

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: February 19, 2026

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

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

Subject: **TRANSPORTATION-MANAGED REVENUE-GENERATING PROGRAMS**

SUMMARY

As directed by Council File (CF) 25-0600-S120, this report provides a comprehensive list of revenue-generating programs that are managed by the Department of Transportation (LADOT).

RECOMMENDATION

That the Los Angeles City Council note and file this report.

BACKGROUND

As part of the Budget and Finance Committee's deliberations and recommendations related to the 2025-26 Adopted Budget, LADOT was instructed to report back on its revenue-generating programs and any opportunities to increase revenue to create long-term offsets and restore positions and funding.

DISCUSSION

LADOT manages three main categories of revenue-generating programs: parking citations, parking operations, and fees for service.

Parking Citations (Fines)

LADOT Traffic Officers enforce parking regulations and issue citations for violations. The Fiscal Year (FY) 2025-26 Adopted Budget assumes that LADOT will collect \$108.4 million in parking fines based on recent issuance and collection activity. Citations issued and revenues collected remain below pre-pandemic levels as the result of increased traffic officer vacancies, reductions in budgeted positions, and increased demands on officers for traffic control and other services outside the issuance of parking citations. Receipts have also declined in recent years with continuing delinquent payments, reduced collections and limited options to pursue scofflaws. LADOT's declining staff resources in adjudicating contested citations has created a backlog that has increased citation review close to the State's statutory timeline for citation dismissal. Restoring adjudication and enforcement resources would create more stable revenue outlooks for this revenue source.

LADOT is preparing to expand the current Automated Bus-Lane Enforcement Program (ABLE) and initiate the Speed Safety Camera Program in the coming months, both of which have the potential to significantly increase citation revenues. The success of these programs are contingent on having the staffing capacity to review citations and handle the anticipated increase in adjudication and hearing requests. These programs are summarized below:

Automated Bus-Lane Enforcement (ABLE) - In 2025, the Los Angeles County Metropolitan Transportation Authority (Metro) partnered with LADOT to launch a pilot bus lane enforcement program using automated license plate recognition (ALPR) technology mounted on bus dashboards to identify and cite vehicles illegally parked at bus stops or in dedicated bus lanes. While the purpose of the Metro program is to increase bus transit safety and reliability, ALPR programs typically generate enough revenue to cover program costs and the staff needed to operate the program, and have the potential to generate new funding streams to implement other transportation system improvements. With lessons learned from the Metro program, LADOT plans to implement an automated enforcement program serving some of the highest ridership DASH routes in the City of Los Angeles (City) later this year to reduce parking violations obstructing public transit and improve safety, accessibility, and reliability for riders. The ALPR technology can also potentially be used to enforce illegal parking within bicycle lanes and cite vehicles which are blocking safe passage of bicycles. LADOT has recently transmitted a report on the options for bicycle lane enforcement ([CF 25-0558](#)) and will provide a report on the proposed DASH-ABLE program to the Mayor and Council this calendar year.

Speed Safety Camera Pilot Program - As authorized by California Assembly Bill (AB) 645 and directed by Council ([CF 23-1168](#)), LADOT is planning to implement an Automated Speed Enforcement Program. The program is anticipated to become active by the end of calendar year 2026, dependent on LADOT's progress in procuring a Speed Safety System Operator, development and approval of the AB 645-required Use Policy and Impact Report, and timeliness in amending the LAMC to address AB 645 provisions and CVC updates and to authorize LADOT to issue citations and collect revenue accordingly. The Department will provide a progress update on the [Automated Speed Enforcement Program](#) later this calendar year.

Parking Operations

LADOT also manages revenue collection from City parking meters and City-owned public parking lots through the Special Parking Revenue Fund (SPRF), in accordance with Division 5 of the Los Angeles Administrative Code. SPRF revenues are then used to purchase, lease, install, maintain, operate, and regulate parking meters and metered spaces; collect meter revenue and related expenses; purchase, improve, and operate off-street parking facilities; and paint and mark streets and curbs required for the parking of motor vehicles within parking meter zones. The FY 2025-26 Adopted Budget assumes \$55.4 million in parking meter revenue and \$14.6 million in parking lot revenue, which includes direction to implement a parking meter rate increase of \$0.50 and extended enforcement hours in 2025-26. When SPRF revenues exceed operational expenses, a declared surplus is transferred to the General Fund as revenue. The deletion of traffic officers over the past two budget cycles has reduced enforcement of parking meter zones and threatens compliance with payments at metered parking zones. Restoring the over 100 traffic officer positions that have been deleted over the course of two budget cycles, as well as the eliminated parking operations positions that support citation adjudication and hearings, would significantly improve the department's ability to enforce and maintain parking operations.

Fees for Service

Pursuant to the City's Financial Policies, sufficient fees for service shall be levied based on the reasonable cost of providing the service for which they are charged, including the operating (direct and indirect), capital, and appropriate projected future costs. As such, all fees for service for the City shall be monitored annually to determine that rates meet, but do not exceed the reasonable cost of providing the service. If a current or proposed fee is not recovering the reasonable cost of providing the service, the department that administers that service shall consider proposing a new fee that is based on the reasonable cost of the service as part of its annual budget submission (Fiscal Policy No. 23). These fees are not intended to generate surplus revenue to the General Fund or the City and should not be increased without a proper analysis of the operational and/or capital costs of the provided services.

LADOT administers various fees for service subject to these City Financial Policies, including but not limited to:

- Services with fees deposited into General Fund Departmental Receipts (FY25), including:
 - Street and curb permits (B-permits) - \$1,480,723.67
 - Filming permits - \$1,568,194.23
 - Vehicle application and driver permits (taxi and ambulance permits) - \$3,021,885.91
 - Temporary Traffic Signs (installation and removal) - \$1,220,753.29
- On-Demand Mobility Program (fee update pending CF 17-1125) - \$583,213.88
- Preferential Parking District Permits - \$4,139,074.25
- Plan Review Fees (including Expedited Plan Reviews) - \$2,688,799.74
- Special Event Fees (not including Venues) - \$3,070,871.81

Re-evaluating the fees charged for these services along with the demand for services could allow for fee increases and provide offsets to the general fund to preserve positions in the city.

FISCAL IMPACT

There is no impact to the City's General Fund related to the recommendation to note and file this report.

LRC:KDM:rc:ss