

BACKGROUND

In January 2023, LADOT launched a Safety Study with Fehr and Peers (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 Citywide efforts to reduce traffic fatalities. Both reports identify speed safety cameras as a critical tool to further reduce traffic fatalities in the City. A joint report (CF 23-0600-S121) to Council prepared by LADOT and the CAO recommends funding for LADOT to hire a consultant to assist with the program framework, data collection, and analysis for the Speed Safety Use Policy and a Speed Safety System Impact Report.

In October 2023, Governor Newsom signed Assembly Bill (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 legislatively extended. A final evaluation report is required on or before March 1st of the fifth year of the pilot.

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

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 in the City of Los Angeles.

In April 2024, Council adopted LADOT's proposed work plan to comply with AB 645. Since this time LADOT has met monthly with other cities involved in the AB645 pilot to discuss implementation, outreach, and policy concerns; reviewed RFPs and contracts from peer cities to evaluate procurement options; met with six potential vendors to understand feasibility, technical challenges, and their approach to meeting the requirements of AB 645. From this research base, LADOT developed a criteria for selecting system locations, described below, and drafted the scope of work for the Task Order Solicitation.

On June 3, 2025, LADOT released a Task Order Solicitation to the LADOT's Consultant bench to hire a consultant to assist with location selection and related community engagement, and to draft the Speed Safety Use Policy and a Speed Safety System Impact Report. Concurrently, LADOT is pursuing procurement options to implement the program once those elements are complete. Proposals were received on July 8, 2025, a selection was made in August 2025, and LADOT anticipates issuing a Notice to Proceed (NTP) no later than September 2025.

DISCUSSION

In 2024, 304 people were killed in car crashes in Los Angeles. While this represents a decrease in traffic fatalities from the year prior, the trend remains tragic and unacceptable. In an effort to reverse this trend, LADOT remains committed to implementing a comprehensive safe systems approach that applies all available tools to minimize risk in the transportation network. As documented in the Fehr and Peers Safety Study and noted in the previous update on the Speed Safety System Pilot, where LADOT made safety improvements to date, we see a documented reduction in high-end speeding, a reduction in average speeds, and a reduction in 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 Automated Speed Enforcement studies show reductions in speed ranging from 31% to 82% and reductions in fatal crashes ranging from 53% to 71%.

AB 645 outlined many specific conditions under which a city can implement its speed safety system pilot program. The new 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 repeated speed demonstrations. The law requires specific community engagement and public disclosure, including a formally adopted Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the pilot program, as well as a public information campaign to be launched at least 30 days before implementation of the pilot program.

In order to launch a speed safety camera pilot consistent with these requirements, LADOT issued a Task Order Solicitation (TOS) to assist with location selection and related community engagement, and to draft the Speed Safety Use Policy and a Speed Safety System Impact Report. Concurrently, LADOT is pursuing procurement options to implement the program once those elements are complete.

Task Order Solicitation

LADOT identified a consultant in August 2025, and expects to issue the NTP by September 2025. Once the project launches, the consultant will apply specific location criteria and analyze City data to identify priority locations for installation of Speed Safety Systems. This analysis will be data-driven, guided by the legal requirements in AB 645, and will take into account existing equity and safety datasets. In addition, the consultant will draft, ensuring legally required engagement, a Speed Safety System Impact Report, and a Speed Safety System Use Policy. The full scope of work included in LADOT's Speed Safety Camera Pilot TOS is included in Attachment A, and described below.

Location Selection

AB645 authorizes the City to deploy speed safety cameras at 125 locations. LADOT developed location selection criteria that considers the parameters outlined in AB 645, anticipated effectiveness of planned systems to reduce the severity and number of collisions, and the equity provisions outlined both in the bill and City's mobility goals.

Speed safety camera deployment is further limited to locations on Safety Corridors defined by LADOT's 2024 Speed Study, in school zones as defined by the California Vehicle Code, and locations with documented street racing complaints. To comply with these requirements, LADOT will select locations using the 2024 Priority Safety Corridors identified in the Fehr and Peers Safety Study and outlined in CF 23-0600-S121, the school safety prioritization outlined in [CF 23-0306](#), and the top fifty street racing corridors as identified by LAPD in [CF 22-1019](#). Using these resources, the consultant will apply additional criteria meant to identify 200 specific locations with the greatest potential for safety improvements. This additional criteria includes:

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

The consultant will use this criteria to identify 200 priority locations for consideration and community engagement. These locations will then be presented to community stakeholders to finalize the list of 125 locations, and analyzed to ensure that no more than 50% of the final locations are in the top quintile of the city's health and equity index.

Community Engagement

AB645 requires the City to engage in meaningful community engagement regarding selection of locations, drafting of the Impact Report and Use Policy, and in the period prior to the launch of the system. It further requires the City to consult and work collaboratively with relevant local stakeholder organizations in developing the Speed Safety Use Policy and Impact Report. Once completed the draft

documents must be posted for public comment for at least 30 days prior to adoption by City Council. Finally, the bill requires the City to engage in a public information campaign at least 30 days before implementation of the program.

LADOT will work with its consultant to identify appropriate stakeholders and engage in several public meetings. The consultant will deliver an engagement plan, including stakeholder groups identified and plans for in person or hybrid meetings as appropriate. This outreach is planned to take place in October and November of 2025.

Once this outreach is complete, draft versions of the Speed Safety System Impact Report and Use Policy will be drafted and will be posted to the city council file system and the LADOT website. Public feedback will be taken into consideration and there is the potential to change language or final locations based on this outreach.

Once the Impact Report and Use Policy are adopted, but at least 30 days prior to the launch of the system, LADOT and its consultant will launch a public information campaign that includes updates to the website, social media, flyers, and direct email. The consultant will also assist with a media campaign which will include media buys for markets including, but not limited to billboards, bus shelters, podcasts and radio. LADOT and the consultant have budgeted a minimum of \$100,000 in the TOS for these media buys.

Speed Safety System Impact & Use Policy Reports

AB 645 requires all pilot cities to approve a Speed Safety System Impact Report prior to implementing a program. This report must include the following key items:

- Assessment of the potential impact of the speed safety system on civil liberties and civil rights and any plans to safeguard those public rights.
- Description of the speed safety system and how it works.
- Fiscal costs for the speed safety system, including program establishment costs, ongoing costs, and program funding.
- Locations, including the address, where the systems will be deployed.
- Traffic data, including vehicle count and existing speeds at these locations.
- Proposed purpose of the speed safety system.

AB 645 also requires all pilot cities to adopt a Speed Safety System Use Policy prior to entering into an agreement regarding a speed safety system or implementing a program. This Speed Safety System Use Policy shall identify:

- 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 and the individuals; who can access or use the collected information;
- The rules and processes related to the access, transfer, and use or use of the information ; and

- 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.

In addition to identifying the priority locations for camera installation and conducting the necessary engagement to finalize locations for implementation, the TOS scope includes developing these reports in consultation with stakeholder organizations, including racial equity, privacy protection, and economic justice groups. The Impact Report, which requires a 30-day public comment period, is expected to be completed by January 2026 then provided to City Council for consideration and adoption.

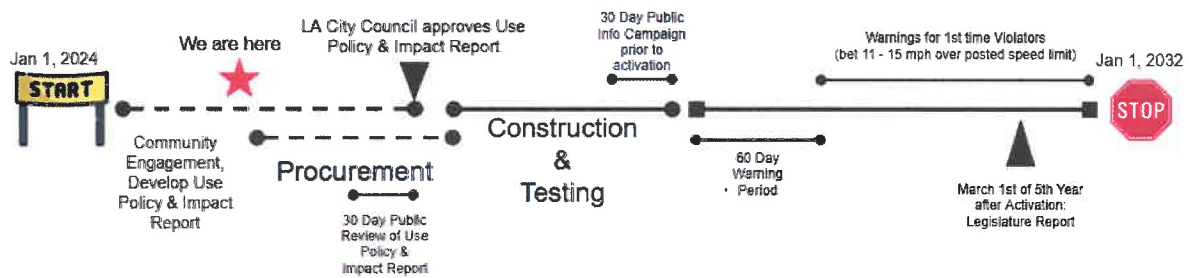
Procurement Process for Speed Safety System Contract

In order to implement the program, LADOT will also need to procure a Speed System Operator. LADOT continues to coordinate with the City Attorney's office to evaluate all procurement options, including issuing a Request for Proposal (RFP) or piggybacking on a contract that has already been processed by another of the AB 645 pilot cities. A "piggyback" would allow the City of Los Angeles to adopt a contract that has been competitively bid and adopted by another agency in California authorized to participate in AB 645. This could provide a significantly faster procurement process without sacrificing on needed service or price.

The San Francisco Metropolitan Transportation Authority (SFMTA) and Oakland have released RFPs to procure speed safety camera operations. SFMTA awarded a contract in September 2024, and Oakland approved the selection of an operator in June 2025 and is finalizing their contract. LADOT is reviewing these RFPs and contracts for suitability for a piggyback in order to expedite the procurement process. In the coming weeks, LADOT will assess the procurement options available and determine the best path forward, while prioritizing a procurement process that adheres to the AB 645 timeline and is most fiscally responsible for the City.

Updated Implementation Timeline

The chart below identifies the multiple elements required to begin the five-year pilot program for the Speed Safety System and identifies which elements can be pursued in parallel and what steps are dependent on others. In the previous report, LADOT anticipated activation of the first Speed Safety System between May 2025 and May 2026. This timeline is now updated to anticipate activation by the end of calendar year 2026. If it is determined that a piggyback on another municipality's contract is not viable, this timeline would be further impacted due to the time required to engage in a full Request For Proposals (RFP).



LADOT anticipates finalizing the selection of locations, stakeholder engagement, and final drafts of the Use Policy and Impact Report by the end of January 2026. These final reports, expected to be scheduled for Council adoption in February 2026, must be posted for public comment for 30 days before being presented to Council for adoption.

Pursuit of a contract with an operator to implement the system will continue in parallel with this process. LADOT anticipates recommending a procurement method by late fall of 2025 and presenting a timeline for activation of the first systems at this time. Once a Notice to Proceed is given to a selected operator, LADOT anticipates a three-month process to install systems, followed by a 60-day warning period once systems are activated, before citations are issued.

In order for LADOT to administer the Speed Safety System Pilot, an ordinance to amend the LAMC must be adopted by the City Council to address the vehicle code changes. This ordinance would authorize LADOT to issue citations, adopt a fine schedule, collect revenue, adjudicate contested citations, and implement a fine diversion program for indigent violation recipients (as required by AB 645.) In order to meet these needs, LADOT requests that the City Council direct the Office of the City Attorney to update the LAMC to address provisions of AB 645 and the updated CVC for this program.

FISCAL IMPACT

There is no impact to the General Fund. The task order agreement to deliver the locations, Impact Report, and Use Policy will be provided through the Measure M Local Return Fund for a total cost not to exceed \$500,000.

Attachments

LRC:TC:ctr

[Final Speed Safety TOS 6-3-25.pdf](#)