

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: July 31, 2026

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

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

Subject: **SPEED SAFETY SYSTEM PILOT PROGRAM - RECOMMENDED SPECIAL FUND ORDINANCE CHANGES (CF 26-0600-S100)**

SUMMARY

As directed by Council File (CF) 26-0600-S100, and in Recommendation #78 of the Chief Legislative Analyst's Fiscal Year 2026-27 Budget Special Studies (CF 26-0600-S21), this report summarizes the Department of Transportation's (LADOT) recommendations to the Transportation Committee and the Budget and Finance Committee on a holding account within a special fund for the Automated Speed Enforcement Program.

RECOMMENDATIONS

That the City Council instruct the City Attorney to AMEND Ordinance No. 92382 under Los Angeles Administrative Code Section 5.131 governing the Traffic Safety Fund as follows:

- 1) Authorize the deposit of automated traffic and speed safety enforcement system penalties, fines, fees, and associated revenues, including the Automated Speed Enforcement Program citation revenues;
- 2) Codify the uses of the Automated Speed Enforcement Program revenues consistent with the AB 645 legislation; and,
- 3) Designate the Department of Transportation (LADOT) as the fund administrator of the Traffic Safety Fund.

BACKGROUND

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 March 2026, Council adopted LADOT's Speed Safety System Impact Report and Speed Safety System Use Policy, and approved the recommended 125 locations (CF 23-1168). In June 2026, Council authorized

LADOT to enter into an agreement with American Traffic Solution, Inc., dba Verra Mobility for the operation and management of the Automated Speed Safety Camera System (CF 26-0707). The program is scheduled to launch with a 60 day warning period in the fall, with citation revenue collection to begin thereafter.

During its consideration of the 2026-27 Proposed Budget, the Budget and Finance Committee instructed LADOT to report on the creation of a holding account within a special fund for the speed safety system pilot program.

DISCUSSION

Speed safety systems, also known as automated speed enforcement, use speed measurement devices to detect speeding above a posted speed limit, capture license plate information, and send a notification or citation to the vehicle owner by mail. Cities across the country currently use speed safety cameras to enforce legal speed limits, which have proven to reduce speeding by as much as 82 percent, and fatal crashes by as much as 70 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.

Speed safety system pilots will issue civil violation citations for going 11 miles per hour (mph) or more over the posted speed limit. The schedule of fines for speeding violations issued in the pilot program is as follows:

- Fifty dollars (\$50) for driving at a speed of 11 to 15 miles per hour over the posted speed limit;
- One hundred dollars (\$100) for driving at a speed of 16 to 25 miles per hour over the posted speed limit;
- Two hundred dollars (\$200) for driving at a speed of 26 miles per hour over the posted speed limit, unless speed is 100 miles per hour or more; and,
- Five hundred dollars (\$500) for driving at a speed of 100 miles per hour or more.

Installation of the speed safety camera systems will be phased for up to 125 locations, with all 125 cameras in the “warning live” phase no later than January 2027. The “warning live” phase is the first 60 days after a system is installed and put into operation where the system will issue only warnings. Citation issuance with collectible revenue could begin on or after October 31, 2026.

Revenue Monitoring and Reporting

Pursuant to AB 645, revenues from the speed safety system pilot program must first be used to recover capital and operating program costs (including equipment, operations, adjudication, reporting, and required traffic-calming measures). Any excess revenue may only be reinvested in traffic-calming and

street-safety improvements (i.e. speed humps, raised crosswalks, curb extensions, protected crossings, and related pedestrian and bicycle safety projects, etc.) near where violations occur and within three years. Failure to expend the excess revenues within the three years would result in the funds reverting to the State's Active Transportation Program to be allocated by the California Transportation Commission. The legislation also dictates that revenue cannot be used to backfill General Fund obligations or to reduce baseline traffic-safety funding.

After discussions with the Offices of the City Administrative Officer, Controller, and City Attorney, LADOT recommends the use of the existing Traffic Safety Fund to receive speed safety system revenues and to subsequently program all program-related expenditures as part of the City's annual budget process. City Attorney review and Council approval is required to adopt an ordinance that amends the Los Angeles Administrative Code (LAAC) Article 3, Traffic Safety Fund which governs the existing Traffic Safety Fund, to authorize the deposit of speed safety system revenues and specify its uses. Current limitations in LAAC Section 5.131 (LAAC 5.131) restrict deposits into the Traffic Safety Fund to revenues from misdemeanor violations of the California Vehicle Code involving arrests. The Traffic Safety Fund revenue is currently used to partially fund the City's Crossing Guard Program. An amending ordinance to LACC Article 3 is required to authorize deposits of revenues from the pilot program and codify the uses of these funds consistent with AB 645 requirements. LADOT recommends that the amended ordinance also include a section codifying the general uses of the speed safety system pilot program revenues that is consistent with the statutory language of AB 645, sections 22425 and 22426, as described above (and attached).

For effective revenue monitoring and reporting readiness, the Controller's Office has recommended the establishment of a new Revenue Source Code (RSRC 4803) under vehicle code fines. This new code will specifically accommodate "camera-based citations" or "automated enforcement penalties" to clearly distinguish them from Parking Fines and Municipal Court Fines. This new revenue source can be prepared and implemented within existing departmental authorities. In order to appropriately monitor program revenues and expenditures, LADOT also requests that any amending ordinance to the Traffic Safety Fund include the transfer of fund administration to the Department of Transportation.

The Mayor and Council may adopt additional speed safety system pilot program-specific policies and provisions as part of the annual budget process and/or separate implementation report. At this time, the Department recommends that any such program-specific policies and provisions be approved separately from the Traffic Safety Fund ordinance amendments in this report.

FISCAL IMPACT STATEMENT

There is no impact to the General Fund. This report's recommendations would establish the Traffic Safety Fund as the appropriate special fund for the speed safety system pilot program. California AB 645 requires that speed safety system pilot program revenues be utilized for program cost recovery first, followed by traffic-calming and street-safety improvements.

LRC:KM:rc

Attachment