

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

April 10, 2026

Agenda Item 2b

Assembly Bill 1837 (Gonzalez): Bus Camera Parking Enforcement Reauthorization

Subject:

Makes permanent the forward-facing camera pilot program authorized by the MTC-supported Assembly Bill 917 (Bloom, 2021), which enables transit agencies to utilize video imaging to enforce parking violations at bus stops and on bus-only lanes.

Background:

In 2007, AB 101 (Ma) authorized the San Francisco Municipal Transportation Agency (SFMTA) to test forward-facing camera technology to enforce parking in bus-only lanes. It was extended multiple times, including by Assembly Bill (AB) 1287 (Chiu, 2015), which eliminated the sunset date altogether. Senate Bill 1051 (Hancock, 2016) expanded the authorization to include AC Transit. In 2021, the Legislature enacted the MTC-supported AB 917 (Bloom), which allowed transit agencies statewide to pilot the program through January 1, 2027.

AB 1837 would indefinitely extend the authorization for public transit operators to use camera technology mounted on buses to enforce parking violations in bus-only lanes and at bus stops. The bill further requires public transit operators that stand up a new program to issue warnings for 60 days prior to issuing notices of violations and requires all transit agencies undertaking a new program after January 1, 2027 to report to the Legislature on the program's effectiveness two years after implementation.

Recommendation:

Support / Commission

Discussion:

Illegal parking in transit-only lanes and at bus stops can compromise transit operators' ability to provide safe, reliable and accessible public transit service. Specifically, vehicles parked illegally in transit-only lanes or at bus stops can block buses from continuing on their route, reducing reliability and predictability for transit riders. Illegal parking at a transit stop can also create safety hazards for riders. When a bus cannot reach the curb, riders may have to navigate the gap

between the bus and the curb, which can be dangerous for riders, and infeasible for those in a wheelchair or with other physical limitations.

Five transit agencies across the state currently have camera enforcement programs, including SFMTA and AC Transit in the Bay Area. SFMTA reports a 20% reduction in transit delays, and AC Transit credits their bus camera enforcement pilot to a 6% increase in on-time performance. While SFMTA already has the authority to run their program indefinitely, AB 1837 allows AC Transit – who is cosponsoring the bill along with the California Transit Association – and other operators across the state to continue existing programs or start up new programs after January 1, 2027.

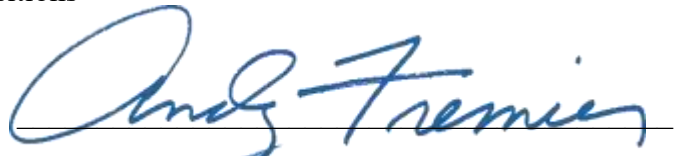
Consistent with MTC’s 2026 Advocacy Program, which supports policies to ensure public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly, staff recommends MTC adopt a support position on AB 1837.

Known Positions:

See Attachment A.

Attachments:

- Attachment A: AB 1837 Known Positions



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