

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

Date: August 31, 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: **DASH AUTOMATED BUS STOP AND LANE ENFORCEMENT**

**SUMMARY**

In response to Council File (CF) No. 21-1224, this report provides an update on the progress of the Automated Bus Lane Enforcement Program (ABLE) for six Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH) routes with up to 50 cameras and requests that the City Council adopt a resolution designating transit-only traffic lanes on City streets associated with the ABLE program prior to the issuance of bus lane citations. LADOT also requests that the City Council adopt LADOT's updated Automated License Plate Recognition (ALPR) Use Policy.

**RECOMMENDATIONS**

That the City Council:

1. ADOPT the attached Resolution (Attachment A) designating specific street segments in the City of Los Angeles as transit-only traffic lanes.
2. ADOPT the attached updated LADOT ALPR Use Policy.
3. DIRECT LADOT to update the City Council in one year on program performance; including the number of citations issued and collected along with the corresponding payment compliance and revenue.

**BACKGROUND**

In 2021, California Governor Gavin Newsom signed Assembly Bill (AB) 917 into law, amending California Vehicle Code (CVC) to authorize public transit agencies statewide to implement programs that collect video images of parking violations in bus lanes and zones, issue, and adjudicate parking citations. This authority is effective until January 1, 2027. However, AB 1837, was recently adopted by the California State Legislature, and extends the authority of AB 917 to January 1, 2034. Once Governor Newsom signs AB 1837, the new extended authority will take effect.

In October 2023, Metro executed an agreement with Hayden AI, following a competitively bid Request for Proposals (RFP) process, to procure:

1. Camera hardware and software for 100 cameras;
2. Configuration, operation, and maintenance of a back-end web-based database and dashboard; and
3. Data processing services to prepare fully adjudicable evidence packages.

In October 2024, Council authorized LADOT to execute a Memorandum of Understanding (MOU) with Metro to deploy 100 cameras on Metro buses, operating on five bus routes within the City of Los Angeles, and to enforce transit-only traffic lanes, more commonly referred to as bus lanes, and bus stop violations. The MOU with Metro requires Hayden AI to provide the evidence package to LADOT for review and to process the citations. Since the Metro program launched in November 2024 through January 2026, it has:

- Sent 281,000 potential violations to the citation management system
- Generated over \$21 million in gross revenue
- Enhanced transit performance by improving speed and reliability of the routes in the program
  - Improved trip time reliability by 2.4 percent across all routes in the PM peak
  - Improved bus lane speed
  - Increased on-time performance for routes 212 and 720 by 7 to 9.8 percent
- Changed behavior due to fewer individuals parking in bus zones
  - 33 percent drop in citations after one year
  - 77 percent of people only committed one violation
  - Reduced chronic offenders
- Improved rider satisfaction and safety
  - Easier and safer access to buses, as stops were less likely to be impeded by illegally parked vehicles

## DISCUSSION

Based on the success of the joint Metro and LADOT ABLE program, LADOT plans to expand the program in two phases to improve driver compliance in LADOT operated bus lanes and at bus stops in high-traffic areas, particularly in Downtown Los Angeles. By automating the detection of bus lane and stop obstructions, the City can improve DASH transit efficiency and reliability, and enhance the overall rider experience. The first phase includes 20 buses for LADOT downtown DASH routes A, B, D, E, and F and 10 buses for Pico-Union. The second phase will include 20 additional LADOT DASH buses serving Crenshaw, Panorama City/Van Nuys, Watts, and Wilshire Center/Koreatown. During a 60-day pilot, LADOT collected data for over 3,400 potential violations (events) along DASH routes A and F bus lanes and stops in the Downtown Los Angeles service area. The data on these two bus routes averaged approximately four events per bus per hour. Key observations from the pilot included vehicles parked illegally at bus stops restricting buses from pulling safely to the curb. During the pilot, some bus drivers had to unload passengers from a travel lane or at an angle to the curb. This resulted in slower boardings and alightings, safety risks, and traffic delays.

LADOT is able to piggyback off of the existing Metro ABLE program contract. The Los Angeles City Charter Section 371 allows for contracts to have cooperative arrangements with other governmental agencies to utilize their purchasing and services contracts and any implementing agreements. Metro conducted a

competitive bid process and selected Hayden AI. The contract is for the installation, operation, management, and maintenance of up to 50 cameras on DASH buses for a term of three years and contract amount not to exceed \$3,429,640. Should the State legislation not extend the authority to use cameras to enforce bus lanes then the City will terminate the contract on or before January 1, 2027 and only pay for services rendered up to that date.

LADOT would implement the projected rollout as follows:

- Phase 1 - Starting November 2026: All of the downtown routes - DASH A, B, D, E, F (20 buses) and Pico-Union (10 buses).
- Phase 2 - DASH Crenshaw, Panorama City/Van Nuys, Watts, and Wilshire Center/Koreatown (20 buses)

LADOT summarized the estimated contract costs in Table 1 for three months assuming the program ends January 1, 2027, and three fiscal years for the contract duration assuming the legislation is extended, as expected. If the installation of additional cameras happens sooner than the end of FY 2026-27 the cost increase would reflect the additional time.

**Table 1: ABLE Estimated Costs**

|                                                           | <b>Nov. 1, 2026 - Jan. 1, 2027</b> | <b>Jan. 27 - June 27</b> | <b>FY 2027-28</b>  | <b>FY 2028-29</b>  |
|-----------------------------------------------------------|------------------------------------|--------------------------|--------------------|--------------------|
| <b>Number of Buses</b>                                    | 30                                 | 50                       | 50                 | 50                 |
| <b>Camera Purchase Cost</b><br>(One-time cost per camera) | \$406,440                          | \$270,960                | -                  | -                  |
| <b>Maintenance Cost</b>                                   | \$150,120                          | \$500,400                | \$1,000,800        | \$1,000,800        |
| <b>Total Costs</b>                                        | <b>\$556,560</b>                   | <b>\$771,360</b>         | <b>\$1,000,800</b> | <b>\$1,000,800</b> |

As required by AB 917, LADOT will issue warnings for the first 60-days of the program. Simultaneously, LADOT will launch a public outreach campaign via press release and posting information on LADOT's website and social media. The program will be implemented in accordance with all of the privacy protections contained in CVC 40240 (AB 917), which governs the use of automated forward-facing parking control devices on transit vehicles. Video image evidence from the devices that do not contain evidence of a parking violation occurring in a transit-only traffic lane or at a transit stop are destroyed within 15 days after the information is obtained. Video image evidence that contains evidence of a parking violation is retained for up to six months from the date the information was obtained, or 60 days after final disposition of the citation, whichever date is later, after which time the information is destroyed. The devices are focused on capturing video images of parking violations and do not capture identifying images of other drivers, vehicles, and pedestrians. Consistent with LADOT's data protection principles, all LADOT record requests that originate from a law enforcement agency for citation information collected by the City require a subpoena and consultation with the City Attorney's office for appropriate processing to ensure compliance with City policies.

Given the ABLE program's anticipated cost recovery, the proposed contractor has agreed to defer payment of the City's invoice as referenced in Table 1 above until three months after official program launch to allow for camera installation, the required 60-day warning period, and applicable DASH-ABLE

revenue collection. DASH-ABLE citation revenue will be processed by the City's current parking citation processing contractor, and periodically deposited into the General Fund. Similar to the Metro ABLE program, LADOT will utilize ABLE revenues to pay contractual services program costs with any remaining revenues deposited into the General Fund. LADOT will report with additional program details and recommendations on both the Metro ABLE and DASH-ABLE programs, including anticipated program costs and estimated revenues, in a future Council report and/or Financial Status Report, and as directed in Council File (CF) 21-1224.

In order to operationalize the DASH-ABLE program and issue parking citations, the City Council needs to designate the identified traffic lanes as bus lanes. Per Los Angeles Municipal Code Section 80.36.8, LADOT "is authorized, subject to approval by resolution of the City Council to designate the preferential use of traffic lanes in streets and highways under the jurisdiction of the Department of Transportation within the City of Los Angeles and to place and maintain, or cause to be placed and maintained, such appropriate signs, signals, barriers, stanchions or other traffic control devices as may be authorized under the State Vehicle Code or as may be necessary properly to indicate and to carry out the provisions of this section or to warn or guide traffic." The attached draft resolution (Attachment A) identifies 12 City street segments for proposed enforcement. Without the formal adoption of this resolution prior to the expiration of the 60-day warning period, LADOT will not be able to issue bus lane violations in these street segments.

As part of the expansion for DASH-ABLE, LADOT revisited its umbrella ALPR Use Policy for the department. In the policy document, LADOT clarified additional uses of the technology and that the policy does not apply to other programs that have a separate and unique ALPR use policy such as the Speed Safety System Pilot Program. The updated policy is enclosed as Attachment B.

#### **FISCAL IMPACT STATEMENT**

Parking citation revenue is deposited into the General Fund. The estimated annual contractual services costs to implement the ABLE program should be recovered by ABLE citation revenues deposited to the General Fund. Additional contract and program-related costs will be requested in subsequent annual budget cycles should the program receive State authorization beyond January 1, 2027.

LRC:TC:KH:rf

Attachments

Transit-Only Traffic Lanes Resolution

Updated ALPR Policy