

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee**

**March 11, 2022**

**Agenda Item 2d**

**Assembly Bill 2336 (Friedman): Pilot Program to Test and Deploy Speed Safety Cameras**

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**Subject:**

Revised version of legislation MTC supported in 2021 (Assembly Bill 550 (Chiu)) to create a five-year pilot program for cities to use speed cameras, under specific circumstances.

Modifications include equity-driven restrictions related to fines and requirements that cities work with advocacy groups representing disadvantaged communities on the placement of cameras.

**Overview:**

Assembly Bill (AB) 2336, jointly authored by Assemblymembers Friedman and Ting, would authorize Speed Safety Camera pilot projects until January 1, 2028 in the cities of Oakland, San Jose, the City and County of San Francisco, Los Angeles and two unspecified cities. The bill limits speed safety systems to the following locations:

- Safety corridors (those roadways designated by the local jurisdictions that have the highest number of serious injuries and fatalities), pursuant to AB 43 (Friedman, 2021).
- Streets where local authorities have determined there are a high number of speed contests
- School zones.

The bill caps at 15 percent the share of a jurisdiction's streets where speed safety systems may be operational and provides further limits on the number of systems that may be deployed in a given locality depending on its population.

**Recommendation:**

Support

**Discussion:**

AB 2336 is very similar to AB 550, which MTC and ABAG supported last year but which did not advance, despite unanimous support in the Assembly Transportation Committee, due to being held in the Appropriations Committee. As noted in our memo on AB 550 last year, in a 2017 study, the National Transportation Safety Board found that speed safety cameras resulted in reduced speeding and the likelihood that a crash involved a severe injury or fatality and

recommended all states remove barriers to their use. According to The National Highway Traffic Safety Administration, a person struck by a vehicle going 20 miles per hour (mph) has a 5 percent chance of dying. That number goes up to 40% for vehicles going 30 mph, and 80% for vehicles going 40 mph. An international study cited by the Insurance Institute for Highway Safety (IIHS) found that the presence of automated speed enforcement reduced the share of vehicles traveling above the speed limit from 14-65 percent and reduced the risk of crashes resulting in injury or fatality from 11-44 percent. Speed safety cameras are currently in use in 150 communities across 16 different states, but still not allowed in California despite their proven track record of saving lives.

### **Privacy Protections Incorporated into Legislation**

Any enforcement policy that involves cameras should have privacy protections built into it. Under AB 2336, information collected under the program is restricted to being used only to administer the program itself. Additionally, a local jurisdiction participating in the pilot program must adopt a Speed Safety System Use Policy that clearly details the uses that are authorized and those that are prohibited and requires adoption of guidelines to ensure adherence to confidentiality requirements. The bill also prohibits the use of facial recognition technology.

### **Use of Violation Revenue**

The bill requires that revenue generated from tickets issued as a result of the speed safety cameras be used to administer the program and pay for traffic calming measures. Cities are prohibited from using the revenue to backfill existing expenditures on traffic calming measures, and if the city does not spend the money on engineering solutions within three years, the remaining revenue must be sent to the state for the Active Transportation Program to give other cities a change to build projects to enhance pedestrian and cyclist safety.

### **Equity Considerations**

The bill requires that cities in the pilot program approve a Speed Safety System Impact Report prior to implementing the program to examine various impacts and include locations where the system may be deployed, with further analysis required for any locations in predominantly low-income neighborhoods. The bill requires the city to engage with stakeholder organizations including racial equity, privacy protection and economic justice groups, in development of the

Impact Report. Lastly, like AB 550, the bill requires that cities participating in the program offer a “diversion program” whereby fines can be paid via a payment plan, the option to enroll in community service in lieu of payment and the establishment of reduced fines and penalties for low-income individuals.

**Conclusion**

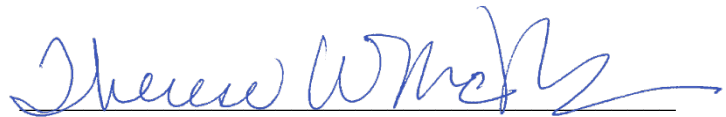
Consistent with our 2022 Advocacy Program and Plan Bay Area 2050’s goal to advance Regional Vision Zero Policy, staff recommends a support position on AB 2336.

**Known Positions:**

No known positions.

**Attachments:**

- None



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