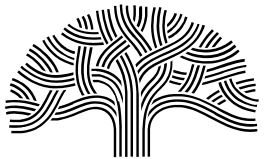


Automated Speed Safety Cameras Contract Award & Next Steps

Craig Raphael – Project Manager
Department of Transportation (OakDOT)
June 10, 2025



**CITY OF
OAKLAND**



AB 645: Speed Safety Pilot Authorization

- Authorizes local departments of transportation (not police departments) in six cities to establish a 5-year speed safety program (Oakland, SF, LA, San Jose, Glendale, Long Beach)
- The number of cameras is limited based on the city's population: Oakland gets 18 camera systems
- Any funding generated from citations beyond cost of program operations must be reinvested into traffic calming and spent within 3 years of collection
- Specific criteria for how to choose camera locations (high-injury network)

AB 645 Establishes:	
Speed Penalties	11-15 MPH over: \$50 16-25 MPH over: \$100 26+ MPH over: \$200
Type of penalty	Civil penalty (not moving violation)
Penalty Issued to	Owner of vehicle (not driver)
Warning period	First 60 days: no-fee warnings

Speed Safety Cameras Save Lives

Speed Reductions

Portland, OR

94%

Decrease in cars going >10MPH
over speed limit*

Washington DC

82%

Decrease in cars going >10MPH
over speed limit**

Montgomery County, MD

64%

Decrease in cars going >10MPH
over speed limit***

Injury Reductions

Edmonton, AB (Canada)

20%

Decrease in fatal and severe injury
crashes***

New York City

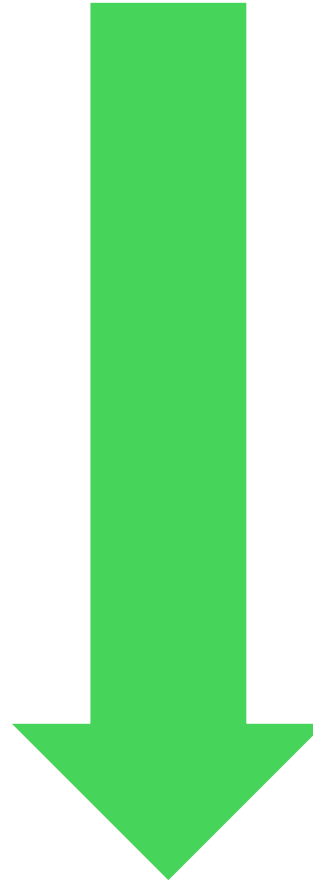
17%

Reduction in total injuries**

Chicago, IL

15%

Decrease in fatal and severe injury
crashes*



*PDOT study. Defined as 11 mph or more over the speed limit based on four corridors where PBOT had speed safety cameras installed. See https://www.portland.gov/transportation/news/2023/10/5/pbot-begins-installing-new-safety-cameras-across-portland-milestone?utm_medium=email&utm_source=govdelivery

**Transportation Research Board. As observed at seven sites selected randomly from 60 targeted enforcement zones in Washington DC. See <https://journals.sagepub.com/doi/abs/10.3141/1830-05?journalCode=trra>

***Hu, W., & McCartt, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 17(sup1), 53–58.

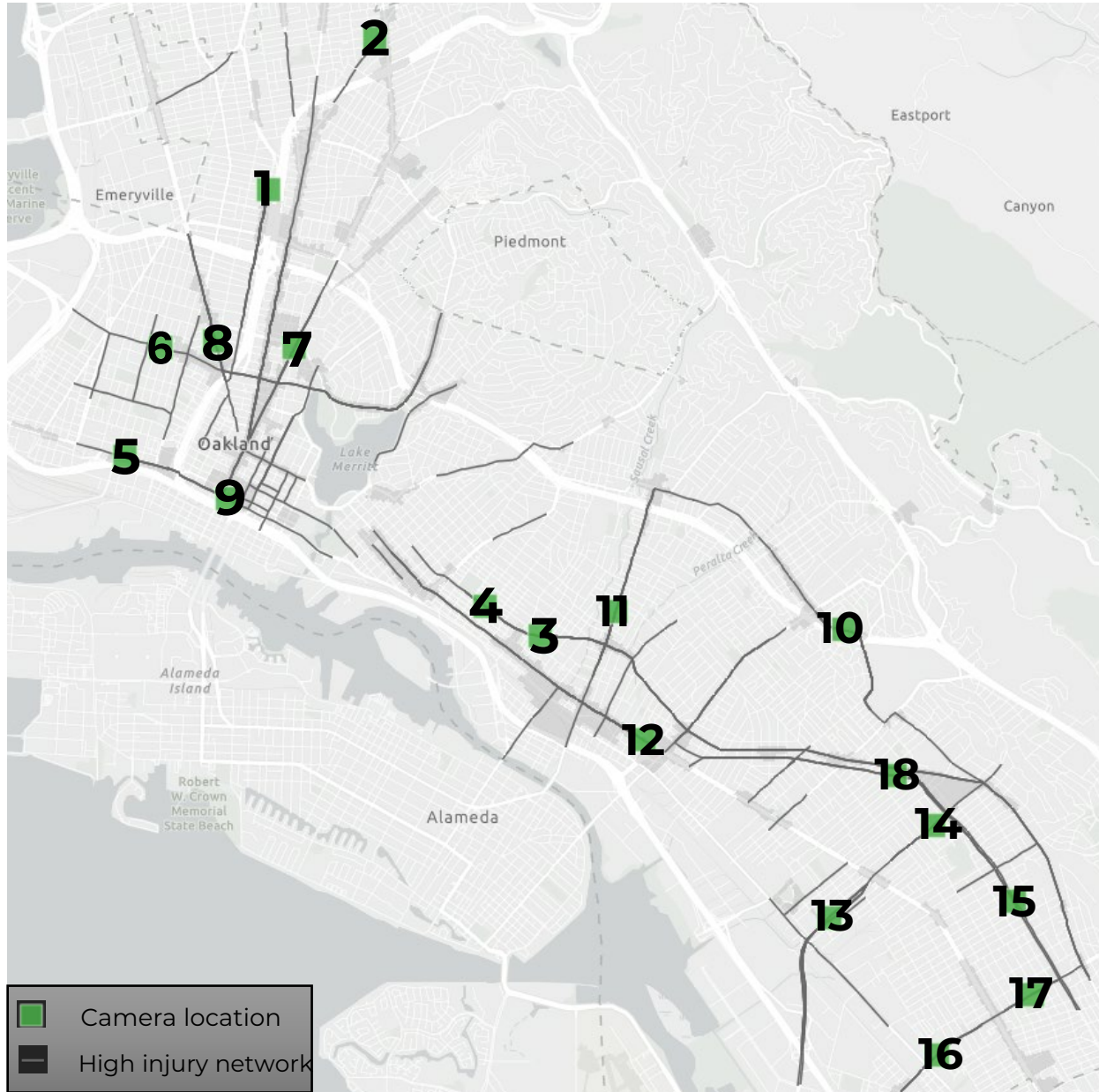
<https://doi.org/10.1080/15389588.2016.1189076>

*UIC Chicago. Translated into 36 fewer fatal and severe-injury crashes, 68 fewer moderate injury crashes, and 100 fewer minor-injury crashes over a two-year period. See https://www.chicago.gov/content/dam/city/depts/cdot/Red%20Light%20Cameras/2022/Sutton+Tilahun_Chicago-Camera-Ticket_Exec%20Summary-Final-Jan10.pdf

**USDOT, ITS Joint Program Office. See <https://www.itskrs.its.dot.gov/2021-b01580>

***Li, R., El-Basyouny, K., & Kim, A. (2015). Before-and-After Empirical Bayes Evaluation of Automated Mobile Speed Enforcement on Urban Arterial Roads. *Transportation Research Record*, 2516(1), 44–52. <https://doi-org.libproxy.berkeley.edu/10.3141/2516-07>

Speed Safety Camera Locations



1	MLK Jr. Way	Between 42nd and 43rd
2	Claremont Avenue	Between Hillegass Avenue and College Avenue
3	Foothill Blvd	Between Irving and 24th
4	Foothill Blvd.	Between 19th and 20th
5	7th St.	Between Adeline St and Linden St
6	West Grand	Between Chestnut and Linden
7	Broadway	Between 26th and 27th St
8	San Pablo Avenue	Between Athens and Sycamore
9	7th St.	Between Broadway and Franklin Streets
10	MacArthur Blvd.	Between Green Acre Road and Enos Ave
11	Fruitvale Avenue	Between Galindo Street and Logan Street
12	International	Between 40th and 41st
13	Hegenberger Road	Between Spencer and Hawley
14	73rd Avenue	Between Fresno and Krause
15	Bancroft Ave	Between 86th Ave and Auseon Ave
16	98th Avenue	Between Blake Drive and Gould Street
17	98th Avenue	Between Cherry and Birch
18	Bancroft Ave	Between 65th and 66th

Request for Proposals (RFP) & Evaluation Process

- RFP released on 12/24/24 and closed on 2/21/25 seeking proposals for:
 - Speed Safety Cameras
 - Parking Citation & Management System
 - Related Solutions and Services
- Availability analysis conducted by the Department of Workforce and Employment Standards (DWES) set local business enterprise/small local business enterprise (LBE/SLBE) participation to 0% since there are no local firms that currently operate these highly specialized systems.
- Two bids received for speed cameras:
 - Verra Mobility: \$4,860,000 for a five-year operation period (six-year contract term), or \$4,500 per camera per month of operation
 - Elovate: \$8,975,412 for a five-year operation period (six-year contract term), or \$8,311 per camera per month of operation

Recommend Award to Verra Mobility

- After evaluating bids based on criteria outlined in the RFP including experience, technical specifications, oral/solution demonstration (interviews), and cost, staff are recommending **Verra Mobility** for the speed camera contract for \$4,860,000 for a five-year operations period.
- Verra operates more than 18,000 speed cameras globally, including in Washington DC and New York City. They are also the only entity currently operating speed cameras under AB 645 in San Francisco.
- Verra is teaming up with two local subcontractors:
 - Urban Design Consulting Engineers, an Oakland-based registered micro-LBE with 20 years of experience, to prepare and complete design plans and drawings
 - Marinship Development LLC, an African American owned LBE and MBE with offices in Oakland and San Francisco, to perform electrical and civil installation works for photo enforcement, mounting equipment, preventative maintenance, system service, and event response

Resolution 82727 C.M.S. – Arizona Boycott Policy

- Verra is headquartered in Arizona, which gives rise to the City's Arizona Boycott Policy, Resolution 82727 C.M.S., passed in 2010 in opposition to Arizona's State Bill 1070.
 - “City Departments...to the **extent practicable**, and in instances where this is **no significant additional cost to the City** or conflict with the law, to refrain from entering into any new or amended contracts...from any company that is headquartered in Arizona.”
- Given the cost of selecting the other vendor - \$4.1M in additional funds which would otherwise fund transportation safety projects - as well as the highly specialized nature of this procurement, staff recommend moving forward with contract award
 - Requesting a title change to the Resolution considering City Attorney guidance to strike reference to a waiver since there is no formal waiver process included in Resolution 82727 C.M.S.

Adopting the Speed Camera Impact Report

State Law Specification	OakDOT Draft Impact Report
What is the purpose of the system?	To enforce speed limits 24/7 at 18 locations to slow vehicle speeds
How does the system work?	Fixed camera system with radar to detect speeding violations, mailed notices of violation with messaging and fines
How much will this cost, and where is the money coming from?	\$700,000 in Measure BB funds and a \$2M grant from the Alameda County Transportation Commission are funding program startup
How will this program affect civil rights, and how will those rights be safeguarded?	Minimal (or positive) impacts to civil rights: <ul style="list-style-type: none">• Unbiased enforcement reduces exposure to discrimination; focus on license plate number minimizes the collection of personally identifiable information

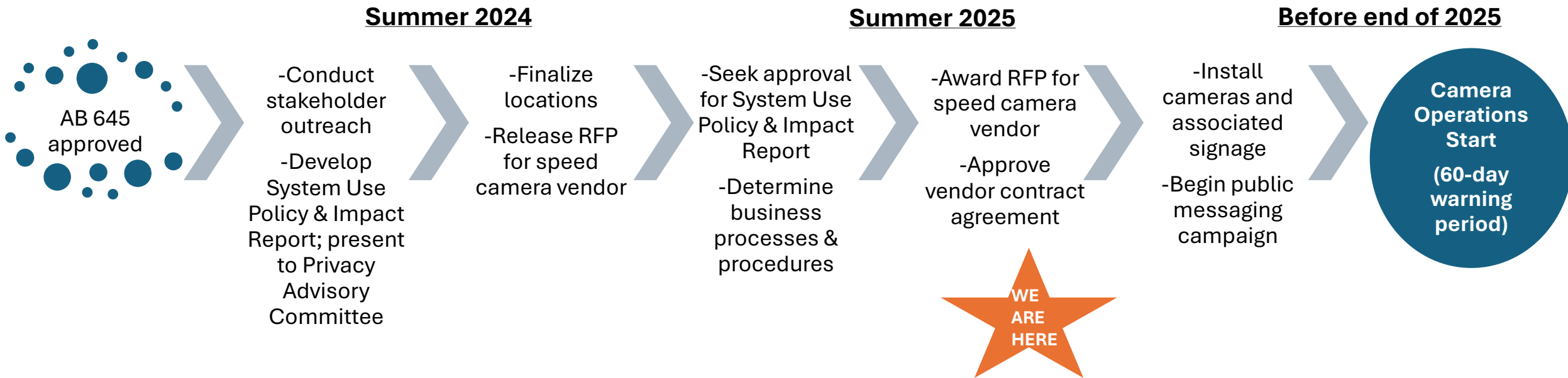


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Adopting the System Use Policy

State Law Specification	OakDOT Draft System Use Policy
What data is collected?	Rear license plate images for speeding vehicles only. No video or facial recognition allowed.
Who can access the data?	Individuals in authorized City of Oakland job classifications and those employed by the camera vendor (only on a need-to-know basis)
Who is the data shared with?	No one outside of OakDOT (without a court order)
Where is the data stored?	Locally & on SAAS platform
How will data be kept secure?	Logging access to ASE system data, requiring logins with MFA
How long will the data be retained?	Up to 120 days to comply with AB 645 requirements

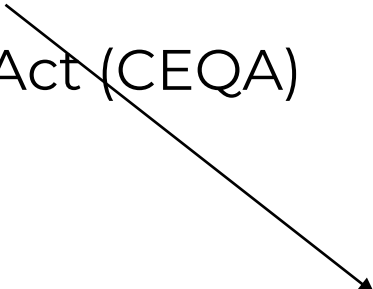
Timeline and Next Steps



Proposed Council Action

Adopt A Resolution Authorizing The City Administrator To:

- Enter Into A Professional Services Agreement With Verra Mobility To Implement And Operate A Speed Safety Camera System Under Assembly Bill 645 For A Six-Year Term Supporting Five Years Of Camera Operations In An Amount Not To Exceed Four Million, Eight-Hundred Sixty-Five Thousand Dollars (\$4,865,000);
- Adopt The Speed Camera Use Policy And Impact Report;
- ~~Waiving The Arizona Boycott Policy, Resolution 82727 C.M.S.;~~
- And Adopting Appropriate California Environmental Quality Act (CEQA) Findings



Propose striking this language based on guidance from City Attorney. Justification for contract award remains the same.

THANK YOU! For updates, please visit:

[OAKLANDCA.GOV/speedcameras](https://oaklandca.gov/speedcameras)

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