

THIRD READING

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Bill No: SB 1292  
Author: Richardson (D)  
Amended: 4/22/26  
Vote: 21

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SENATE TRANSPORTATION COMMITTEE: 11-1, 4/14/26  
AYES: Cortese, Strickland, Archuleta, Arreguín, Blakespear, Dahle, Gonzalez,  
Grayson, Menjivar, Richardson, Wiener  
NOES: Seyarto  
NO VOTE RECORDED: Valladares

SENATE PRIV., DIGITAL TECH. & CONS. PROT. COMMITTEE: 7-2, 4/20/26  
AYES: Cabaldon, Gonzalez, McNerney, Padilla, Reyes, Umberg, Wiener  
NOES: Jones, Seyarto

SENATE APPROPRIATIONS COMMITTEE: Senate Rule 28.8

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**SUBJECT:** Enhanced curb management system

**SOURCE:** Author

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**DIGEST:** This bill authorizes the Cities of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, and Long Beach to operate, until January 1, 2032, enhanced curb management systems with stationary cameras that record images of vehicles for the purpose of enforcing parking violations and automating parking payments, as specified.

**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 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)
- 3) 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 §40245)
- 4) 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 §22500)

This bill:

- 1) Authorizes the Cities of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego and Long Beach to establish an “enhanced curb management system” defined as 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.
- 2) Repeals the authorization for the pilot on January 1, 2032.
- 3) 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.
- 4) Requires the governing body of the local agency to adopt a public ordinance or resolution authorizing the use of the enhanced curb management system.

- 5) Specifies that the ordinance must include an Enhanced Curb Management Use Policy with the following information:
  - a) 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.
  - b) The data or information that can be collected by the system and the individuals who can access or use the collected information, and the rules and processes related to the access, transfer, and use of the information.
  - c) 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 Use Policy.
- 6) Authorizes the local agency to automate parking payments by charging vehicles a fee for access to passenger loading zones and smart loading zones.
- 7) Specifies that the local agency must post signage giving clear notice of the enhanced curb management system.
- 8) 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.
- 9) 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.
- 10) Specifies that the system may collect only the minimum image data reasonably necessary to identify a vehicle license plate and the system must automatically obscure or blur portions of an image that do not depict the license plate or vehicle necessary for enforcement.
- 11) Prohibits an operator from providing image data to any individual, agency, or department from another state or to a federal agency, except when disclosure is required by federal law or a warrant is issued by a court of competent jurisdiction and specifies that failure to comply with the data sharing

restrictions shall result in excess revenue from the program being reverted to the Active Transportation Program.

- 12) Requires a local agency using the system to 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.
- 13) Provides that revenue from the program must be used first to recover program costs and then may only be used for parking management measures. Participating cities must maintain their existing commitment of local funds for curbside parking enforcement.

### Comments

- 1) *Purpose of the bill.* According to the author, "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) *Automated parking enforcement history.* Automated parking enforcement utilizes cameras to charge for parking and cite vehicles for parking violations. In California, automated parking technology is primarily used to enforce no-parking requirements in transit-only lanes, transit stops, and bike lanes. Originally, AB 101 (Ma, Chapter 377, Statutes of 2007) authorized San Francisco to establish a pilot program for video enforcement of parking violations in transit-only traffic lanes which expired January 1, 2012. The sunset was initially extended and then removed in 2015. AB 917 (Bloom, Chapter 709, Statutes of 2021) authorized all public transit operators to install automated forward-facing parking control devices on transit vehicles for the purposes of enforcing parking violations occurring in transit-only traffic lanes and at transit stops until January 1, 2027. AB 361 (Ward, Chapter 432, Statutes of 2023) authorized local agencies to install automated forward-facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of video imaging of parking violations occurring in bicycle lanes, until January 1, 2030.
- 3) *This bill takes a broader approach.* SB 1292 would authorize a five-year pilot for the cities of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, and Long Beach to establish "Enhanced Curb Management Systems."

An Enhanced Curb Management System is a system of one or more stationary cameras that record images of vehicles for the purpose of enforcing parking violations or automating parking payments. The cameras would be permitted in passenger loading zones, commercial loading zones, smart loading zones, zero-emissions delivery zones, bicycle lanes, no stopping zones, and crosswalks. The cities within the pilot would be authorized to use the cameras to charge a fee for access to passenger loading zones and smart loading zones, but not commercial loading zones.

- 4) *The value of parking and cost of parking tickets.* In dense urban areas, parking spaces are a highly valuable and limited resource, and cities rely on tools like metering and parking enforcement to ensure they are used efficiently—encouraging turnover, reducing congestion, preserving access for residents, supporting nearby businesses, and maintaining availability for emergency vehicles, people with disabilities, and electric vehicle charging. However, while parking tickets help achieve these goals, they can also impose disproportionate financial burdens on low-income individuals, where even minor infractions can escalate into significant hardship, leading to mounting fines, withheld vehicle registration, or towing—ultimately restricting access to a car that may be essential for work, healthcare, and daily life, and exacerbating existing inequalities.
- 5) *Monetizing the curb.* California’s existing automated enforcement authorizations allow local jurisdictions to cite vehicles for violations—such as speeding, running a red light, or parking in a bus lane. In all these cases, the driver of the vehicle has presumably broken the law. In contrast, this bill allows automated enforcement for revenue generation (monetization). Thus, a camera in this program can photograph a license plate and issue a fee (as opposed to a fine) to the vehicle’s owner for pulling up to a curb, even if the driver was always in full compliance with the law. These cameras can be used essentially as automated parking meters.

SB 1292 would specifically allow the participating pilot cities to use these cameras to charge vehicles a fee for access to passenger loading zones and smart loading zones. Last year, Philadelphia launched Smart Loading Zones in 22 Center City locations, using Automotus’ (the sponsor of SB 1292) camera-based enforcement technology to manage curb space. Drivers registered for the CurbPass system pay 10 cents per minute (up to one hour) instead of receiving citations. Unregistered vehicles, or those exceeding the one-hour limit, face a \$51 fine after three minutes. Double parking results in a \$76 ticket.

- 6) *Loading zones.* This bill seeks to utilize automated enforcement to charge for access to loading zones. A loading zone is a specially marked, signed or designated area for the loading or unloading of vehicles. These zones are intentionally short-term in nature, ensuring the space remains available for a continuous cycle of vehicles needing quick access to the curb. The demand for dedicated loading space has grown as people increasingly rely on delivery and ride-hailing services. Loading zones often compete directly with regular on-street parking spaces. An on-street parking space can generate thousands of dollars annually in revenue, while many loading zones have little or no fee.
- 7) *Using cameras to enforce parking violations.* In addition to loading zone management, this bill would allow cities to use cameras to enforce parking prohibitions in no stopping zones, commercial loading zones, crosswalks, and bike lanes. It is illegal in California to park in a bike lane unless parking is explicitly permitted. This restriction improves safety for bicyclists, though concerns have been raised about rampant noncompliance with the law. State law also prohibits stopping or 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. Although automated enforcement may be able to more aggressively penalize illegal and unsafe parking, it also may not be able to account for some of the nuances in the law, such as a driver parking on a crosswalk at the direction of a peace officer.
- 8) *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 or smart loading zone, or 30 days after the image was recorded if a citation is not issued or a fee is not charged.

**Related/Prior Legislation**

**AB 1837 (Mark González, 2026)** – This bill would make permanent a previously authorized pilot program that allows transit agencies to enforce parking violations in transit-only lanes and at transit stops using video images.

**SB 532 (Wiener, Chapter 858, Statutes of 2024)** – Authorized local authorities in the City and County of San Francisco, the City of Long Beach, or the City of Santa Monica to require payment of parking fees with a mobile device under specified conditions for five years or until January 1, 2033, whichever is sooner.

**AB 361 (Ward, Chapter 432, Statutes of 2023)** – Authorizes a local agency to install an automated forward facing parking control device on city-owned or district-owned parking enforcement vehicles for the purpose of video imaging or parking violations occurring in bicycle lanes, until January 1, 2030.

**AB 917 (Bloom, Chapter 709, Statutes of 2021)** – Authorized all public transit operators to install automated forward-facing parking control devices on transit vehicles for the purposes of enforcing parking violations occurring in transit-only traffic lanes and at transit stops until January 1, 2027.

**SB 1051 (Hancock, Chapter 427, Statutes of 2016)** – Authorized a pilot program for video enforcement of parking violations in transit-only traffic lanes.

**AB 101 (Ma, Chapter 377, Statutes of 2007)** – Authorized San Francisco to establish a pilot program for video enforcement of parking violations in transit-only traffic lanes which expired January 1, 2012.

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

**SUPPORT:** (Verified 5/4/26)

Automotus (co-source)  
Streets for All (co-source)  
California Contract Cities Association  
California Mobility and Parking Association  
City and County of San Francisco  
City of Norwalk  
City of Pico Rivera  
Ipmi (international Parking and Mobility Institute)  
Los Angeles Cleantech Incubator  
Los Angeles Cleantech Incubator

Move LA  
Norwalk; City of  
Santa Monica; City of  
Streets are for Everyone  
West Hollywood; City of

**OPPOSITION:** (Verified 5/4/26)

Oakland Privacy

**ARGUMENTS IN SUPPORT:** Writing in support, Automotus writes, “Curb space has become one of the most strained and valuable components of the public right-of-way in California’s communities. As e commerce deliveries, on demand services, ride hailing, and autonomous vehicle activity accelerate, our existing curb regulations have not kept pace. Research shows that commercial curb use now represents a majority of total activity in many cities, much of it occurring without compliance or effective oversight...SB 1292 offers a modern, locally controlled solution. By enabling jurisdictions to adopt enhanced curb management systems—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.”

**ARGUMENTS IN OPPOSITION:** Writing in opposition, Oakland Privacy states, “To capture entire crosswalks, cameras will have to be bi-directional and obviously will capture images of people passing through the crosswalk as pedestrians on a regular basis. Unlike other pilot programs approved by the Legislature, this program has no expiration date and no limit on the number of cameras. This potentially could result in multiple cameras at every traffic intersection or a gauntlet that ensnares not only automobile drivers, but every pedestrian. This seems far beyond the goals of the bill as expressed in the legislative findings.”

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5/5/26 15:55:46

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