

SENATE PRIVACY, DIGITAL TECHNOLOGIES, AND CONSUMER PROTECTION COMMITTEE
Senator Christopher Cabaldon, Chair
2025-2026 Regular Session

AB 1837 (Mark González)
Version: April 23, 2026
Hearing Date: June 29, 2026
Fiscal: No
Urgency: No
BD

SUBJECT

Video imaging of parking violations

DIGEST

This bill extends the sunset date for camera enforcement for parking violations in transit-only lanes and transit stops to January 1, 2034.

EXECUTIVE SUMMARY

To this point, California has taken an incremental approach to phasing in automated enforcement of certain laws. In 1994, the Legislature authorized automated rail crossing enforcement systems, recognizing the potentially fatal consequences of the relevant violations. Over the years that followed, California has passed laws authorizing red-light cameras, automated speed enforcement, cameras on street sweeping vehicles, and automated enforcement of parking violations. One of these programs relates to camera enforcement for parking violations in transit-only lanes and transit stops. In addition to enabling automated enforcement, the pilot included certain privacy protections and required reports to the Legislature on privacy impacts, among other requirements. The authorization for such programs is set to expire on January 1, 2027.

This bill extends authorization for these programs to January 1, 2034. It also expands the privacy protections in the pilot by prohibiting the use of biometric identifying technology, further restricting access to records, and requiring that any nonrelevant images be blurred. Lastly, the bill seeks to bolster evaluation reports by requiring the inclusion of precise data and the methodology used to draw the various conclusions in the reports.

This bill is sponsored by AC Transit, the California Transit Association, LA Metro, and Streets For All. It is supported by a wide array of transit agencies, cities, and street safety organizations. No timely opposition has been received. The bill passed out of the Senate Transportation Committee on a vote of 9 to 4.

PROPOSED CHANGES TO THE LAW

Existing law:

- 1) Authorizes a public transit operator to install automated forward facing parking control devices on city-owned or district-owned public transit vehicles for the purpose of video imaging of parking violations occurring in transit only traffic lanes and at transit stops until January 1, 2027. (Veh. Code § 40240 (a).)
- 2) Authorizes a transit operator in the City and County of San Francisco to install automated forward facing parking control devices on city-owned or district-owned public transit vehicles for the purpose of video imaging of parking violations occurring in transit only traffic lanes. (Veh. Code § 40240 (a).)
- 3) States that citations shall only be issued for violations captured during the posted hours of operation for a transit-only traffic lane. Requires designated employees to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and permits alleged violators to review the video image evidence of the alleged violation during normal business hours at no cost. (Veh. Code § 40420.)
- 4) Authorizes designated employees to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and permits alleged violators to review the video image evidence of the alleged violation during normal business hours at no cost. (Veh. Code § 40240(c).)
- 5) 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. Code § 40240(a).)
- 6) 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 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. Code § 40240(b).)
- 7) 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. Code § 40240(g)(2).)

This bill:

- 1) Extends the sunset date for the authorization of a public transit operator to install automated forward facing parking control devices on city-owned or district-owned public transit vehicles for the purpose of video imaging of parking violations occurring in transit only traffic lanes and at transit stops until January 1, 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 a public transit operator from implementing a new program pursuant to the above provision on or after January 1, 2032.
- 4) Prohibits records collected pursuant to 1) from using biometric identifying technology, including, but not limited to, facial recognition technology.
- 5) Prohibits records collected pursuant to 1) from being usable or accessible for general law enforcement purposes or by federal authorities without a court order from a federal or California court of competent jurisdiction.
- 6) Requires images collected pursuant to 1) of other drivers, non-relevant vehicle license plates, or pedestrians unnecessarily captured to be blurred.
- 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. The history of automated enforcement

While some counties may have installed automated traffic enforcement systems at an earlier date, legislative authorization for automated enforcement procedures relating to traffic violations began in 1994 with SB 1802 (Rosenthal, Ch. 1216, Stats. 1994). That bill authorized the use of "automated rail crossing enforcement systems" to enforce prohibitions on drivers from passing around or under rail crossings while the gates are closed. (Veh. Code § 22451.) Those systems functioned by photographing the front license plate and the driver of vehicles who proceeded around closed rail crossing gates in violation of the Vehicle Code provisions. The drivers of photographed vehicles, in turn, received citations for their violations.

In 1995, the Legislature authorized a three-year trial for red light camera enforcement programs. (SB 833, Kopp, Ch. 922, Stats. 1995.) Using similar technology, that program

used sensors connected to cameras to take photographs of the front license plate and driver upon entering an intersection on a red light. That program was permanently extended in 1998 by SB 1136 (Kopp, Ch. 54, Stats. 1998).

In 2007, the Legislature authorized a four-year pilot project where San Francisco was authorized to install video cameras on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes. (AB 101, Ma, Ch. 377, Stats. 2007.) Three years later, the Legislature authorized a five-year statewide pilot project to allow local public agencies to use automated parking enforcement systems for street sweeping-related violations. (AB 2567, Bradford, Ch. 471, Stats. 2010.) In 2011, the Legislature extended San Francisco's automated transit-only lane enforcement program for an additional year and required the City and County to provide a report to the Transportation and Judiciary Committees of the Legislature no later than March 1, 2015, describing the effectiveness of the pilot program and its impact on privacy. (AB 1041, Ma, Ch. 325, Stats. 2011.) Following the receipt of that report, San Francisco's transit-only lane enforcement program was permanently extended in AB 1287 (Chiu, Ch. 485, Stats. 2015).

The following year, AB 1051 (Hancock, Ch. 427, Stats. 2016) authorized AC Transit to operate an automated transit-only lane enforcement program similar to San Francisco's, with a sunset on January 1, 2022. AC Transit was required to provide to the Transportation, Privacy and Consumer Protection, and Judiciary Committees of the Legislature an evaluation report of the enforcement system's effectiveness, impact on privacy, cost to implement, and generation of revenue, no later than January 1, 2021. (Veh. Code § 40240.5.)

AB 917 (Bloom, Ch. 709, Stats. 2021) expanded automated enforcement of parking violations using forward-facing cameras on transit vehicles to include both transit-only lanes and transit stops and extended the authorization statewide until January 1, 2027.

2. Privacy, in particular

The Senate Transportation Committee has already evaluated the effectiveness of these programs. What is of particular importance to this Committee is the privacy impact of various automated enforcement programs. To that end, and as it relates to this bill, existing programs for automated enforcement for parking violations in transit-only lanes and transit stops contain the following protections:

- Requires the devices to be angled and focused to capture video images of parking violations and not unnecessarily capture identifying images of other drivers, vehicles, and pedestrians.

- Establishes a retention period of up to six months from the date the information was first obtained, or 60 days after final disposition of the citation, whichever date is later, after which time the information shall be destroyed.
- Requires that video image evidence from forward facing automated enforcement devices that does not contain evidence of a parking violation occurring in a transit-only traffic lane or at a transit stop shall be destroyed within 15 days after the information was first obtained.
- Generally, prohibits video image data and records collected from being used or processed by an automated license plate recognition system.
- Requires that video image records remain confidential and shall only be used for the parking enforcement program.
- Exempts any footage captured from disclosure under the Public Records Act and allows public agencies to use and allow access to the data only for parking enforcement.

As previously mentioned, participating transportation districts are required to submit reports detailing various aspects of the enforcement system, including a privacy impact assessment. Not all programs have conducted these evaluations, and among those that have, some lack scrutiny. For instance, in the Alameda – Contra Costa Transit District’s report, the privacy impacts sections simply note that no privacy complaints have been received.

3. What this bill does

This bill extends the sunset date of AB 917 (Bloom, 2021) to extend authority for transit agencies to use camera enforcement until 2034. Additionally, in recognition of the ever-changing state of surveillance, this bill adds additional privacy protections. These include prohibiting the use of biometric identifying technology, such as facial recognition technology; prohibiting access to records for general law enforcement purposes or by federal authorities without a court order; and requiring that any images of other drivers, non-relevant license plates, or pedestrians be blurred. Lastly, the bill seeks to bolster evaluation reports by requiring the inclusion of precise data and the methodology used to draw the various conclusions in the reports.

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.

SUPPORT

Alameda-contra Costa Transit District (ac Transit) (Co-Sponsor)
Los Angeles County Metropolitan Transportation Authority (Co-Sponsor)
Streets for All (Co-Sponsor)
Active San Gabriel Valley
Alameda County Transportation Commission
Bike East Bay
California City Transportation Initiative (CACTI)
California Transit Association
California Yimby
City and County of San Francisco
Metropolitan Transportation Commission
Monterey-salinas Transit
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 Board of Supervisors
San Mateo County Transit District (SAMTRANS)
Santa Monica Department of Transportation
Seamless Bay Area
South Pas Active Streets
Sunline Transit Agency

OPPOSITION

None received

RELATED LEGISLATION

SB 1292 (Richardson, 2026) authorizes a local agency, as defined, to establish an enhanced curb management system that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. It requires a local agency that automates parking payments by charging

vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. SB 1292 is currently in the Senate Transportation Committee.

AB 917 (Bloom, Ch. 709, Stats. 2021) *See Comment 1.*

AB 1051 (Hancock, Ch. 427, Stats. 2016) *See Comment 1.*

AB 1287 (Chiu, Ch. 485, Stats. 2015) *See Comment 1.*

AB 1041 (Ma, Ch. 325, Stats. 2011) *See Comment 1.*

AB 2567 (Bradford, Ch. 471, Stats. 2010) *See Comment 1.*

AB 101 (Ma, Ch. 377, Stats. 2007) *See Comment 1.*

SB 1136 (Kopp, Ch. 54, Stats. 1998) *See Comment 1.*

SB 833 (Kopp, Ch. 922, Stats. 1995) *See Comment 1.*

SB 1802 (Rosenthal, Ch. 1216, Stats. 1994) *See Comment 1.*

PRIOR VOTES:

Assembly Floor (Ayes 61, Noes 6)

Assembly Privacy and Consumer Protection Committee (Ayes 13, Noes 2)

Assembly Transportation Committee (Ayes 14, Noes 1)
