


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

Date: March 19, 2025

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: **REPORT ON ASSEMBLY BILL 436 IMPLEMENTATION COMMUNITY ENGAGEMENT**

**SUMMARY**

Assembly Bill (AB) 436 (Alvarez) took effect On January 1, 2024, prohibiting local governments from regulating or enforcing cruising activities. As directed in Council File (CF) 24-0037, and relative to compliance with this new law, this report recommends community engagement strategies and provides guidance to establish an advisory board to help address concerns and inform community members.

**RECOMMENDATION**

That the City Council Note and File this report.

**BACKGROUND**

Codified as Vehicle Code Section 21100, AB 436 repeals Vehicle Code Section 24008, prohibits local governments from regulating and cruising, and eliminates prohibitions on certain lowrider vehicle modifications. Accordingly, Los Angeles Municipal Code (LAMC) Section 80.36.10, which defines Cruising as “the driving of a motor vehicle two or more times within a six-hour period, in a particular direction...”. is no longer enforceable.

In April 2024, the Los Angeles City Council (Council) requested the City Attorney, in consultation with the Police Department (LAPD) and the Department of Transportation (LADOT) to report on bringing the LAMC up to compliance with the new state law. They further directed LADOT, with the assistance of the LAPD and the Bureau of Street Services (BSS) to report to the Council on the development of a community engagement and advisory body composed of the car and cruising community, and other stakeholders to engage in regional forums.

**DISCUSSION**

LADOT applies community engagement best practices tailored to the specific needs of a project or program and the impacted community. Informed by LADOT’s existing protocols, LADOT alongside BSS, the Department of City Planning (DCP), and the Bureau of Engineering (BOE), developed standardized engagement and notification procedures ([\(CF\) 24-0173](#)) for mobility corridors in November 2024. While the change to state and local laws that regulate and enforce cruising activities do not represent a typical

project type as part of these standardized engagement procedures, these established protocols can inform the engagement process for reaching the car and cruising community, as well as other stakeholders. LADOT, in consultation with LAPD and BSS, recommends the following strategies to engage representatives from the car and cruising community and other stakeholders, to inform the cruising community as to the implementation of AB 436 and other related regulations within the City. With support from appropriate City Departments, these strategies can be executed by individual Council offices who have direct connections with these community groups in their respective districts.

Based on LADOT's engagement best practices, and in consultation with LAPD, BSS, as well as Council Districts 1 and 6, the following strategies are recommended:

- Phase 1: Focused briefings to inform and consult representatives of car clubs and cruising groups about the implementation of AB 436 and other related regulations within the City.

These briefings will allow representatives to ask questions and share overall concerns. These initial conversations will also provide an opportunity for community representatives to inform the engagement process and vet engagement methods to ensure that stakeholders are appropriately being reached. Briefings should be targeted to car club and cruising group leadership or selected representatives to establish an initial connection with groups, and to better understand the engagement needs for the broader car cruising community and interested stakeholders.

- Phase 2: Broader community meetings to communicate changes with all stakeholders.

Following the initial briefings to vet engagement strategies and confirm stakeholders, and based on staff capacity, a series of forums should be held with the broader car and cruising community, as well as other stakeholders. These forums should be open to all community members and held at accessible community venues. These forums can convene stakeholders from across the region, and should provide an overview of AB 436 and its impact, while allowing for community members to share the historical and cultural significance of cruising with City representatives, including the challenges this community faced and the current practices and activities associated with cruising. The forum should include breakouts or roundtables wherein community members share localized issues or concerns specific to their individual communities in order to help inform the larger conversation. This forum also provides an opportunity for community members to share feedback on the best methods to inform the cruising community, and community at large, as to the implementation of AB 436.

- Phase 3: Public information campaign to increase and expand awareness.

Once the car cruising community and the broader range of stakeholders have been informed and consulted, a public information campaign will ensure changes to state law and local enforcement are broadly communicated. This campaign can include fact sheets, FAQs, and general information made available in multiple languages that Council offices can develop and provide directly to their communities. This information can be circulated through newsletters, social media, and other outlets, as well as amplified by City departments. This campaign should reach broader community organizations and representatives, such as neighborhood councils, to help disseminate the relevant information with their respective communities.

Additionally, all engagement efforts should aim to remove barriers to participation, and consider addressing accessibility needs such as language access. In collaboration with LAPD, BSS, and other relevant departments, LADOT can support these efforts by providing educational information based on LADOT's responsibilities in the implementation of AB 436.

**FINANCIAL IMPACT**

LADOT does not anticipate any impact to the General Fund as a result of these recommendations. Accommodations such as language access will incur additional costs, and the estimated cost for interpretation services for a one-hour meeting range from \$250 (virtual) and \$1,040 (in-person) based on recent quotes from the City's designated interpretation contractor. Additionally, any meetings conducted outside of regular hours of operation would need to incur staff overtime. The engineering overtime cost to attend after-hours meetings and provide technical oversight related to traffic controls is a maximum of \$500 per meeting (depending on day/time/and number of hours).

LRC:MR:lh