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THIRD READING

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Bill No: SB 1279  
Author: Gonzalez (D), et al.  
Amended: 4/15/26  
Vote: 21

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SENATE TRANSPORTATION COMMITTEE: 10-1, 4/7/26

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

NOES: Strickland

NO VOTE RECORDED: Dahle, Seyarto

SENATE PRIV., DIGITAL TECH. & CONS. PROT. COMMITTEE: 7-2, 4/13/26

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

NOES: Jones, Ochoa Bogh

SENATE APPROPRIATIONS COMMITTEE: 5-0, 5/14/26

AYES: Cervantes, Cabaldon, Grayson, Richardson, Wahab

NO VOTE RECORDED: Seyarto, Dahle

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**SUBJECT:** City of Long Beach Pacific Coast Highway speed safety system pilot program

**SOURCE:** Author

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**DIGEST:** This bill authorizes the City of Long Beach to establish a speed safety system pilot program that utilizes up to five speed safety systems on the Pacific Coast Highway (PCH) until January 1, 2032, as specified.

**ANALYSIS:**

Existing law:

- 1) Establishes a speed safety system pilot program in the cities of Long Beach, Los Angeles, San Jose, Oakland, Glendale, and San Francisco with the following provisions:

- a) The number of cameras is capped, and the trial is limited to five years.
  - b) The program must be approved by the local governing body and is subject to substantial public input, notice and warnings.
  - c) Violations are a civil penalty with specified fines which may be lowered depending on income.
  - d) Fine revenue pays for the operation of the pilot with any extra revenues dedicated to traffic calming measures.
  - e) An appeals process and privacy protections are established.
  - f) The local governing body must report to the Legislature on the impact of the program.
- 2) Establishes a speed safety system pilot program in the City of Malibu which allows for up to five cameras on PCH, requires enhanced signage to alert drivers of their speed, the speed limit, and the presence of video enforcement, and requires the City of Malibu to continue funding additional patrols by the California Highway Patrol (CHP). The program can operate for five years or until January 1, 2032, whichever is earlier.
  - 3) Establishes a speed safety system pilot program in work zones on state highways administered by the Department of Transportation (Caltrans).

This bill:

- 1) Establishes a speed safety system pilot program on PCH in the City of Long Beach with the following provisions:
  - a) Allows up to five cameras on the highway, and requires enhanced signage to alert drivers of their speed, the speed limit, and the presence of photo enforcement;
  - b) Allows the program to operate for five years or until January 1, 2032, whichever is earlier;

- c) Requires the City of Long Beach to develop uniform guidelines on the screening and issuance of notices of violation and storage of confidential information;
- d) Requires the city to administer a public information campaign which identifies the location of the cameras and the timeframe when they will be in use;
- e) The program may only issue warning notices during the first 60 days of enforcement, additionally a vehicle's first violation for traveling 11 to 15 miles per hour (mph) over the speed limit shall be a warning notice;
- f) Specifies privacy provisions related to the storage and usage of violation records;
- g) Specifies the civil penalties which may be assessed and diversion requirements;
- h) Limits how revenue from the speed safety system may be used;
- i) Establishes an appeals process for ticketed drivers; and,
- j) Requires the city to report to the Legislature an evaluation of the speed safety system.

## Comments

- 1) *Purpose of the bill.* According to the author, "For the last two years, six cities throughout California, including Long Beach, have been rolling out a speed camera pilot program, placing speed cameras in areas like high-injury intersections and streets with elevated crash rates. These speed cameras are already making streets safer – since activating speed cameras, San Francisco has seen a 72% decrease in speeding. Unfortunately, current law regulating the pilot program does not allow Long Beach to place speed cameras along the City's portion of Pacific Coast Highway (PCH), where over 20% of the City's speeding-related fatalities occur.

"While the PCH only accounts for 8 miles of Long Beach's 217 miles of high-capacity roadway, it accounts for 39 of its 192 crash fatalities since 2020. That means that 20% of the City's crash fatalities have occurred on less than 1% of

its roads. SB 1279 will give the City the authority it needs to place speed cameras along the PCH and make this road safer for the community.”

- 2) *What are speed safety systems?* Speed safety systems are speed detecting cameras that use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold. Research shows that speed cameras effectively reduce speed and speed-related crashes. According to the Federal Highway Administration (FHWA), fixed camera units can reduce crashes on urban principal arterials up to 54% for all crashes and 48% for injury crashes.<sup>1</sup>

A 2016 analysis of an automated speed camera enforcement program in Montgomery County, Maryland titled “*Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes,*” reported that, “[r]elative to comparable sites without cameras, sites with cameras saw a decrease in mean speeds, a decrease in the likelihood that a driver was driving at more than ten miles per hour above the speed limit, and a reduction in the likelihood of a crash resulting in an incapacitating or fatal injury.”<sup>2</sup> As of January 2022, 171 communities in 18 states and the District of Columbia used automated speed camera enforcement. However, opponents raise concerns around the potential for these programs to inadvertently further social inequities for those unable to pay. Additionally, some opponents raise privacy concerns around the potential for unauthorized data sharing.

- 3) *A brief history of speed cameras in California.* In 2023, the Legislature passed and the Governor signed AB 645 (Friedman, Chapter 808, Statutes of 2023), which authorized the use of automated speed enforcement cameras in California for the first time. AB 645 created a five-year pilot program to give local transportation authorities in the cities of San Jose, Oakland, Los Angeles, Glendale, Long Beach, and the City and County of San Francisco the authority to install speed safety systems. Under the pilot, cities can issue civil penalties to the registered owner of the ticketed vehicle as follows:
- a) \$50 for driving 11 to 15 mph over the posted speed limit.
  - b) \$100 for driving 16 to 25 mph over the posted speed limit.

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<sup>1</sup> [https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed%20Safety%20Cameras\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed%20Safety%20Cameras_508.pdf)

<sup>2</sup> Hu, W., & McCart, 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>

c) \$200 for driving 26 mph or more over the posted speed limit.

d) \$500 for driving 100 mph or more.

The pilot also included numerous equity and privacy-related provisions. The following year, in 2024, the Legislature passed and Governor Newsom signed SB 1297 (Allen, Chapter 631, Statutes of 2024). This bill authorized the City of Malibu to operate five speed cameras on PCH for five years or until January 1, 2032, whichever is earlier. This was the first time speed cameras were authorized for use on a state highway. The expansion of the pilot was attributed to Malibu's uniquely high rate of fatal and serious injury crashes on the city's section of PCH.

- 4) *Status of the current pilots.* Of the numerous jurisdictions authorized to use speed cameras, only San Francisco and Oakland have launched their programs. The City of Long Beach anticipates beginning their 60-day warning period this summer at 18 locations across the city.

The San Francisco Municipal Transportation Agency (SFMTA) Speed Safety Camera program launched in March 2025, and all 33 cameras were issuing warnings as of June 6, 2025. The program began issuing citations on August 5, 2025. A six-month analysis of the program examined speeding at 15 key sample locations before and after SFMTA installed the cameras. It showed that speeding decreased by 72% on average at these locations.<sup>3</sup> SFMTA also reported approximately 20,000 fewer vehicles were speeding at these locations every single day. Furthermore, before speed cameras were installed, 12 of these 15 locations had average speeds higher than the posted speed limit. Today, average speed is below the posted speed limit at all 15 locations. SFMTA reported that, so far, two-thirds of vehicles that have received a violation warning or citation have not received a second. Each week since July 2025, they have issued fewer violations than the week before.

In Oakland, cameras have been issuing warnings as of January 14, 2026, and began issuing speeding tickets on March 15, 2026. The Oakland Department of Transportation (OakDOT) identified 18 locations utilizing the High-Injury Network (HIN)—the 6% of Oakland's streets that account for 60% of severe and fatal collisions in Oakland. OakDOT collected data on vehicle speeds at over 40 locations before narrowing down to 18 candidate locations. Locations

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<sup>3</sup> [Our Speed Cameras are Working: Initial Evaluation Shows Drivers are Slowing Down | SFMTA](#)

were prioritized based on observed speeding as well as proximity to sensitive land uses such as schools, senior centers and commercial districts.<sup>4</sup>

- 5) *SB 1279 is modeled on Malibu's PCH speed camera program.* This bill would establish a speed camera program in Long Beach nearly identical to the program created under SB 1297 (Allen, Chapter 631, Statutes of 2024) for the City of Malibu. Unlike the other local camera programs, Malibu's cameras will be placed on a state highway (PCH). Malibu city staff report that the city is currently finishing up the permitting process for the camera infrastructure.

Under the local speed camera pilot program authorized through AB 645 in 2023, the City of Long Beach cannot deploy any of its 18 speed systems along state highways. AB 645 only allowed speed cameras to be installed on local streets and roads. PCH—also known as State Route 1—is a state highway and thus not eligible for camera placement under AB 645. According to the City of Long Beach, PCH constitutes only 8 miles of the City's 217 miles of arterial roads, yet it has accounted for 39 speed-related fatalities of the 192 in the City since January 2020. That means, according to Long Beach, that this less than 1% stretch of highway accounts for over 20%, or 1 in 5, of the City's traffic deaths.

- 6) *Specifics of the program authorized under this bill.* This bill allows the City of Long Beach to install and operate five speed cameras on the city's portion of PCH. The photographs may capture only the rear of the license plate, not the windshield or face of driver. Footage may only be retained for five days if no violation is issued, and 60 days if a violation is issued. Footage may not be shared or used for any other purpose. The fine structure is identical to that of previous speed camera bills detailed above. Citations are non-moving violations, meaning points may not be added to a driver's license.

### **Related/Prior Legislation**

AB 289 (Haney, Chapter 684, Statutes of 2025) – This bill authorized Caltrans to establish a five-year work zone speed safety pilot program to enforce speeding violations in highway maintenance and construction work zones using speed safety systems.

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<sup>4</sup> [Speed Safety Cameras Background & Frequently Asked Questions | City of Oakland, CA](#)

SB 1297 (Allen, Chapter 631, Statutes of 2024) – This bill authorized the City of Malibu to establish a speed safety system pilot program of up to five cameras on PCH.

AB 645 (Friedman, Chapter 808, Statutes of 2023) – This bill established a speed safety system pilot program in six specified cities.

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

According to the Senate Appropriations Committee:

- Unknown court workload cost pressures for superior courts to hear and adjudicate appeals of hearing officer determinations that are brought under the provisions of this bill. These costs would be partially offset by the \$25 fees for filing appeals. See Staff Comments. (Trial Court Trust Fund, General Fund).
- Unknown, significant local costs for the City of Long Beach to establish and administer additional automated speed enforcement systems on the PCH, including adopting and amending specified policies and guidelines prior to implementing a program, conducting a public information campaign, identifying sites, installing signage and infrastructure, adjudicating violations, establishing a diversion program for indigent violation recipients, and evaluating and reporting the systems' impacts. Staff notes that any costs incurred by the City of Long Beach to establish and administer an expanded automated speed enforcement system would not be state-reimbursable because those costs would be attributable to a discretionary action, rather than a state mandated local program. In addition, any local costs are likely to be fully offset by revenue gains from civil penalties paid by violators of speed laws in enforcement zones. (local funds)

**SUPPORT:** (Verified 5/14/26)

AAA Northern California, Nevada & Utah  
Alliance for Automotive Innovation  
Associated General Contractors, California Chapters  
Auto Club of Southern California  
Car-lite Long Beach  
City of Long Beach  
City of Long Beach Councilmember, Daryl Supernaw  
City of Long Beach Councilmember, Roberto Uranga  
City of Long Beach Councilmember, Suely Saro

City of Signal Hill  
Los Angeles County Sheriff's Department  
Peopleforbikes  
San Francisco Bay Area Families for Safe Streets  
Streets are for Everyone (SAFE)  
Streets are for Everyone (SAFE) (ORG)  
Streets for All  
Walk San Francisco Foundation

**OPPOSITION:** (Verified 5/14/26)

National Motorists Assoc

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\*\*\*\* **END** \*\*\*\*