


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: April 7, 2026

To: Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager
Department of Transportation 

Subject: **AUTOMATED BUS LANE ENFORCEMENT PROGRAM PROPOSED SPENDING PLAN**

SUMMARY

In response to Council File [\(CF\) 21-1224](#), this report provides a proposed spending plan for the projected revenue generated by the Los Angeles Department of Transportation (LADOT) and the Los Angeles County Metropolitan Transportation Authority (Metro) joint Automated Bus Lane Enforcement (ABLE) Program that uses automated cameras to enforce parking violations in bus lanes and at bus stops.

RECOMMENDATIONS

That the City Council NOTE and FILE this report.

BACKGROUND

In 2021, California Governor Gavin Newsom signed Assembly Bill (AB) 917 into law, amending California Vehicle Code to authorize public transit agencies statewide to implement programs that collect video images of parking violations in bus lanes and zones and partner with local jurisdictions to issue and adjudicate parking citations. Revenue collected from these violations is eligible to pay for capital, operating, and maintenance costs. This authority is effective until January 1, 2027.

In October 2024, LADOT and Metro executed a Memorandum of Understanding (MOU) to deploy 100 cameras on Metro buses, operating on five bus routes within the City of Los Angeles, to enforce bus lanes and stop violations.

In February 2025, LADOT began collecting parking citation revenue from the Metro ABLE (M-ABLE) Program. Per the terms of the MOU, Metro submits invoices quarterly to LADOT that detail its capital expenditures and labor (operation and maintenance) for reimbursement from the collected revenue.

On January 14, 2026, the City Council instructed LADOT to report on its spending plan for the Bus Lane Enforcement Program's projected revenue, including the following priorities: Traffic Officers, Paint and Sign Maintenance crews, Speed Hump Program, and funding for safe street infrastructure at the top 50 locations where street takeovers occur, as well as pedestrian safety treatments. City Council also instructed LADOT to include the percentage breakdown, prioritizing core services essential to safety and mobility, including, but not limited to, the following:

1. Restoration of traffic officer positions deleted in the Fiscal Year (FY) 2024-25 Budget, or a set aside for overtime, in order to conduct parking enforcement.
2. Full or partial restoration of services and programs that were curtailed in the FY 2024-25 Budget, including, but not limited to, the Speed Hump Program and Paint and Sign Maintenance.
3. Funding for safe street infrastructure at the top 50 locations where street takeovers occur, as well as pedestrian safety improvements.
4. Transportation improvements and temporary staffing related to the 2028 Olympic and Paralympic games.
5. Allocation of a percentage of the revenue to implement safety and mobility initiatives in Council Districts with bus lines participating in the ABLE Program, in addition to recommendations as further lines and bus lanes are incorporated.

DISCUSSION

Between February 2025 and December 2025, the M-ABLE Program issued 115,890 citations and collected \$19,603,937 in gross revenue. To date, Metro has submitted three quarterly invoices totalling \$3,087,924.04 for reimbursement of capital and operation and maintenance expenditures. Based on data shared by Metro to develop the MOU between LADOT and Metro, Metro's total expenditures are projected to be \$7,079,570 by January 1, 2027. Per the MOU, both parties may recover program costs generated by the ABLE citations including capital, operation, and maintenance costs. Metro is to be reimbursed for their billed costs on a quarterly basis.

M-ABLE citation revenues are processed similarly to parking citations and are to be deposited into the City's General Fund. Per the MOU between LADOT and Metro, LADOT is determining when Metro has submitted sufficient invoices as expected in order to deposit the net M-ABLE citation revenue (gross revenues minus Metro's expenditures) into the General Fund. Additionally, operational costs of the program along with contractual costs associated with citation processing will need to be accounted for to determine final net revenues from the program.

It should be noted that M-ABLE revenues are expected to fluctuate as the pilot program becomes more familiar and violators change their behavior to avoid repeat citations, which makes citation revenue difficult to project until more data becomes available. LADOT would recommend prioritizing M-ABLE-related revenues in the following order, and as annual revenues would allow.

1. One time funding allocation to restore 100 deleted Traffic Officer and 10 Supervisor positions from prior year budget reductions at a total cost of approximately \$5,100,000, plus \$300,000 for uniforms and radios. Traffic Officers would generate additional revenues beyond costs of employment.
2. One time funding allocation to restore 13 deleted Parking Enforcement and Traffic Control (PETC) Communications Center staff, including Communications Information Representatives and Senior Communications Operators at a total cost of approximately \$1,000,000.

3. Ongoing program support as the program expands, including:
 - Additional Traffic Officers (approximately \$90,000 per position) for citation review
 - Senior Administrative Clerk and/or Administrative Clerk (approximately \$82,000 or \$58,000 per position, respectively) for additional processing support from increased citations
 - Senior Administrative Clerk and/or Administrative Clerk for additional citation adjudication support

4. Additional ABLE expansion support, including:
 - One additional Administrative Hearing Examiner position per ABLE route expansion (approximately \$102,000 per position) to support increased overall adjudication needs
 - One additional Traffic Officer per ABLE route expansion
 - Two additional Administrative Clerks (approximately \$58,000 per position) per ABLE route expansion for initial reviews and/or adjudication support.
 - One additional Supervising Transportation Planner position for community engagement to oversee the coordinated development and execution of bus-only lanes, Mobility Plan 2035-compliant projects, and Games-related project engagement and community awareness
 - Traffic Paint and Sign Posters to support the installation and maintenance of bus lane enforcement signs and markings, proactive Citywide maintenance of curbs, crosswalks, and signage, and additional support for Metro projects based on program expansion.

5. Project Development and Active Transportation support
 - Annual allocation of up to 8% of M-ABLE revenues for Vision Zero, Safe Routes to Schools, and grant-funded projects, primarily to address funding gaps
 - Annual allocation of 3% of M-ABLE revenues allocated for the speed hump program (to supplement the existing annual Speed Hump Program budget allocation)
 - Annual allocation of up to 3% of M-ABLE revenues allocated for safe street infrastructure at the top 50 locations where street takeovers occur
 - Funding for additional Public Works positions dedicated to support Project Development and Active Transportation efforts as follows:
 - Bureau of Street Services positions for resurfacing on Priority Safety Corridors as identified in LADOT's annual workplan
 - Bureau of Engineering positions to support civil design as identified in LADOT's annual workplan
 - Bureau of Engineering positions to support construction management of LADOT Active Transportation projects

6. Parking Operations and Facilities Support
 - One time funding (approximately \$5 million) for new parking lot entry/exit equipment and maintenance/upgrades as needed

Based on the success of ABLE programs across California, [AB 1837 \(Gonzalez\)](#) would extend the State authorization for the use of video imaging to enforce parking and stopping violations indefinitely. Metro is in the planning phase of expanding the M-ABLE Program by adding camera enforcement to approximately 300 more buses, depending on approvals and funding from the County of Los Angeles. Because this expansion is early in the planning phase, revenue from a potential future M-ABLE expansion is not included in this report.

LADOT is also developing an expansion of the ABLE Program to the City's DASH buses (DASH-ABLE). Program design and implementation are in progress. LADOT will report back with additional program details and recommendations in a separate report. Furthermore, revenue sharing agreements with neighboring municipalities who operate ABLE enabled buses in the City boundaries are also being explored.

FISCAL IMPACT STATEMENT

There is no immediate impact to the General Fund to note and file this report. The Department will report on net ABLE revenues for 2025-26 once finalized. LADOT intends on submitting additional ABLE-related requests to support the program as part of the City's annual budget process.

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