

**Background Information - OPPOSE COUNCIL FILE: 24-1151:
BUS LANE VIOLATION ENFORCEMENT PILOT PROGRAM /
CITY REVENUE / SPENDING PLAN PROPOSAL / CORE
SERVICES & PROGRAMS**

WRAC Mobility and Transportation Committee
Broide/Lantz, passed 6-1-3

Proposed Motion:

“The _____ NC/CC, a member of the Westside Regional Alliance of Councils (WRAC), opposes the allocation of revenues from the Bus Lane Violation Enforcement Pilot Program to items that are not specifically related to public transit. We therefore oppose using these funds for “Transportation improvements and temporary staffing related to the 2028 Olympic and Paralympic games.” A \$200 million Federal grant is already in the works to help with the proposed use of public buses at the 2028 Games. Council Files: [24-1151](#) and [21-1224](#) (CFMS).”

BACKGROUND

The Bus Lane Violations Enforcement Pilot Program issues citations to vehicles parked in designated bus lanes, impeding the travel of Metro buses within the City of Los Angeles.

Per the [MOU between Metro and the City of LA](#) (Council File [21-1224](#)), cameras will be installed at the front of Metro buses. LADOT will hire 2 full-time traffic officers who will review the camera footage for violations. LADOT’s parking services contractor will issue citations and set up Citeweb, a photo enforcement application.

The ratio of program expenses is approximately 75% Metro and 25% LADOT. Each year, after program expenses have been reimbursed, any net revenues will go to LADOT. At that time, Metro and the City will discuss the possible reinvestment of net revenues to transportation enhancements within the City. LADOT will then report back to the Mayor and City Council for approval.

Council File [24-1151](#) instructs the City Administrative Officer (CAO) to report back on the best uses of Bus Lane Violations Enforcement Pilot

Program net revenues, with an emphasis on prioritizing services and programs essential to safety and mobility, including but not limited to:

- a. Restoration of parking enforcement traffic officer positions or a set aside for overtime.
- b. Restoration of services and programs that were curtailed in the FY 2024-25 Budget, including the Speed Hump Program, Paint and Sign Maintenance, and safe street and pedestrian safety improvements,
- c. Transportation improvements and temporary staffing related to the 2028 Olympic and Paralympic Games.
- d. Implementing safety and mobility initiatives in Council Districts with bus lines participating in the program - CD 11 and CD 5.

CONCERNS

After reviewing both Council Files and the MOU, it appears that 3 of the items in the City Council's list of best uses for net revenues in Council File 24-1151:

- a. are not the result of a discussion between Metro and the City about possible reinvestment of net revenues, and
- b. are not a list of transportation enhancements within the City as described in the MOU.

Instead, it appears to be a list of City services and programs that were cut from the 2024-25 City budget due to the lack of City funds.

In regard to item c., Transportation improvements and temporary staffing related to the LA28 Olympic and Paralympic Games:

- a. The [current 2028 Olympics transportation plan](#) is the bus leasing program used by Atlanta in 1996 and Salt Lake City in 2002. It facilitates the donation or leasing of buses and bus operators from public transit agencies around the United States to Metro.
- a. There is a [\\$200 million Federal grant](#) to Metro currently in the works. This is addition to the [\\$900 million Federal grant received in 2024](#) for the Purple Line expansion (\$709.9 million), street and transit infrastructure (\$160 million) and improved transportation access during the LA28 games (\$139 million).