

Date of Hearing: March 27, 2017

ASSEMBLY COMMITTEE ON TRANSPORTATION  
Jim Frazier, Chair  
AB 1452 (Muratsuchi) – As Introduced February 17, 2017

**SUBJECT:** Parking: exclusive electric charging and parking on public streets

**SUMMARY:** Authorizes local jurisdictions to designate on-street parking for the exclusive use of electric vehicle (EV) charging. Specifically, **this bill:**

- 1) Authorizes a local jurisdiction, by ordinance or resolution, to designate on-street parking spaces for the exclusive purpose of EV charging provided the vehicle is connected for electric charging purpose and that specified requirements are posted.
- 2) Authorizes the removal of a vehicle parked in a designated on-street EV parking space if the vehicle does not meet specified requirements.
- 3) Requires that the posting required for on-street EV parking be consistent with the California Manual of Uniform Traffic Control Devices dated January 1, 2017.

**EXISTING LAW:**

- 1) Requires the California Air Resources Board (ARB), pursuant to California Global Warming Solutions Act of 2006 [AB 32 (Núñez), Chapter 488, Statutes of 2006], to adopt a statewide Greenhouse Gas (GHG) emissions limit equivalent to 1990 levels by 2020 and further requires, pursuant to SB 32 (Pavley), Chapter 249, Statutes of 2016, that ARB ensure that statewide GHG Emissions are reduced to at least 40% below 1990 levels by 2030.
- 2) Authorizes local authority to restrict parking or standing of vehicles on designated streets or highways within their jurisdiction.
- 3) Authorizes a local authority, by ordinance or resolution, to designate EV parking stalls, parking and charging purposes in off-street parking facilities provided specified posting requirements are met.
- 4) Provides that vehicles occupying off-street parking designated for EVs may be towed if the vehicle is not in compliance with posted requirements.
- 5) Prohibits leaving a vehicle in a designated EV stall or space in an off-street parking facility unless the vehicle is connected for electric charging purposes.

**FISCAL EFFECT:** Unknown

**COMMENTS:** In 2006, AB 32 (Núñez) established California's aggressive goal of reducing GHG emissions to 1990 levels by 2020, and just last year, SB 32 (Pavley), was passed, "doubling down" on that goal calling for GHG emissions to be reduced 40% below 1990 levels by the year 2030. Given that California's transportation sector produces nearly 40% of the state's GHG emissions, due primarily to the state's 25 million passenger vehicles, California's success in meeting its lofty GHG reduction goals will rely heavily on reducing passenger vehicle emissions.

To help address passenger fleet emissions, ARB and the California Energy Commission have instituted a number of regulatory and incentive programs designed to encourage the purchase and use of alternatively fueled vehicles as well and creating a network of alternative fueling infrastructure that relies heavily on the installation of EV charging systems. These efforts have resulted in a number of programs to incentivize the purchase and use of EVs as well as to encourage more widespread installation of EV charging infrastructure across the state.

According to the United States Department of Energy, EV owners do more than 80% of their charging at home, supplementing with workplace and public charging when it is available and accessible. Many EV drivers report that the lack of available public and workplace EV charging infrastructure keeps them from using the vehicle more often and for longer trips. To help address this need with respect to off-street parking, the Legislature passed, and Governor Brown signed, AB 475 (Butler), Chapter 274, Statutes of 2011, that ensured the exclusive EV parking could be provided in off-street parking facilities to ensure improved access to EV charging infrastructure.

As many municipalities in California and across the nation, look to increase the number of available EV charging systems, many cities have begun installing EV charging systems on city streets. As with off-street garages, however, it is important that EVs have priority access to these spaces. For this reason, the author has introduced this bill which would authorize local jurisdictions, by ordinance or resolution, to dedicate on-street parking spaces for the exclusive use of EVs while they are charging, provided appropriate signage is installed. By introducing this bill, the author seeks to ensure that on-street EV charging facilities remain accessible for EV charging and in doing so, will help California achieve its emission reduction and clean air goals.

*Previous legislation:* AB 1158 (Waldron) of 2013 would have expressly authorized local authorities to designate and enforce on-street parking for EVs. AB 1158 was returned to the Chief Clerk by this committee pursuant to Joint Rule 56.

AB 475 (Butler) Chapter 274, Statutes of 2011, allowed any vehicle that is connected for electric charging purposes to park in a garage space designated for EVs.

## **REGISTERED SUPPORT / OPPOSITION:**

### **Support**

Honorable Eric Garcetti, Mayor, City of Los Angeles

### **Opposition**

None on file

**Analysis Prepared by:** Victoria Alvarez / TRANS. /