
THIRD READING

Bill No: AB 1837
Author: Mark González (D), et al.
Amended: 6/15/26 in Senate
Vote: 21

SENATE TRANSPORTATION COMMITTEE: 9-4, 6/23/26

AYES: Cortese, Archuleta, Arreguín, Blakespear, Gonzalez, Grayson, Menjivar,
Richardson, Wiener

NOES: Strickland, Dahle, Seyarto, Valladares

SENATE PRIV., DIGITAL TECH. & CONS. PROT. COMMITTEE: 7-2, 6/29/26

AYES: Cabaldon, Gonzalez, McNerney, Padilla, Reyes, Umberg, Wiener

NOES: Seyarto, Ochoa Bogh

ASSEMBLY FLOOR: 61-6, 5/21/26 - See last page for vote

SUBJECT: Video imaging of parking violations

SOURCE: Alameda-contra Costa Transit District
California Transit Association
Los Angeles County Metropolitan Transportation Authority
Streets for All

DIGEST: This bill 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 January 1, 2034.

ANALYSIS:

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. (Vehicle Code (VEH) § 40240)

- 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 § 40240)
- 3) States that citations shall only be issued for violations captured during the posted hours of operation for a transit-only traffic lane. (VEH § 40420)
- 4) Provides that a violation of any regulation governing the standing or parking of a vehicle under the Vehicle Code, federal statute or regulation, or local ordinance, is subject to a civil penalty. (VEH § 40200)
- 5) 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 § 40240)
- 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.

- 3) *History of camera enforcement in transit-only lanes and transit stops.* AB 101 (Ma, Chapter 377, Statutes of 2007) authorized the San Francisco Municipal Transportation Agency (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. 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, in addition to AC Transit and SFMTA.

- 4) *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 this 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.

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

SUPPORT: (Verified 7/1/26)

Alameda-contra Costa Transit District (co-source)

California Transit Association (co-source)

Los Angeles County Metropolitan Transportation Authority (co-source)

Streets for All (co-source)

Active San Gabriel Valley

Alameda County Transportation Commission

Bike East Bay

California City Transportation Initiative

California Public Parking Association

California Yimby

Circulate Planning & Policy

City and County of San Francisco

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 Board of Supervisors

San Francisco Municipal Transportation Agency

San Mateo County Transit District
Santa Monica Department of Transportation
Seamless Bay Area
South Pas Active Streets
Sunline Transit Agency
West Hollywood; City of

OPPOSITION: (Verified 7/1/26)

None received

ASSEMBLY FLOOR: 61-6, 5/21/26

AYES: Addis, Aguiar-Curry, Ahrens, Alvarez, Ávila Farías, Bauer-Kahan, Bennett, Berman, Boerner, Bonta, Bryan, Calderon, Caloza, Carrillo, Connolly, Davies, Elhawary, Fong, Gabriel, Gipson, Jeff Gonzalez, Mark González, Haney, Harabedian, Hart, Hoover, Irwin, Jackson, Kalra, Krell, Lee, Lowenthal, McKinnor, Muratsuchi, Nguyen, Ortega, Pacheco, Papan, Patel, Patterson, Pellerin, Petrie-Norris, Quirk-Silva, Ransom, Michelle Rodriguez, Rogers, Blanca Rubio, Schiavo, Schultz, Sharp-Collins, Solache, Soria, Stefani, Tangipa, Valencia, Wallis, Ward, Wicks, Wilson, Zbur, Rivas

NOES: DeMaio, Gallagher, Hadwick, Johnson, Macedo, Sanchez

NO VOTE RECORDED: Alanis, Arambula, Bains, Castillo, Chen, Dixon, Ellis, Flora, Garcia, Lackey, Ramos, Celeste Rodriguez, Ta

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7/1/26 16:55:01

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