

- 6) Requires automated forward facing parking control devices to be angled and focused so as to capture video images of parking violations and not unnecessarily capture identifying images of other drivers, vehicles, and pedestrians. (VEH 40240)
- 7) Requires that prior to issuing notices of parking violations in transit-only lanes using bus-mounted video equipment, the City and County of San Francisco and Alameda-Contra Costa Transit District commence a program to issue only warning notices for 60 days and make a public announcement of the program at least 60 days prior to commencement of issuing notices of parking violations. (VEH 40240)
- 8) Defines a “transit-only traffic lane” to mean any designated transit-only lane on which use is restricted to mass transit vehicles, or other designated vehicles including taxis and vanpools, during posted times. (VEH 40240)
- 9) Provides that notice of a parking violation must contain certain information, including information stating that unless the parking penalty is paid or contested within 21 calendar days from the issuance of a citation, or 14 calendar days from the mailing of the violation, as specified, the renewal of the vehicle registration shall be contingent upon compliance with the notice. (VEH 40207)

This bill:

- 1) Extends a previously authorized pilot program that allows transit agencies to enforce parking violations in transit-only lanes and at transit stops using video images until 2034.
- 2) Requires a public transit operator to issue warning notices when it uses video images for enforcement of a violation that it has not previously used video imaging to enforce, specifically for parking in transit-only lanes and at transit stops
- 3) Prohibits the video image records from using biometric identifying technology, including facial recognition technology that identifies specific individuals.
- 4) Prohibits video image records from being used or accessed for general law enforcement purposes or by federal authorities without a court order from a federal or California court of competent jurisdiction.
- 5) Requires that any images of other drivers, nonrelevant vehicle license plates, or pedestrians unnecessarily captured be blurred.

- 6) Prohibits new video imaging programs from being implemented by public transit operators on or after January 1, 2032.
- 7) Specifies that transit operators' evaluation reports must include the precise data and methodology used to draw the conclusions contained in the evaluation reports of their video imaging of parking violations programs.

COMMENTS:

- 1) *Purpose of the bill.* According to the author, "I introduced AB 1837 because Californians deserve a transit system that actually moves. We know this technology works. In San Francisco, these cameras cut transit delays by 20%. Now, agencies like LA Metro in my district are seeing those same benefits. If we let this authority expire, our transit lanes will clog back up. It is essential for our buses to move efficiently and safely throughout our cities, and AB 1837 ensures we can keep doing just that."
- 2) *Parked cars obstruct transit-only lanes and transit stops.* Unauthorized parking in bus stops and transit-only lanes can impair the safety, accessibility, and reliability of public transit service. When vehicles park in designated bus stops, bus operators are often unable to safely pull up to the curb, forcing passengers to board in the street and away from the designated stop area. This creates safety risks for riders and may present an insurmountable barrier for individuals with disabilities, mobility limitations, or older adults who depend on curb-level access. Obstructed bus stops can also delay service and reduce the overall efficiency of transit operations.

Similarly, unauthorized parking in transit-only lanes undermines the purpose and effectiveness of those lanes. According to the UCLA Institute of Transportation Studies report *Best Practices in Implementing Tactical Transit Lanes*, "without enforcement, transit-only lanes break down." The report notes that even a single parked vehicle can disrupt lane operations, forcing buses to maneuver into mixed traffic and diminishing the reliability and travel-time benefits that transit-only lanes are designed to provide. Where violations occur frequently, bus operators may avoid using the lanes altogether, defeating their intended purpose.

While these findings demonstrate the importance of effective enforcement, it remains unclear whether automated photo enforcement is the most effective solution. The UCLA report notes that photo enforcement programs, where authorized by law, typically rely on officers reviewing video footage captured by cameras mounted on transit vehicles before issuing citations. According to

the report, transit officials have raised concerns regarding the effectiveness of this approach. For example, a planner with the San Francisco Municipal Transportation Agency (SFMTA) indicated that the process is time-consuming, resource-intensive, and may have limited deterrent value because such programs are not widely known to the public. Similarly, staff at the Maryland Transit Administration considered photo enforcement but ultimately questioned its value due to the volume of data generated and concerns regarding image quality.¹

- 3) *History of camera enforcement in transit-only lanes and transit stops.* AB 101 (Ma, Chapter 377, Statutes of 2007) authorized SFMTA to equip transit buses with forward-facing parking control devices and to issue citations to vehicles blocking a bus in a transit-only lane. A report issued on the effectiveness of that program by SFMTA showed that during the pilot phase of the program, transit delays were reduced by as much as 20%.

In 2016, the Legislature passed SB 1051 (Hancock, Chapter 427), which authorized Alameda-Contra Costa (AC) Transit to use cameras on buses to enforce parking in transit-only lanes until January 1, 2022. Like SFMTA, AC Transit was required to provide the Legislature with a report on their program's implementation. Due to implementation delays, AC Transit began using the cameras in October of 2020. Unlike SFMTA, AC Transit did not have data to show a before-and-after effect, as AC Transit did not have transit-only lanes in operation prior to this program's implementation. AC Transit reports that on-time performance improved from 54% to 75% since the service began.

AB 917 (Bloom, Chapter 709, Statutes of 2021) opened the AC Transit pilot program to any transit agency statewide for five years. In the last five years, Los Angeles Metro (LA Metro), Sacramento Regional Transit Association (SacRT), and Santa Monica Department of Transportation (Big Blue Bus) have participated in the pilot program. Big Blue Bus did not begin the pilot until September 1, 2025, and does not plan on releasing a report until the one-year anniversary of the program.

- 4) *Review of the current programs.* Five jurisdictions currently use video imaging to enforce parking restrictions in transit-only lanes and transit stops. While not every program has been in operation long enough to provide substantive reporting, the available reports offer important insight for this Committee. Below is a summary of the programs that have recently released reports.

¹ Gahbauer, J., & Matute, J. (2019). Best Practices in Implementing Tactical Transit Lanes. *UCLA: Institute of Transportation Studies*. Retrieved from <https://escholarship.org/uc/item/1tj0974b>

AC Transit utilizes Hayden AI to provide automated bus lane and bus stop enforcement technology across the Tempo Bus Rapid Transit corridor to cite illegally parked vehicles at bus stops and in bus lanes. As of November 2024, a total of 33,281 “events” have been captured by the Hayden AI system and sent to the third-party vendor for review and processing. During the same period, \$356,400.00 in citation revenue has been collected. AC Transit has seen a three percent increase in on time performance since the launch of the automated bus lane and bus stop enforcement system. AC Transit reports that the agency has not received complaints regarding impacts on privacy as a result of this program.

In the summer of 2024, SacRT conducted a 70-day pilot program on two busy downtown routes to assess the impact of vehicles illegally parked in bus stops. During the pilot, buses detected 286 parking violations obstructing bus stops. The high volume of violations confirmed the need for a targeted enforcement program to ensure accessible and safe boarding for all passengers. SacRT launched its AB 917 bus stop parking enforcement program on December 19, 2024, beginning with the issuance of warnings for a two-month period, followed by citations with fines commencing on February 18, 2025. The systems are now installed on 100 buses. From the start of citation issuance through December 31, 2025, a total of 19,238 citations were issued for bus stop violations. Over time, enforcement has resulted in a significant reduction in violations, with citations declining by 44.76 percent between March and December 2025.

LA Metro launched its Bus Lane Enforcement Program in November 2024, beginning with the statutorily required warning period and public outreach campaign. The program enforces restrictions in both dedicated bus lanes and bus stop zones. Following a phased, line-by-line rollout, the program expanded to 100 buses equipped with specialized automated camera systems by May 2025. From February 2025, when citations carrying fines were first issued, through January 2026, the program issued 127,437 citations. Of those, 76,012 fines were paid, resulting in a collection rate of approximately 60 percent. The program appears to be having a positive effect on driver behavior. During the first year of enforcement, the number of citations issued per bus on the monitored routes declined by 33 percent, indicating increased compliance with bus lane and bus stop restrictions.

The City of Santa Monica implemented an AB 917 Automated Bus Lane Enforcement (ABLE) program, starting with a 60-day warning period on July 1, 2025. Ten buses were equipped with automated forward-facing cameras on Big Blue Bus, the City’s fixed route public transit service. While citations issued

have remained relatively steady during the existing few months of the program, there was a noticeable dip in the number of citations issued following the conclusion of the 60-day warning period when compared with the number of warnings issued for citable behavior during that 60-day period.

- 5) *AB 1837 extends the sunset, boosts guardrails.* AB 917 (Bloom, 2021) only granted statewide authority for transit agencies to use camera enforcement until 2027. In anticipation of the upcoming expiration, AB 1837 extends the sunset to 2034. Amendments in Assembly Privacy and Consumer Protection Committee strengthened privacy requirements for operators, including prohibiting biometric identifying technology, such as facial recognition technology that identifies specific individuals. Privacy protections within the bill additionally limit data sharing and mandate blurring of nonrelevant information, such as other drivers.

Lastly, this bill adds specificity to the existing program's reporting requirements in an effort to improve the quality of information provided to the Legislature. Transit operators' reports on their camera enforcement programs would need to include the precise data and methodology used to draw the conclusions contained in the evaluation report.

- 6) *Double referral.* This bill has been double referred to the Senate Privacy, Digital Technologies, and Consumer Protection Committee.

RELATED/PREVIOUS LEGISLATION:

AB 917 (Bloom, Chapter 709, Statutes of 2021) – Authorized all public transit operators to install automated forward-facing parking control devices on transit vehicles for the purposes of enforcing parking violations occurring in transit-only traffic lanes and at transit stops until January 1, 2027.

SB 1051 (Hancock, Chapter 427, Statutes of 2016) – Authorized a pilot program for video enforcement of parking violations in transit-only traffic lanes.

AB 1287 (Chiu, Chapter 485, Statutes of 2015) – Removed the sunset on the authority of San Francisco's pilot program for video enforcement of parking violations in transit-only traffic lanes.

AB 1041 (Ma, Chapter 325, Statutes of 2011) – Extended the sunset on the authority of San Francisco's pilot program for video enforcement of parking violations in transit-only traffic lanes to January 1, 2016.

AB 101 (Ma, Chapter 377, Statutes of 2007) – Authorized San Francisco to establish a pilot program for video enforcement of parking violations in transit-only traffic lanes which expired January 1, 2012.

FISCAL EFFECT: Appropriation: No Fiscal Com.: No Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 17, 2026.)

SUPPORT:

Active San Gabriel Valley
Alameda County Transportation Commission
Alameda-contra Costa Transit District (AC Transit)
Bike East Bay
California City Transportation Initiative (CACTI)
California Public Parking Association
California Transit Association
California Yimby
Circulate Planning & Policy
City and County of San Francisco
Los Angeles County Metropolitan Transportation Authority
Metropolitan Transportation Commission
Monterey-Salinas Transit District
Move LA
Napa County Transportation and Planning Agency/napa Valley Transportation Authority
Oakland; City of
Sacramento Area Bicycle Advocates
Sacramento Regional Transit District
San Diego County Bicycle Coalition
San Francisco Bicycle Coalition
San Francisco Municipal Transportation Agency (SFMTA)
San Mateo County Transit District (SAMTRANS)
Santa Monica Department of Transportation
Seamless Bay Area
South Pas Active Streets
Streets for All
Sunline Transit Agency
West Hollywood; City of

OPPOSITION:

None received.

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