

Date of Hearing: August 5, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

SB 1279 (Gonzalez) – As Amended June 26, 2026

Policy Committee:	Transportation	Vote:	14 - 1
	Privacy and Consumer Protection		13 - 2

Urgency: No State Mandated Local Program: No Reimbursable: No

SUMMARY:

This bill allows the City of Long Beach to install and use two speed safety systems (speed cameras) on the Pacific Coast Highway (PCH), in addition to other speed cameras existing law allows to be installed on PCH.

The bill further requires speed cameras blur any images of other drivers that are unavoidably captured, vehicles or pedestrians who are not the subject of a notice of violation and limits this requirement only to the extent doing so is feasible for any speed camera installed before January 1, 2027.

FISCAL EFFECT:

Cost pressures to the courts of an unknown, but potentially significant amount to adjudicate appeals of alleged violations captured by devices installed by the City of Malibu (General Fund (GF), Trial Court Trust Fund (TCTF)). The bill authorizes a person who receives a notice of violation to appeal it through an administrative appeals process and, if the administrative appeal sustains the violation, to file an appeal in court. It is unclear how many court actions may be filed for such alleged violations, which the bill specifies to be subject to civil penalties—not criminal penalties—but the estimated workload cost of one hour of court time is \$1,000.

Although courts are not funded on the basis of workload, increased pressure on staff and the TCTF may create a need for increased court funding from the GF to perform existing duties. The state budget provides annual General Fund backfills to the Trial Court Trust Fund to offset revenue reductions, totaling approximately \$117.3 million in 2025-26. Any such costs would be offset, somewhat, by the \$25 filing fee authorized by existing law.

COMMENTS:

1) **Background and Purpose.** According to the author

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.

The theory behind this bill is that speeding is a significant factor behind the too-frequent injuries and deaths on this section of PCH, and that speed cameras and similar devices will reduce incidences of speeding, thereby reducing vehicle-related collisions.

In 2023, the Legislature passed legislation (AB 645 (Friedman) Chapter 808, Statutes of 2023) to authorize the use of speed cameras in several California cities, including Long Beach. However, AB 645 did not allow the cities to place speed cameras on state routes, such as PCH. The following year, the Legislature passed SB 1297 (Allen), Chapter 631, Statutes of 2024, to allow Malibu to establish a speed enforcement pilot program that uses up to five cameras on the PCH. In both cases, the Legislature authorized the use of speed cameras on a pilot basis, to be followed by reports that allow the Legislature to assess the effectiveness and unintended consequences, if any, of the use of such cameras.

- 2) **Support and Opposition.** This bill is supported by a variety of road-user advocates and the City of Long Beach, among others, the latter of which, noting the frequency of collisions between cars and other road users on the PCH, and the oftentimes resulting fatalities, writes:

Automated enforcement systems like those authorized by AB 645 are a critical tool in advancing local Safe Streets and Vision Zero goals, as speed is the most significant factor in determining the severity of a crash... By encouraging reduced speeds, automated enforcement directly lowers the risk of death and life-altering injuries, particularly for pedestrians and bicyclists who are most vulnerable and prevalent on this highly urbanized segment of the highway.

The lone opponent to the bill is the National Motorists Association, which describes itself as “representing the interests of over 27 million licensed drivers in California.” The association summarizes its opposition as follows:

Before considering additional enforcement in the form of automated ticketing machines, Caltrans and the City of Long Beach should take all reasonable measures to employ engineering safety countermeasures along PCH.

Regardless of one’s feelings in general about the use of ticketing cameras, many other solutions are at least as effective, if not more effective... It is almost a certainty that proper engineering will prove to be much more effective in improving real-time speed compliance than issuing automated tickets weeks after an alleged violation. Until these types of low-cost improvements are installed and evaluated on PCH, it is premature to consider breaking prior agreements and expanding the Speed Ticketing Camera Pilot Program.