

Date of Hearing: April 27, 2015

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

AB 1015 (Bloom) – As Amended April 23, 2015

SUBJECT: Parking: car share vehicles

SUMMARY: Authorizes a city or county, by ordinance or resolution, to designate certain streets or portions of streets for the non-exclusive parking privilege of cars participating in a car share vehicle program or ridesharing program.

EXISTING LAW: Makes it an infraction to violate any provision of the Vehicle Code or any local ordinance adopted pursuant to the Vehicle Code. As a rule, local governments may only regulate the movement or parking of vehicles if specifically authorized by state law. Under current law, local governments may, by ordinance or resolution, do the following:

- 1) Prohibit or restrict the stopping, standing, or parking of vehicles on a local road or on a state highway in their jurisdiction with the approval of the Department of Transportation.
- 2) Prohibit or restrict the stopping, standing, or parking of vehicles that are six feet or more in height within 100 feet of any intersection, street, or highway during all or certain hours of the day.
- 3) Designate certain streets for the exclusive parking privileges of residents and merchants adjacent to the streets for their use or the use of their guests and issue parking permits that exempt them from the restriction or prohibition of the ordinance or resolution.
- 4) Authorize preferential parking permits for members of organizations, professions, or other designated groups, including but not limited to, school personnel, to park on specified streets if the local authority determines that the use of the permits will not adversely affect parking conditions for residents and merchants in the area.
- 5) Designate certain streets or portions of streets for the exclusive parking privilege of cars participating in a car share vehicle program or ridesharing program.

FISCAL EFFECT: None

COMMENTS: Car2Go, the sponsor of this bill, is a car sharing company that uses a point-to-point model, which allows for one-way car share rentals. Users can pick up the car in one location and drop it off in another, ending their rental when they park. Under this model of car sharing, the provider will develop an agreement with a local jurisdiction to allow users to park in on-street parking spaces within their service territory. In some instances, providers may also seek approval for some dedicated parking spaces within a jurisdiction, but the system largely relies on the concept of “free floating” car share usage with user flexibility to park in any on-street parking space approved by the local jurisdiction.

Under existing law, cities and counties are authorized to designate on-street parking spots exclusively for the use of car share vehicles, but it does not explicitly authorize local governments to grant car share vehicles non-exclusive parking privileges. AB 1015 allows cities

and counties to grant non-exclusive parking privileges to car share vehicles. This would enable cities flexibility to allow vehicles from Car2Go and other point-to-point car sharing services to park wherever the city deems appropriate rather than having to designate specific spots for these vehicles. For example, a city could allow Car2Go vehicles to have permits similar to those issued to residents to park for unlimited periods of time in a specific neighborhood. This model of car sharing did not exist when the Legislature initially allowed cities and counties to designate specific parking spots for car share vehicles. This update to the car share parking statute makes sense to accommodate changes in the industry.

REGISTERED SUPPORT / OPPOSITION:**Support**

Car2Go (Sponsor)

Opposition

None on file

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