

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

SB 1292 (Richardson)
Version: February 20, 2026
Hearing Date: April 20, 2026
Fiscal: No
Urgency: No
BH

SUBJECT

Enhanced curb management system

DIGEST

This bill authorizes a designated jurisdiction, as defined, to establish an enhanced curb management system as specified. Additionally, it requires images and data, as described, to be reviewed and approved by a peace officer, as specified.

EXECUTIVE SUMMARY

This bill authorizes a designated jurisdiction, consisting of the Cities of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego or Long Beach, to establish an “Enhanced Curb Management System” that records images of vehicles for the purpose of enforcing parking violations or automating parking payments as described. The bill requires the designated jurisdiction to adopt a public ordinance, provide system locations, as specified, and require all violations be reviewed by a peace officer as described.

This bill is sponsored by Automotus. It is supported by various local governmental entities and advocacy groups, including the City of Santa Monica. The bill is opposed by Oakland Privacy. The bill passed out of the Senate Transportation Committee on a vote of 11 to 1 with amendments to be taken in this Committee. This analysis reflects those amendments, which are substantively provided at the end of this analysis.

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.)

- 2) 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.)
- 3) 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.)
- 4) Authorizes a local agency to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes until 2030. (Veh. Code § 40245.)
- 5) Prohibits driving a motor vehicle in a bicycle lane on a roadway except to park where parking is permitted, to enter or leave the roadway, or to prepare for a turn. (Veh. Code § 21209.)
- 6) Prohibits a car from parking on a crosswalk, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device. (Veh. Code § 22500.)

Note: This analysis includes amendments received from the Senate Transportation Committee that are in process but not in print. The substantive amendments are included at the end of this analysis.

This bill:

- 1) Provides the following definitions:
 - a) "Enhanced curb management system" means one or more stationary cameras or sensor devices with designated signage that record images of vehicles for the purpose of enforcing parking violations or automating parking payments.
 - b) "Designated jurisdiction" means any of the Cities of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or city parking enforcement authority within the Cities of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach.
- 2) Allows the use of an enhanced curb management system in any of the following locations:
 - a) Passenger loading zones.

- b) Commercial loading zone for the purpose of enforcing parking violations only.
 - c) Smart loading zones.
 - d) Zero-emissions delivery zones.
 - e) Bicycle lanes.
 - f) No stopping zones.
 - g) Crosswalks.
- 3) Requires the governing body of the designated jurisdiction to adopt a public ordinance or resolution authorizing the use of the enhanced curb management system.
 - 4) Authorizes the designated jurisdiction to automate parking payments by charging vehicles a fee for access to passenger loading zones and smart loading zones.
 - 5) Requires a designated jurisdiction that charges vehicles a fee for access (see above, 2), shall outline the fee and any adjusted rates, in an ordinance or resolution.
 - 6) Requires designated jurisdiction shall not charge vehicles a fee for access to commercial loading zones that existed prior to the adoption of an ordinance or resolution.
 - 7) Requires authorizing public ordinance or resolution to include an Enhanced Curb Management Use Policy, as specified.
 - 8) Specifies that the designated jurisdiction must post signage giving clear notice of the enhanced curb management system.
 - 9) Allows a notice of parking violation to be served by mail without physical attachment to the vehicle if the violation is detected by an enhanced curb management system.
 - 10) Requires the image data from a violation to be reviewed and approved by a peace officer or person authorized to enforce parking laws and requires that the notice of parking violation be mailed to the registered owner of the vehicle no later than 15 calendar days after the date of the violation. The notice must include copies of the image data and information on how to view any image data, the violation details, and the procedure to pay or contest the citation.
 - 11) Requires a designated jurisdiction conduct a public information campaign for at least 60 days before issuing citations, only issue warning notices for the first 60 days of operation, and report periodically to the Legislature on the system's impact.

COMMENTS

1. The author has provided the following statement

“Curb space is one of the most valuable and contested pieces of public right-of-way in California’s cities. However, local governments currently lack adequate authority and tools to manage modern curb activity effectively. SB 1292 would allow cities to adopt ordinances to help more effectively manage passenger and commercial curb activity in high demand locations.”

2. Existing curb regulations are overwhelmed

With the rapid increase in last-mile and on-demand deliveries, local curb regulations are ignored in the crush of delivery vehicles moving in and out of commercial business zones. This leads to double parking and time violations in loading zones. Research from the Los Angeles Department of Transportation found that nearly half of all loading activity was noncompliant, with vehicles overstaying posted time limits and crowding out legitimate loading needs. “Commercial vehicles,” the author argues, “pay for curb access less than five percent of the time, undermining both turnover and fairness.”

3. Privacy

Opponents of automated enforcement broadly raise concerns about increased surveillance within daily life and the erosion of data privacy. Unlike speed cameras, stationary parking cameras typically capture far more than just a specific vehicle’s license plate. They shoot images down a street, capturing the curb activity of a section of roadway and sidewalk. Moreover, the sponsor of the bill, Automotus, provides the camera technology and the associated payment and invoicing technology, called CurbPass. Drivers seeking to park in a “managed” parking spot must register with CurbPass and input their payment information. In order to mitigate data misuse concerns, this bill only allows image data collected by the system to be retained for 60 days after final disposition of a citation, six months after a paid session in a passenger loading zone, commercial loading zone, or smart loading zone, or 30 days after the image was recorded if a citation is not issued or a fee is charged.

4. Arguments in Support

For anyone who has attempted to navigate crowded city streets only to find they have been completely blocked off by trucks and cars double and triple parked, the need for more and better curb space management is obvious. Automotus, the sponsor of the bill, notes, “Curb space has become one of the most strained and valuable components of the public right-of-way in California’s communities.” Using curb paint, signage and the occasional parking enforcement officer is no longer able to effectively manage the significant increase in parking demand. The rise of e-commerce deliveries, on-demand

services, ride-hailing and autonomous vehicle activity have all contributed to this localized gridlock. “By enabling jurisdictions to adopt enhanced curb management systems,” the sponsor argues, “-with human review, due-process protections, and strict limitations on data use – this bill provides a thoughtful, measured approach that aligns with California’s existing automated enforcement framework.”

Safe parking provides much more than just a convenient place to park a vehicle. The International Parking and Mobility Institute (IPMI), who note that they are the largest association of parking, transportation, and mobility professionals, stands in strong support for the measure. “Evidence-based approaches,” they argue, “such as improved curb management, optimized parking utilization, and enhanced wayfinding have been shown to reduce congestion caused by vehicles circling in search of parking, mitigate safety risks for both pedestrians and motorists.”

With illegal parking choking off street traffic, businesses suffer. IPMI goes on to note that parking improvements, “support local economic vitality by facilitating access to businesses, increasing customer turnover, and fostering more active and attractive commercial districts.” Current curb management systems, supporters argue, have become overwhelmed and non-functioning. A more modern and effective alternative is required.

5. Arguments in opposition

As noted in the existing law section of this analysis, Vehicle Code section 40245 authorizes a local agency to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes until 2030. Oakland Privacy, writing in “regretful opposition,” points out the purpose of pilot programs with a well defined end date is to collect data for program analysis. The bicycle lane pilot program, they note, is scheduled to end in 2028. Oakland Privacy makes the following argument:

“In general, we would like to see the state complete the planned duration of a pilot program and evaluate the results before expanding the pilot program. Pilot programs have a purpose. It’s been a little disappointing when pilot programs are presented in good faith, but then expanded to include more things before the pilot period has even run its course. That is what is being proposed here.”

Committee amendments accepted by the author included in this analysis:

The author has agreed to the following amendments to be taken in the Senate Privacy, Digital Technologies, and Consumer Protection Committee:

- a) *Limit participation in the program to the following six cities: Los Angeles, Santa Monica, West Hollywood, Long Beach, Inglewood, and San Diego.*
- b) *Sunset the use of the system in 2032, or after five years, whichever is first.*
- c) *Require the designated jurisdiction that used a system to, on or before March 1 of the fifth year in which the system has been implemented, submit to its governing body and the transportation committees of the Legislature, consistent with Section 9795 of the Government Code, an evaluation of the system in their respective jurisdictions to determine the system's impact on safety, loading zone activity, and the system's economic impact on the communities where the system is utilized. The report shall be made available on the internet website of the jurisdiction and shall include all of the following information:*
 - i. *The number of notices of automated parking fees and the number of violations issued under the program by month and year, the locations where violations occurred, and the number of vehicles with two or more violations in a monthly period and a yearly period.*
 - ii. *The number of fees paid, violations paid, the number of delinquent violations and fees, and the number of violations contested. For the violations contested, the report shall indicate the number of notices that were dismissed.*
 - iii. *The costs associated with implementation and operation of the systems, and revenues collected by each jurisdiction.*
 - iv. *A racial and economic equity impact analysis, developed in collaboration with local racial justice and economic equity stakeholder groups. The analysis shall include the amount of fees charged to and the number of notices of violations issued to indigent individuals, individuals of up to 250 percent above the poverty line, and issued to each ZIP Code.*
- d) *Specify that the system shall collect only the minimum image data reasonably necessary to identify a vehicle license plate.*
- e) *Require to the extent technologically feasible, the system shall automatically obscure or blur portions of an image that do not depict the license plate or vehicle necessary for enforcement.*
- f) *Establish that state or local public agency, or any contracted vendor operating the system, shall not cooperate with or provide image data to any individual, agency, or department from another state or to a federal agency, except where disclosure is required by federal law, or a warrant issued by a court of competent jurisdiction.*
- g) *Specify that failure to comply with the above data sharing restrictions will result in excess revenue from the program being reverted to the Active Transportation Program, to be allocated by the California Transportation Commission.*

- h) Require a local jurisdiction that wants to opt into the Enhanced Curb Management Program adopt the following elements as part of a resolution or ordinance:*
- i. Enhanced Curb Management Use Policy before entering into an agreement regarding camera-based parking enforcement specifically authorized under SB 1292 (Richardson), purchasing or leasing equipment for an enhanced curb management program or implementing such a program.*
 - ii. The Enhanced Curb Management Use Policy element of that local ordinance or resolution shall set forth the specific purpose of the system, the uses that are authorized, the rules and processes requirement to be followed by employees and contractors of the designated jurisdiction administering the system prior to its use, and the uses of the equipment or data collected that are prohibited.*
 - iii. The policy shall identify the data or information that can be collected by the Enhanced Curb Management System and the individuals who can access or use the collected information, and the rules and processes related to the access, transfer, and use or use of the information.*
 - iv. The policy shall also include provisions for protecting data from unauthorized access, data retention, public access, third-party data sharing, training, auditing, and oversight to ensure compliance with the Enhanced Curb Management Policy.*
 - v. The Enhanced Curb Management Use policy, as an element of the local ordinance or resolution, shall be made available for public review, including, but not limited to, by posting it on the designated jurisdiction's internet website at least 30 calendar days prior to adoption by the governing body of the designated jurisdiction.*
- i) The governing body of the designated jurisdiction also shall deliver an Enhanced Curb Management Impact Report after implementing a program. The Enhanced Curb Management Impact Report shall include all of the following information:*
- i. Assessment of impact of the Enhanced Curb Management System on civil liberties and civil rights and any recommendations to improve ways to safeguard those public rights.*
 - ii. Description of the Enhanced Curb Management System and it was demonstrated.*
 - iii. Fiscal costs for the Enhanced Curb Management System, including program establishment costs, projected ongoing costs, and program funding.*
 - iv. If deployment locations of systems were in predominantly in low-income neighborhoods.*
 - v. Locations where the system was deployed and data for these locations.*
 - vi. The Enhanced Curb Management System Impact Report shall be made available for public review at least 30 calendar days prior to adoption by the governing body at a public hearing.*
- j) Revenues derived from any program utilizing an enhanced curb management system shall first be used to recover program costs. Program costs include, but are not limited to,*

the installation of camera enforcement systems, the adjudication of violations, and reporting requirements, as specified in this section.

- k) Local jurisdictions that elect to participate in enhanced curb management programs as authorized by this section shall maintain their existing commitment of local funds for curbside parking enforcement and shall annually expend not less than the annual average of expenditures for local curbside parking enforcement during the 2023–24, 2024–25, and 2025–26 fiscal years. For purposes of this subdivision, in calculating average expenditures on curbside parking enforcement, restricted funds that may not be available on an ongoing basis, including those from voter-approved bond issuances or tax measures, shall not be included.*
- l) Any excess revenue shall be used for parking management measures within three years of the end of the fiscal year in which the excess revenue was received. If parking management measures are not planned or constructed after the third year, excess revenue shall revert to the Active Transportation Program established pursuant to Chapter 8 (commencing with Section 2380) of the Streets and Highways Code, to be allocated by the California Transportation Commission pursuant to Section 2381 of the Streets and Highways Code.*
- m) Clarify that the image data collected by the system must be destroyed after the expiration of the timelines established in this program.*
- n) Clarify that enhanced curb management systems shall not authorize charging a fee for access to commercial loading zones, but may be used for the enforcement of parking violations in commercial loading zones.*
- o) Authorize a recipient of a parking citation under this program to utilize an affidavit of non-liability.*

SUPPORT

Automotus (sponsor)
California Contract Cities Association
California Mobility and Parking Association
City of Norwalk
City of Pico Rivera
Ipmi (International Parking and Mobility Institute)
Los Angeles Cleantech Incubator
Norwalk; City of
Santa Monica; City of
Streets are for Everyone (SAFE) (ORG)
Streets for All

OPPOSITION

Oakland Privacy
