Date of Hearing: June 22, 2026

ASSEMBLY COMMITTEE ON TRANSPORTATION
Lori D. Wilson, Chair
SB 1292 (Richardson) – As Amended April 22, 2026

SENATE VOTE: 28-7

SUBJECT: Enhanced curb management system

SUMMARY: 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. Specifically, **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; and,
    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.

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)

FISCAL EFFECT: Pursuant to Senate Rule 28.8, negligible state costs.

COMMENTS: Cities *use parking tickets to manage congestion.* Cities have long utilized parking regulations and enforcement as primary tools to manage traffic congestion, ensure commercial access, and balance competing demands for public space. The fundamental challenge of curbside allocation is not a modern phenomenon; the mechanical parking meter was invented in 1935 in Oklahoma City to address severe downtown gridlock.

As noted by the *Encyclopedia of Oklahoma History and Culture*, the original parking meter was invented in 1935 specifically to stop downtown workers from monopolizing retail curbs all day. When implemented, it immediately resolved parking shortages, generated municipal revenue, and increased commercial property values by ensuring predictable vehicle turnover.

The impact of this early curb management tool was threefold: it resolved local parking shortages, generated municipal revenue through meter fees and parking fines, and stimulated commercial property valuations by ensuring predictable turnover. Today, municipalities continue to use parking enforcement to achieve critical public safety and transit goals, including maintaining open spaces for emergency vehicles, protecting dedicated zones for individuals with disabilities, ensuring electric vehicle charging access, and preventing all-day vehicle storage from choking out retail corridors.

The problem with free parking. Despite the proven utility of pricing and regulating the curb, most parking in the United States remains free and underpriced. To accommodate unmitigated automobile use, local planning policies have dedicated exorbitant amounts of valuable urban land strictly to vehicle storage. For example, the County of Los Angeles has dedicated approximately 200 square miles of its land mass entirely to parking—an area equivalent to the combined geographic footprints of Brooklyn, Manhattan, San Francisco, and the Bronx (which collectively house over 6.5 million people).

In his foundational work, *The High Cost of Free Parking*, University of California, Los Angeles urban planner Dr. Donald Shoup argues that while parking is a necessary component of the transportation network, excessive minimum parking requirements act as a structural detriment to urban centers:

"The principle that 'the dose makes the poison' applies perfectly to parking. By prescribing massive overdoses of parking spaces, planners are poisoning the city. Planning for parking has caused severe adverse reactions, and if a policy is judged by its consequences, off-street parking requirements are a catastrophe… The many significant costs related to current parking policies (e.g., increased housing prices, unjust subsidies for cars, distorted transportation choices, sprawl, social inequity, and economic and environmental degradation) are not a consideration."

To rectify these distortions, modern transportation planning emphasizes market-priced curb parking to reduce congestion, conserve energy, improve air quality, and generate localized public revenue that can be reinvested directly into the communities generating it.

Better curb management. Traditional municipal curbside planning strategies have long relied on static, land-use-based demand estimates to allocate permanent access priority, such as dedicating whole blocks exclusively to private passenger vehicle storage. However, a comprehensive study by the National Center for Sustainable Transportation at UC Davis highlights that the explosive growth of ride-hailing services (TNCs) and e-commerce residential deliveries has placed unprecedented pressure on these already saturated, inflexible urban right-of-ways. Cruising and searching for parking in dense areas severely degrades system efficiency, with empirical data showing that average parking search times range from 3.5 to 14 minutes, accounting for up to 74% of local traffic congestion. When delivery trucks or ride-hailing vehicles cannot secure predictable curb access, they resort to illegal double or triple parking. This behavior significantly spikes travel delays, generates disproportionate greenhouse gas emissions due to gridlock, and creates hazardous conditions for transit, cyclists, and pedestrians. This bill provides a regulatory framework to transition local jurisdictions away from antiquated storage models and toward dynamic, high-productivity curb management strategies.

Simulations within the UC Davis report demonstrate that modernizing curb infrastructure layout directly yields significant environmental and operational dividends. According to the study's localized simulation models, incorporating real-time parking information can reduce average vehicle kilometers traveled (VKT) by up to 3% in supply-constrained markets, while optimizing parking capacity can reduce intersection queue times by 5% and slash local emissions by up to 20% in residential sectors. Furthermore, the report establishes that dedicating precise ratios of on-street spaces as flexible loading and unloading zones significantly minimizes the time delivery vehicles spend circling the block or double-parking. Notably, the researchers identified a critical optimization threshold: dedicating up to 30% of curbside space to specialized loading and passenger drop-off zones maximizes commercial throughput and reduces system-wide emissions by 10% in high-density districts. By establishing a state-guided approach to flexible "flex-zone" management and technology integration, this bill codifies proven transportation research into actionable policy that enhances local economic competitiveness, improves traffic flow, and protects vulnerable road users.

Pilot programs on parking management: California currently has two ongoing pilot programs authorizing the use of automated enforcement for parking. AB 917 (Bloom), Chapter 709, Statutes of 2021 authorized a five-year pilot program to use automated enforcement cameras on transit buses to issue tickets to individuals who park in bus-only lanes or at transit stops. AB 1837 (Gonzalez) of 2026 would extend the pilot for 10 years. AB 361 (Ward), Chapter 432, Statutes of 2023 authorized a pilot program for automated enforcement cameras to be installed on city-owned or district-owned parking enforcement vehicles for vehicles parking in bike-only lanes. SB 532 (Wiener), Chapter 858, Statutes of 2024, authorized San Francisco, Santa Monica and Long Beach to require payment of parking fees with a mobile device until 2033.

How Automotus Works. Automotus, a supporter of this bill, develop camera infrastructure and software platforms that local jurisdictions would likely purchase to implement the expanded curb management authorized by this bill.

When a vehicle enters the zone, the system's integrated Automated License Plate Recognition (ALPR) identifies the vehicle and tracks its exact dwell time to the minute. Because the system performs its data analysis locally "at the edge," it is engineered to instantly anonymize general data, blur pedestrian faces, and de-identify non-violating traffic to protect public privacy. For participating commercial fleets and delivery operators, this automation bypasses the need for physical parking meters or smartphone apps; instead, the system automatically logs the vehicle's arrival and departure, calculating and issuing a precise, time-based digital invoice directly to the fleet management account.

In Southern California, Los Angeles and Santa Monica have deployed Automotus primarily through structured pilot programs designed to incentivize sustainable logistics and manage the explosion of last-mile delivery. Working in tandem with the Southern California Association of Governments (SCAG) and the Los Angeles Cleantech Incubator (LACI), both cities have used the technology to establish specialized "Zero-Emission Delivery Zones" (ZEDZ) and "Smart Loading Zones." In these designated corridors, the Automotus cameras dynamically track curb occupancy and capture real-world traffic analytics to help city planners model local congestion. Because California statutory law does not currently grant cities the explicit authority to issue automated, camera-based parking tickets via the mail, LA and Santa Monica use the platform to administer voluntary, minute-by-minute user fees for commercial fleets rather than punitive penal citations. Additionally, the technology allows these jurisdictions to experiment with dynamic pricing, offering heavily discounted curb-access rates to electric commercial vehicles to encourage delivery fleets to transition away from fossil fuels.

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."

Los Angeles Clean Tech Incubator, the *sponsor of this bill*, argues, "SB 1292 addresses the growing demand for effective curb management in urban areas, where e-commerce deliveries, ride-hailing services, and zero-emission vehicles increasingly compete for limited curb space. By enabling local jurisdictions to adopt stationary camera systems for parking enforcement and automated payment collection, this bill provides a much-needed tool to reduce congestion, improve safety, and optimize curb usage.

"SB 1292 will continue to require human review, due process protection, and strict limitations on data use. Taken together, these provisions offer a measured approach that aligns with California's existing automated enforcement framework. We respectfully ask for your continued leadership on SB 1292 and your support for the amendments described above as the measure advances. This proposal will help California's cities address the challenges of modern curb activity while safeguarding the rights and interests of residents."

Oakland Privacy, writing in opposition to this bill, argues "Senate Bill 1292 is another in a series of bills that seek to broaden the authority of local governments to install automated license plate readers on municipal equipment in order to do automated parking enforcement. From an initial special temporary authorization for San Francisco's MUNI to install these cameras to record vehicles blocking public transit lanes, these programs have grown to an additional temporary authorization to AC Transit, an extension to any public transit vehicle in California, a renewed

temporary authorization and now pending, an indefinite authorization (AB 1837). In addition, a pilot authorization was granted for city parking vehicles to install cameras for the purpose of automated ticketing of vehicles blocking bicycle lanes. All of this is accompanied by California five-city speed camera pilot which was extended to include Malibu. SB 1292 is an expansion of the bicycle lanes pilot program scheduled to end in 2028.

"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 concerns. Enhanced curb management has the potential to help cities better manage finite curb space, making roads safer for delivery drivers, transit vehicles, and passengers of taxis, TNCs, and autonomous vehicles (AVs) by providing dedicated drop-off zones. At the same time, an automated enforcement system can be entirely unforgiving. A driver who pulls up to an unfamiliar loading zone authorized by this bill could inadvertently receive a violation while simply idling to read local signage to see if they are legally allowed to park. While passenger loading and commercial loading zones are frequently used for quick, seconds-long pickups and drop-offs that typically would not result in a physical citation from a parking officer, a continuous camera system could change the enforcement baseline dramatically.

Californians are facing an affordability crisis. Parking tickets in Los Angeles bring in $110 million in revenue for the city annually. In Los Angeles, a parking ticket costs $63 for parking at an expired permit or $70 for parking in a passenger loading zone. An unforgiving automated enforcement system tickets an individual instantly could come at an inopportune time where only 11% of individuals living in Los Angeles can afford a median priced home. According to a survey from the USC Sol Price Center for Social Innovation, three out of four Los Angeles' households were rent-burdened, meaning they spent over 30% of household income on rent and utilities. 48% were severely rent-burdened, spending more than half of their household income on rent and utilities. The survey also highlighted racial disparities. White and Asian households were less likely to be rent-burdened than Latino and Black households.

As currently drafted, this bill places no limits on what a local government can charge a motorist for pulling up to a smart loading zone, nor does it establish statewide boundaries for when a failure to pay a dynamic fee escalates into a full penal violation. Charging drivers for accessing traditional loading zones is novel; the closest structural equivalent is charging a toll for using a bridge or an express lane.

Historically, a lack of strict statutory restrictions on toll violations has come at a severe cost to low-income consumers. In November 2021, SPUR released a report titled *Bridging the Gap*, which analyzed Bay Area toll structures and their regressive impacts. SPUR identified four systemic flaws in automated toll collections: mailing address errors, accessibility barriers, high fines and fees, and a lack of flexible payment plans. Notably, SPUR found that in 2019, 5 million unpaid tolls resulted in escalating fines and fees, with 70% eventually sent to the DMV or collection agencies—often accruing at least $70 in penalties for an initial $6 toll.

To remedy these issues, the Legislature passed AB 2594 (Ting, Chapter 969, Statutes of 2022), which established consumer guardrails by providing a 30-day window to pay original bridge tolls, capping first-notice evasion penalties at $25, and second notices at $50. SB 1292 currently lacks similar statutory consumer protections. Under the bill's current framework, local government could levy unrestricted fees on a motorist, with zero statutory caps on late payments.

This bill contains several unresolved ambiguities due to ill-defined terms. The bill authorizes local governing bodies to designate areas for enhanced curb management at "smart loading zones," yet the exact operational definition of a "smart loading zone" remains undefined, leaving it entirely to local discretion or vendor-driven specifications.

Automotus relies on an automated, card-free, app-based payment structure for delivery drivers and couriers, which utilizes automatic license plate recognition (ALPR) linked directly to a pre-registered commercial fleet account. For heavily consolidated legacy fleets like UPS, FedEx, or corporate autonomous vehicle operators like Waymo, registering vehicles and automating corporate billing is simple.

However, for independent gig-economy couriers, app-based food delivery workers, or independent TNC drivers, the administrative process of registering personal vehicles across various localized municipal platforms could become immensely burdensome. This asymmetry increases the likelihood that independent, low-income gig workers will face a disproportionate volume of automated citations for brief stops, even when they are performing the exact short-term commercial loading activities these zones are designed to facilitate.

Should this bill move out of this committee, the committee should consider an amendment striking the provision authorizing tickets in bike-only lanes, as the Legislature authorized a pilot program for parking in bike-only lanes statewide when it passed AB 361 (Ward), Chapter 432, Statutes of 2023.

Previous and related legislation. AB 1837 (Mark González) of 2026 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. That bill is pending before Senate Transportation Committee.

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
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SB 1487 (Glazer) of 2024 would have prohibited a late payment penalty for a parking violation from exceeding 30% of the original penalty and would extend the time to pay a parking violation before additional penalties accrue. This bill was held in the Assembly Appropriations Committee.

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 1287 (Chiu) Chapter 485, Statutes of 2015) removed the sunset on the authority of San Francisco's pilot program for video enforcement of parking violations in transit-only traffic lanes.

SB 1388 (Desaulnier) Chapter 70, Statutes of 2012) authorized local authorities to use, but do not require, mobile payments for parking.

AB 1041 (Ma) Chapter 325, Statutes of 2011) extended the sunset on the authority of San Francisco's pilot program for video enforcement of parking violations in transit-only traffic lanes to January 1, 2016.

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.

REGISTERED SUPPORT / OPPOSITION:

Support

Los Angeles Clean Tech Incubator (sponsor)
Active San Gabriel Valley
California Contract Cities Association
Circulate Planning & Policy
City and County of San Francisco
City of Long Beach
City of Los Angeles
City of Norwalk
City of West Hollywood
Move LA
Sacramento Area Bicycle Advocates
San Diego County Bicycle Coalition
San Francisco Bicycle Coalition
Seamless Bay Area
South Pas Active Streets
Streets are for Everyone
Streets for All

Opposition

National Motorists Association
Oakland Privacy

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