


REPORT OF THE CHIEF LEGISLATIVE ANALYST

DATE: April 16, 2026

TO: Honorable Members of the Rules, Elections, and Intergovernmental Relations Committee

FROM: Sharon M. Tso 
Chief Legislative Analyst

Council File No.: 26-0002-S20
Assignment No.: 26-04-0267

SUBJECT: Resolution to Support SB 1292 (Richardson) relative to Enhanced Curb Management Systems.

CLA RECOMMENDATION: Adopt Resolution (Hutt - Hernandez) to include in the City's 2025-2026 State Legislative Program SUPPORT for SB 1292 (Richardson), which would allow local governments to implement enhanced curb management systems to enforce parking violations provided standards are met for accuracy, data retention, and the secure handling of driver information.

SUMMARY

Resolution (Hutt - Hernandez), introduced on March 24, 2026, states that illegally parked vehicles create safety hazards by double-parking in travel lanes and by blocking transit stops, bicycle lanes, and crosswalks. The Resolution further states that the Department of Transportation (LADOT) manages curbside parking regulations, and notes that limited parking personnel and the brief nature of these violations make it difficult to respond to every occurrence.

On February 20, 2026, Senator Richardson introduced Senate Bill (SB) 1292 which would allow local governments to establish enhanced curb management systems to record images of vehicles for the purpose of enforcing parking violations or automating parking payments if the system includes strict data retention limits and confidentiality measures to protect any identifying information.

BACKGROUND

Cities manage limited street parking through the use of parking meters, loading zones, permits, and the issuance of citations. These measures are taken to ensure that local residents have access to parking, prevent parking in spaces reserved for emergency vehicles, and guarantee the availability of parking spaces for individuals with disabilities. These enforcement actions are generally conducted in-person by parking enforcement personnel.

SB 1292 would allow local agencies to establish enhanced curb management systems to aid in the management of limited street parking. Enhanced curb management systems utilize stationary cameras or sensors on designated signage to record images of vehicles to enforce parking violations or automate parking payments. The cameras would be permitted in passenger loading zones, commercial loading zones, smart loading zones, zero-emissions delivery zones, bicycle lanes, no stopping zones, and crosswalks. The bill's author states that local governments currently lack adequate authority and tools to manage modern curb activity effectively, and notes that SB 1292 would allow cities to more effectively manage passenger and commercial curb space.

SB 1292 contains the following provisions:

- Authorize cities to establish, monitor, and charge for smart loading zones through the adoption of a resolution or ordinance
- Allow cities to use these cameras to charge vehicles a fee for access to passenger loading zones, commercial loading zones, and smart loading zones.
- Require citations generated from the cameras to be mailed directly to the registered vehicle owner within 15 days.
- Image data must be reviewed and approved by a peace officer or person authorized to enforce parking laws.
- Limit image data collection to: 60 days after final disposition of a citation; Six months after a paid session in a loading zone; or 30 days if no citation is issued or fee charged.
- Require local agencies using the system to conduct a public information campaign for at least 60 days before issuing citations, only issue warning notices for the first 60 days of operation, and report periodically to the Legislature on the system's impact.

SB 1292 is jointly sponsored by Automotus and Streets for All. Supporters of the legislation include the City of Santa Monica, Los Angeles Cleantech Incubator and the California Mobility and Parking Association, and others. It is opposed by Oakland Privacy, a not-for-profit organization that focuses on issues in California related to privacy, transparency, and the oversight of surveillance technologies.

DEPARTMENT NOTIFIED

Department of Transportation

BILL STATUS

02/20/26	Introduced
03/26/26	Referred to Senate Committee on Transportation; Senate Committee on Privacy, Digital Technologies and Consumer Protection; and Senate Committee on Energy, Utilities and Communications.
04/10/26	Set for hearing in Senate Committee on Privacy, Digital Technologies and Consumer Protection.

Brian Randol

Brian Randol
Analyst

Attachments: 1. Resolution
 2. Text of SB 1292

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS
RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must first have been adopted in the form of a Resolution by the City Council; and

WHEREAS, illegally parked vehicles create safety hazards by blocking transit stops, bicycle lanes and crosswalks, or by double-parking in travel lanes, which can force pedestrians and other vulnerable road users into busy traffic lanes; and

WHEREAS, the Department of Transportation manages curbside parking regulations; however, limited parking enforcement personnel and the brief nature of these violations makes it difficult to respond to every occurrence; and

WHEREAS, automated curbside management programs implemented in cities such as Philadelphia have resulted in improved traffic congestion, increased parking turnover near local businesses, and greater availability of loading zones for delivery drivers; and

WHEREAS, on February 20, 2026, Senator Richardson introduced SB 1292 that would allow local governments to establish enhanced curb management systems to record images of vehicles for the purpose of enforcing parking violations or automating parking payments; and

WHEREAS, the bill would require the system to include strict data retention limits, as well as confidentiality measures to ensure any identifying information is protected; and

WHEREAS, the implementation of enhanced curbside management systems would help supplement scarce City resources by using technology to detect and process parking violations, thereby ensuring better compliance with parking restrictions;

NOW, THEREFORE, BE IT RESOLVED, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025-26 State Legislative Program SUPPORT for SB 1292 (Richardson), which would allow local governments to implement enhanced curb management systems to enforce parking violations provided standards are met for accuracy, data retention, and the secure handling of driver information.

PRESENTED BY: Heather Hutt
HEATHER HUTT
Councilmember, 10th District

SECONDED BY: Cress Averang

ORIGINAL

JH

BMR

MAR 24 2026

Introduced by Senator Richardson

February 20, 2026

An act to add Article 5 (commencing with Section 40275) to Chapter 1 of Division 17 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1292, as introduced, Richardson. Enhanced curb management system.

Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028.

This bill would authorize a local agency, as defined, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the local agency to adopt a public ordinance or

resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and commercial loading zones. The bill would require a local agency that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution.

This bill would require the system to record images of the vehicle and license plate at the time of the violation, and requires, before mailing a notice of parking violation, that the image data be reviewed and approved by a peace officer or person authorized to enforce parking laws. The bill would require the notice of violation to be mailed to the registered owner of the vehicle within 15 calendar days, as specified. The bill would require the image data collected by the system and any identifying information to be confidential, and would require the image data to only be used for the purpose of processing parking violations and charging vehicles a fee for access.

This bill would require a local agency to observe a public information campaign for at least 60 days before issuing citations, as specified. The bill would require a local agency to report periodically to the Legislature on the system's impact, as specified.

Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) Illegally parked vehicles, such as those blocking transit stops,
- 4 bicycle lanes, or crosswalks, or double-parked in travel lanes,
- 5 create safety hazards and contribute to traffic congestion.
- 6 Pedestrians, cyclists, wheelchair users, and transit riders are put
- 7 at risk when forced into vehicle lanes by blocked sidewalks, bicycle
- 8 paths, or bus zones. Poor compliance in loading zones also leaves
- 9 delivery drivers with few options, often leading to double-parked
- 10 vehicles. Clearing these obstructions will improve overall road

1 safety and traffic because these violations are very short in nature,
2 and they go uncited the vast majority of the time.

3 (b) Due to limited parking enforcement personnel, many curb
4 parking violations go unchecked, especially in busy urban areas.
5 Traditional enforcement, such as writing a ticket and placing it on
6 a windshield, is resource intensive and often impossible when
7 violations are transient or after hours. Automated enforcement
8 systems can supplement scarce personnel by reliably detecting
9 violations, thereby promoting better compliance with existing
10 parking laws.

11 (c) California and other jurisdictions have seen positive results
12 from automated traffic enforcement and automatically paid loading
13 zones. For example, the City and County of San Francisco's pilot
14 program using cameras to enforce transit-only lanes significantly
15 reduced transit delays by up to 20 percent and improved traffic
16 flow. The City of New York City's deployment of bus lane and
17 bus stop cameras improved bus speeds by 5 percent and reduced
18 collisions by 20 percent on those corridors. The Cities of Pittsburgh
19 and Philadelphia's programs to automate curbside enforcement
20 and payment for loading zones and other safety hazard violations
21 have led to 70 to 97 percent reductions in double parking, improved
22 traffic flow, and greater economic activity in urban cores. These
23 outcomes demonstrate that automated enforcement and paid
24 loading zones can increase safety and efficiency without
25 overburdening drivers.

26 (d) Effective curb management through consistent enforcement
27 and charging vehicles a fee for access of loading zones has
28 economic benefits, ensuring parking turnover for businesses and
29 reliable loading zones for deliveries. It also reduces circling for
30 parking and idling in traffic, which in turn lowers emissions. The
31 Legislature notes that cities like the Cities of Los Angeles and
32 Long Beach view robust parking enforcement as vital to supporting
33 local businesses and events and to meet climate and air quality
34 goals. By deterring illegal parking, automated enforcement can
35 enhance commerce in downtowns and reduce pollution from
36 congestion.

37 (e) The Legislature is mindful that automated license plate
38 recognition and camera systems must include safeguards for
39 privacy and accuracy. Successful programs have implemented
40 strict data retention limits and oversight, for instance, requiring

1 that any recorded images be destroyed within a defined short period
2 after citation processing. It is the intent of the Legislature that any
3 authorization of automated curb enforcement shall incorporate
4 robust privacy protections and transparency measures. Public
5 awareness efforts, including warning periods for drivers, are also
6 critical to ensure the program's fairness and acceptance.

7 (f) Under existing law, local agencies must provide installment
8 payment plans for "indigent," or low-income, individuals with
9 unpaid parking citations. Local agencies are required to place a
10 link to information describing payment programs in a prominent,
11 readily accessible location on the parking citation section of their
12 internet websites.

13 (g) It is the intent of the Legislature that local agencies that
14 choose to adopt enhanced curb management systems comply with
15 provisions of current law that require installment payment plans
16 for the indigent.

17 SEC. 2. Article 5 (commencing with Section 40275) is added
18 to Chapter 1 of Division 17 of the Vehicle Code, to read:

19
20 Article 5. Enhanced Curb Management System

21
22 40275. (a) As used in this article, both of the following
23 definitions apply:

24 (1) "Enhanced curb management system" or "system" means
25 a system of one or more stationary cameras or sensor devices with
26 designated signage that record images of vehicles for the purpose
27 of enforcing parking violations or automating parking payments.

28 (2) "Local agency" means a local city, county, or city and county
29 parking enforcement authority.

30 (b) A local agency may establish an enhanced curb management
31 system if it meets all of the requirements of this article.

32 (c) An enhanced curb management system shall be operated
33 by, or under the oversight of, a local agency or by a contracted
34 vendor on behalf of a local agency.

35 (d) Before the governing body of the local agency establishes
36 an enhanced curb management system, the governing body of the
37 local agency shall adopt a public ordinance or resolution that
38 authorizes the use of an enhanced curb management system in any
39 of the following locations:

40 (1) Passenger loading zones.

- 1 (2) Commercial loading zones.
- 2 (3) Smart loading zones.
- 3 (4) Zero-emissions delivery zones.
- 4 (5) Bicycle lanes.
- 5 (6) No stopping zones.
- 6 (7) Crosswalks.

7 (e) (1) A local agency may automate parking payments by
8 charging vehicles a fee for access to passenger loading zones,
9 commercial loading zones, and smart loading zones.

10 (2) A local agency that charges vehicles a fee for access pursuant
11 to paragraph (1) shall outline the fee, and any adjusted rates, in an
12 ordinance or resolution.

13 (f) A local agency shall post signage giving notice of the
14 enhanced curb management system, and the signage shall be posted
15 clearly and positioned to provide reasonable notice to motorists
16 in the affected area before the commencement of enforcement.

17 (g) A local agency may install a system pursuant to this article
18 only if the examiner or issuing agency, as described in Section
19 40215, includes options to reduce or waive the payment of a
20 parking penalty when the person is determined to be indigent, as
21 defined in Section 40220.

22 40276. (a) The image data collected by the system shall be
23 used only for both of the following:

- 24 (1) To enforce parking violation laws.
- 25 (2) To charge vehicles a fee for access to designated passenger
26 loading zones, commercial loading zones, and smart loading zones.

27 (b) The image data collected by the system shall not be retained
28 longer than 60 days after final disposition of a citation, six months
29 after a paid session in a passenger loading zone, commercial
30 loading zone, or smart loading zone, or 30 days after the image
31 was recorded if a citation is not issued or a fee is charged.

32 (c) The local agency shall ensure a contracted vendor operating
33 the system follows the data retention and privacy guidelines
34 pursuant to this section.

35 (d) The image data and personal identifying information
36 obtained from the Department of Motor Vehicles for enforcement
37 shall be confidential, shall only be used for purposes of processing
38 the parking violation or to charge vehicles a fee for access, and
39 shall not be disclosed except as required by law.

1 40277. (a) Notwithstanding subdivisions (a) and (b) of Section
2 40202, a notice of parking violation may be served by mail without
3 physical attachment to the vehicle if the violation is detected by
4 an enhanced curb management system operated by a local agency
5 in accordance with this article.

6 (b) An enhanced curb management system shall meet all of the
7 following procedures:

8 (1) The enhanced curb management system shall record images
9 of the vehicle and license plate at the time of the alleged violation,
10 along with the date, time, and location. The recorded data shall be
11 of sufficient clarity to identify the vehicle involved.

12 (2) Before mailing a notice of parking violation under this
13 section, the image data shall be reviewed and approved by a peace
14 officer or person authorized to enforce parking laws. The reviewing
15 person shall verify that the vehicle was in violation of the
16 applicable parking regulation based on the image data. A
17 certification of this review shall be included in the case file.

18 (3) The processing agency shall mail the notice of parking
19 violation to the registered owner of the vehicle no later than 15
20 calendar days after the date of the violation. The notice shall
21 include copies of the image data and information on how to view
22 any image data, the violation details, and the procedure to pay or
23 contest the citation.

24 (4) A notice of parking violation issued under this section has
25 the same force and effect as a notice placed on a vehicle
26 windshield. All rights and obligations applicable to the recipient
27 of a parking citation under this chapter, including the right to
28 contest under Section 40215, shall apply to notices served by mail
29 pursuant to this section.

30 (c) The notice of parking violation mailed under this section
31 shall include a statement of the vehicle owner's privacy rights
32 regarding the image data.

33 40278. (a) Before a local agency issues notices of parking
34 violation under Section 40277, a local agency shall observe a public
35 information campaign in accordance with this section.

36 (b) (1) The local agency shall conduct a public information
37 campaign for at least 60 days before issuing citations. This
38 campaign may include public service announcements, press
39 releases, community meetings, social media notifications, and

1 other outreach to inform motorists of the new enforcement method,
2 the locations involved, and the date on which citations will begin.

3 (2) For the first 60 days of active enforcement using a system
4 at a given location, the local agency shall issue only warning
5 notices, with no monetary penalty, to violators caught by the
6 system. The warning notices shall clearly explain the violation and
7 state that no fine is assessed for this warning, but that future
8 violations will result in citations with fines.

9 (c) The requirements of this section shall apply each time a new
10 automated parking enforcement camera or location is activated by
11 a local agency. The local agency shall maintain records of its public
12 outreach efforts and the issuance of warning notices. The records
13 shall be available for public inspection.

14 40279. (a) A local agency using an enhanced curb management
15 system shall report periodically to the Legislature on the system's
16 impact, including the number of citations issued, accident or safety
17 data in the enforced areas, and any public concerns received, in
18 order to evaluate the program's effectiveness and any need for
19 changes.

20 (b) The report shall be submitted in compliance with Section
21 9795 of the Government Code.

22 SEC. 3. The Legislature finds and declares that Section 2 of
23 this act, which adds Section 40276 to the Vehicle Code, imposes
24 a limitation on the public's right of access to the meetings of public
25 bodies or the writings of public officials and agencies within the
26 meaning of Section 3 of Article I of the California Constitution.
27 Pursuant to that constitutional provision, the Legislature makes
28 the following findings to demonstrate the interest protected by this
29 limitation and the need for protecting that interest:

30 To protect the privacy interests of persons who are issued notices
31 of violation under an enhanced curb management system, the
32 Legislature finds and declares that the image data or administrative
33 records generated by the system shall be confidential, and shall be
34 made available only to alleged violators and to governmental
35 agencies solely for the purpose of enforcing these violations,
36 charging vehicles a fee for access, and assessing the impact of the
37 use of enhanced curb management systems.