File No. 21-1224

TRANSPORTATION and BUDGET AND FINANCE COMMITTEES' REPORT and RESOLUTION relative to progress of the Automated Bus Lane Enforcement (ABLE) Program for six Downtown Area Short Hop (DASH) routes.

Recommendations for Council action:

1. ADOPT the accompanying RESOLUTION, Attachment A to the August 31, 2026 Los Angeles Department of Transportation (LADOT) report, attached to the Council File, designating specific street segments in the City of Los Angeles as transit-only traffic lanes.

2. ADOPT the attached updated LADOT Automated License Plate Recognition Use Policy.

3. DIRECT the 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.

4. NOTE and FILE the April 7, 2026 LADOT report.

Fiscal Impact Statement: The LADOT reports that 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.

Community Impact Statement: Yes

For:
North Westwood Neighborhood Council

Summary:

On May 27, 2026, the Transportation Committee considered an April 7, 2026 LADOT report relative to the proposed spending plan for the ABLE Program's projected revenue. After consideration and having provided an opportunity for public comment, the Committee moved to note and file the April 7, 2026 LADOT report.

Subsequently, on September 16, 2026, the Transportation Committee considered an August 31, 2026 LADOT report and Resolution relative to progress of the ABLE Program for six DASH routes. According to the LADOT, 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, the Los Angeles County Metropolitan Transportation Authority (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

3. Data processing services to prepare fully ad judicable evidence packages.

In October 2024, Council authorized the 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 with a 33 percent drop in citations after one year and 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

Based on the success of the joint Metro and LADOT ABLE Program, the 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 ten 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, the 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. The LADOT is able to piggyback off of the existing Metro ABLE program contract.

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 of the LADOT report for three months assuming the program ends January 1, 2027, and three Fiscal Years (FY) 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.

After further consideration and having provided an opportunity for public comment, the Transportation moved to recommend approval of the recommendations contained in the LADOT report as detailed in the above recommendations.

Subsequently, on October 6, 2026, the Budget and Finance Committee also considered this matter consideration and having provided an opportunity for public comment, the Committee moved to concur with the May 27, 2026 and September 16, 2026 actions of the Transportation Committee. This matter is now submitted to Council for its consideration.

Respectfully Submitted,
Transportation Committee

COUNCILMEMBER	VOTE
HUTT:	YES
HERNANDEZ:	YES
PADILLA:	ABSENT
PARK:	YES
NAZARIAN:	YES

Budget and Finance Committee

COUNCILMEMBER	VOTE
YAROSLAVSKY:	ABSENT
BLUMENFIELD:	YES
HUTT:	YES
McOSKER:	YES
HERNANDEZ:	YES

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-NOT OFFICIAL UNTIL COUNCIL ACTS-