

AMENDED IN SENATE MAY 28, 2009

AMENDED IN SENATE MAY 6, 2009

AMENDED IN SENATE APRIL 22, 2009

AMENDED IN SENATE APRIL 13, 2009

**SENATE BILL**

**No. 518**

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**Introduced by Senator Lowenthal  
(Coauthor: Senator Hancock)**

February 26, 2009

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An act to amend Section 76361.1 of, and to repeal Section 76361 of, the Education Code, to add Section 2117.5 to the Streets and Highways Code, and to amend Section 22508 of, and to add Division 19 (commencing with Section 43000) to, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 518, as amended, Lowenthal. Vehicles: parking services and fees.

(1) Existing law authorizes the governing board of a community college district to require students in attendance and employees at a campus of the district to pay a fee for the purposes of partially or fully recovering transportation costs incurred by the district or of reducing fares for services provided by common carriers or municipally owned transit systems to those students and employees. The fees authorized may be required to be paid only by students and employees using the services. In the alternative, all students and employees on that campus may be required to pay the fees for a certain period of time upon a favorable vote of a majority of both groups or by all students on that campus for a certain period of time upon a favorable majority vote of the students; however, the employees would be excluded from using

the services. Los Rios, Peralta, and Rio Hondo community college districts are only authorized to charge the transportation services fee to students and employees using the services, unless the above voting procedures have been followed.

This bill would remove the limitations on the Los Rios, Peralta, and Rio Hondo community college districts' collection of the transportation service fees from the students and employees at the affected campuses.

(2) Under existing law, the State Building Construction Act *of 1955*, state funds may be used to fund the construction or operations of parking facilities in California. Under existing law, a city or county is authorized to provide for the parking of motor vehicles, including the construction and operation of parking facilities, and the acquisition of land, property, and rights-of-way necessary or convenient for use as public parking places.

This bill would prohibit, on and after January 1, 2011, the use of state funds to, directly or indirectly, subsidize the construction or operations of parking, except as specified, and for this purpose, the bill would define the construction and operating costs of parking, the current cost of a monthly transit pass, the full cost of a parking space, and transit intensive areas, and specify the exceptions to this requirement. Because a violation of this prohibition would be a crime, this bill would impose a state-mandated local program.

The bill would ~~require~~ *authorize*, on or before January 1, 2012, a city or county within a region covered by a metropolitan planning organization, except as specified, to adopt and implement, or have adopted and implemented, measures from a specified menu that achieve a total score of at least 20 points, based on the points associated with that menu to ensure that a city or county manages its parking so that the actual cost of a parking space equals its full cost, as specified. ~~By increasing the duties of local public officials, the bill would impose a state-mandated local program.~~

The bill also would authorize a city or county; to request the State Air Resources Board (board) to approve and award points for other alternate measures to reduce or eliminate subsidies that fail to charge users for the full cost of a parking space, as specified. The bill also would require the board to consider making cities or counties that adopt and implement measures that exceed a total score of 20 points from the specified menu eligible to receive carbon reduction credits through the board's cap-and-trade program, as specified, and if a total score of at least 50 points from the specified menu is achieved, the city or county,

with respect to any application for competitive loan or grant programs funded by a general obligation bond approved by the voters on or after January 1, 2010, would receive bonus points equal to 5% of the total available points.

(3) This bill would also authorize the expenditure of any moneys apportioned to cities or counties from the Highway Users Tax Account in the Transportation Tax Fund for the adoption or implementation of transportation demand management measures, including measures adopted pursuant to these provisions.

(4) Existing law prohibits a local authority from establishing parking meter zones or fixing the rate for those zones except by ordinance.

This bill would permit a local authority to specify by ordinance a performance target and allow the rate of fees to be set administratively to achieve the performance target.

This bill would authorize a local authority to dedicate any portion of revenues collected from parking meter zones to benefit parking benefit districts or to fund programs that reduce parking demand, including, but not limited to, public transit, transportation demand management, or bicycle and pedestrian infrastructure improvements and promotion.

~~(5) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.~~

~~With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.~~

*(5) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.*

*This bill would provide that no reimbursement is required by this act for a specified reason.*

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

*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) The transportation sector contributes over 40 percent of the  
4 greenhouse gas emissions in the State of California; automobiles  
5 and light trucks alone contribute almost 30 percent. The  
6 transportation sector is the state’s single largest contributor of  
7 greenhouse gases.

8 (b) In 2006, the Legislature passed and the Governor signed  
9 Assembly Bill 32 (Chapter 488 of the Statutes of 2006; hereafter  
10 AB 32), which requires the State of California to reduce its  
11 greenhouse gas emissions to 1990 levels no later than 2020.  
12 According to the State Air Resources Board, in 1990 greenhouse  
13 gas emissions from automobiles and light trucks were 108 million  
14 metric tons, but by 2004 these emissions had increased to 135  
15 million metric tons.

16 (c) Greenhouse gas emissions from automobiles and light trucks  
17 can be substantially reduced by new vehicle technology and by  
18 the increased use of low carbon fuel. However, even taking these  
19 measures into account, it will be necessary to achieve significant  
20 additional greenhouse gas reductions by reducing vehicle miles  
21 traveled. Without those reductions, California will not be able to  
22 achieve the goals of AB 32.

23 (d) In addition, automobiles and light trucks account for 50  
24 percent of air pollution in California and 70 percent of the state’s  
25 consumption of petroleum. Reducing vehicle trips will also help  
26 reduce criteria pollutant emissions that are regulated by the state  
27 and federal Clean Air Acts and reduce the state’s dependence on  
28 petroleum.

29 (e) California has five of the top 13 most traffic congested  
30 metropolitan areas in the United States. Pricing strategies, such as  
31 parking pricing, are the most effective way to achieve lasting  
32 reductions in traffic congestion by permanently reducing roadway  
33 demand. On a congested street, eliminating just 10 percent of  
34 vehicles can result in free-flowing traffic.

35 (f) The existence of “free” parking is a significant factor that  
36 encourages vehicle trips. At employment sites, employer-paid  
37 parking increases rates of driving by as much as 22 percent.

1 Conversely, employee-paid parking reduces rates of driving by  
2 the same amount.

3 (g) Excessive governmental parking requirements greatly expand  
4 the built footprint and increase travel distances, thereby increasing  
5 vehicle miles traveled and reducing the viability of alternate  
6 transportation modes that help to achieve the state’s greenhouse  
7 gas reduction targets, including walking, bicycling, and public  
8 transportation.

9 (h) Parking is costly to build and maintain. Building a structured  
10 parking space in 2008 costs between \$17,000 and \$30,000, with  
11 underground spaces costing significantly more. Annual operations  
12 and maintenance costs vary from \$100 and \$500 per space per  
13 year. The high cost of land, construction, and maintenance to  
14 provide free parking adds significantly to the cost of economic  
15 development, making many housing and commercial developments,  
16 especially those on infill or transit-oriented sites, financially  
17 infeasible and hindering economic development strategies.  
18 Moreover, when parking is provided free to the user, these costs  
19 are hidden elsewhere in the cost of doing business. Free parking  
20 at stores is paid for by all customers in higher prices for goods,  
21 including those customers who do not drive. Free parking in  
22 housing developments is paid for by all residents, even those who  
23 do not drive. Free employer-provided parking is paid for by lower  
24 wages for all workers, including those who do not drive. Free  
25 onstreet parking is paid for by the entire community in the form  
26 of taxes.

27 (i) Eliminating subsidies for parking has enormous potential to  
28 reduce traffic congestion and greenhouse gas and other vehicle  
29 emissions by reducing vehicle miles traveled. If drivers must pay  
30 the true cost of parking, it will affect their choices on whether or  
31 not to drive. In the short term, changes to parking policy can reduce  
32 traffic congestion and greenhouse gas emissions more than all  
33 other strategies combined, and they are usually the most  
34 cost-effective approach. Eliminating parking subsidies can also  
35 improve social equity by lowering prices for those who do not  
36 drive, that are often lower-income households.

37 SEC. 2. Section 76361 of the Education Code is repealed.

38 SEC. 3. Section 76361.1 of the Education Code is amended to  
39 read:

1 76361.1. (a) The governing board of a community college  
2 district may require students in attendance and employees at a  
3 campus of the district to pay a fee for purposes of partially or fully  
4 recovering transportation costs incurred by the district or of  
5 reducing fares for services provided by common carriers or  
6 municipally owned transit systems to these students and employees.

7 (b) Fees authorized by subdivision (a) for transportation services  
8 may be required to be paid only by students and employees using  
9 the services, or, in the alternative, by any of the following groups  
10 of people:

11 (1) Upon the favorable vote of a majority of the students and a  
12 majority of the employees of a campus of the district, who voted  
13 at an election on the question of whether or not the governing  
14 board should require all students and employees at the campus to  
15 pay a fee for transportation services for a period of time to be  
16 determined by the governing board of the district, the fees may be  
17 required to be paid by all students, other than those students who  
18 are exempt from the fees pursuant to paragraph (1) of subdivision  
19 (c), and all employees of the campus of the community college  
20 district.

21 (2) Upon the favorable vote of a majority of the students at a  
22 campus of the district, who voted at an election on the question of  
23 whether or not the governing board should require all students to  
24 pay a fee for transportation services for a period of time to be  
25 determined by the governing board of the district, the fees may be  
26 required to be paid by all students, other than those students who  
27 are exempt from the fees pursuant to paragraph (1) of subdivision  
28 (c), at the campus of the community college district. However, the  
29 employees shall not be entitled to use the services.

30 (3) Upon the favorable vote of a majority of the students at a  
31 campus of the district taking a specified number of course credits  
32 for a specified duration, to be determined by the governing board,  
33 who voted at an election on the question of whether or not the  
34 governing board should require all students taking that prescribed  
35 number of course credits to pay a fee for transportation services  
36 for a period of time to be determined by the governing board of  
37 the district, the fees may be required to be paid by those students  
38 taking the prescribed number of course credits, except those  
39 students who are exempt from the fees pursuant to paragraph (1)

1 of subdivision (c), at the campus of the community college district.  
2 However, the employees shall not be entitled to use the services.

3 (c) (1) If a fee is required of students for transportation services,  
4 any fee required of a part-time student shall be a pro rata lesser  
5 amount than the fee charged to full-time students, depending on  
6 the number of units for which the part-time student is enrolled.  
7 Notwithstanding any other provision of law, the governing board  
8 of a community college district that provides for transportation  
9 services may adopt rules and regulations to exempt low-income  
10 students from this fee, or to require low-income students to pay  
11 all or part of this fee.

12 (2) Notwithstanding any other provision of law:

13 (A) An election held pursuant to this section shall be held in  
14 accordance with regulations adopted by the board of governors to  
15 ensure that the election is publicly noticed and that all students,  
16 including full-time, part-time, evening, and weekend students,  
17 have an opportunity to vote in the election.

18 (B) If the governing board of a community college district  
19 decides to seek to terminate or alter the arrangements under which  
20 the district receives transportation services from a common carrier  
21 or municipally owned transit system, the governing board shall  
22 provide at least 12 months' notice of that intention to the provider  
23 of transportation services.

24 (d) The total fees to be established periodically by the governing  
25 board pursuant to this section shall not exceed the amount  
26 necessary to reimburse the district for transportation costs incurred  
27 by the district in providing the transportation service. The sum of  
28 the fee authorized pursuant to this section for transportation  
29 services and the fee authorized pursuant to Section 76360 for  
30 parking services shall not exceed sixty dollars (\$60) per semester  
31 or thirty dollars (\$30) per intersession, or the proportionate  
32 equivalent for part-time enrollment.

33 (e) The governing board of a community college district also  
34 may require the payment of a fee, to be fixed by the governing  
35 board, for the use of transportation services by persons other than  
36 students and employees.

37 (f) This section does not apply to, and no fee shall be charged  
38 for, on-campus shuttles or other transportation services operated  
39 on a campus or between the campus and parking facilities owned  
40 by the district.

1 SEC. 4. Section 2117.5 is added to the Streets and Highways  
2 Code, to read:

3 2117.5. Any of the moneys apportioned to cities or counties  
4 from the Highway Users Tax Account in the Transportation Tax  
5 Fund may be expended for the adoption or implementation of  
6 transportation demand management measures, including measures  
7 adopted pursuant to Section 43002 of the Vehicle Code.

8 SEC. 5. Section 22508 of the Vehicle Code is amended to read:

9 22508. (a) A local authority shall not establish parking meter  
10 zones except by ordinance. An ordinance establishing a parking  
11 meter zone shall describe the area that would be included within  
12 the zone.

13 (b) A local authority shall either fix the rate of fees for parking  
14 meter zones by ordinance or specify by ordinance a performance  
15 target and allow the rate of the fees to be set administratively to  
16 achieve the performance target.

17 (c) A local authority may by ordinance cause streets and  
18 highways to be marked with white lines designating parking spaces  
19 and require vehicles to park within the parking spaces.

20 (d) An ordinance adopted by a local authority pursuant to this  
21 section with respect to any state highway shall not become effective  
22 until the proposed ordinance has been submitted to and approved  
23 in writing by the Department of Transportation. The proposed  
24 ordinance shall be submitted to the department only by action of  
25 the local legislative body and the proposed ordinance shall be  
26 submitted in complete draft form.

27 (e) An ordinance adopted pursuant to this section establishing  
28 a parking meter zone or fixing rates of fees for that zone shall be  
29 subject to local referendum processes in the same manner as if the  
30 ordinance dealt with a matter of purely local concern.

31 (f) A local authority may dedicate any portion of revenues  
32 collected from parking meter zones to benefit parking benefit  
33 districts or to fund programs that reduce parking demand,  
34 including, but not limited to, public transit, transportation demand  
35 management, or bicycle and pedestrian infrastructure improvements  
36 and promotion.

37 SEC. 6. Division 19 (commencing with Section 43000) is added  
38 to the Vehicle Code, to read:



1           DIVISION 19. PARKING REQUIREMENTS

2  
3       43000. For the purposes of this division, the following terms  
4 have the following meaning:

5       (a) “Current cost of a monthly transit pass” means the most  
6 recent adopted rate of a monthly transit pass for an adult by the  
7 local transit operator serving the jurisdiction in which the residence  
8 or employer is located. If no monthly pass exists, the amount shall  
9 be the sum of a return fare for a 20-day period. In a jurisdiction in  
10 which there are multiple transit operators, the amount shall be the  
11 average of the monthly pass of two or more of the largest operators  
12 serving the jurisdiction, but no more than four operators. This  
13 amount shall be calculated by the regional transportation planning  
14 agency by June 31 of each year and shall be made available to the  
15 public on the agency’s Internet Web site. If no transit operator  
16 serves the jurisdiction, the amount shall be forty dollars (\$40).

17       (b) “Full cost of a parking space” means the sum of all of the  
18 following:

19       (1) Annualized land cost. For surface parking or for structured  
20 parking uncovered by occupiable space, the land cost shall be equal  
21 to the full value of the land area of the parking facility. For entirely  
22 underground parking, the land cost shall be zero. For above-ground  
23 parking wholly or partially covered by occupiable space, assume  
24 a fractional land cost based upon the above-ground volume of the  
25 parking facility compared to the volume of the parking facility and  
26 other occupiable building space combined. To annualize the cost,  
27 divide actual or fractional land cost by 10. For leased land, use the  
28 annual lease rate.

29       (2) Annualized construction cost. Include full project cost  
30 divided by the useful life of the facility. If actual costs are not  
31 available, use a per-space cost from a current relevant parking  
32 construction cost index, published by the parking, transportation,  
33 or construction industries and assume a 40-year useful life.

34       (3) Annualized operations and maintenance costs. Include  
35 lighting, landscape, irrigation, security, insurance, equipment,  
36 pavement maintenance, collections, enforcement, and related costs.  
37 If actual costs are not available, use current applicable estimates  
38 published by the parking, transportation, or construction industries.

39       (c) “Transit intensive area” means central business districts,  
40 areas within one-half mile of a major transit stop, as defined in

1 subdivision (b) of Section 21155 of the Public Resources Code,  
2 and areas within one-quarter mile of a high-quality transit corridor,  
3 as defined in subdivision (b) of Section 21155 of the Public  
4 Resources Code.

5 43001. (a) Notwithstanding any other provision of law, state  
6 funds shall not be used, directly or indirectly, except as provided  
7 in subdivision (b), to subsidize the construction or operations of  
8 parking on and after January 1, 2011. For the purposes of this  
9 section, the construction costs of parking include the land, design,  
10 environmental review, permitting, project management, mitigation,  
11 and actual construction costs. Operating costs include debt service,  
12 maintenance, insurance, enforcement, collections, utilities,  
13 equipment operation, security, and other ancillary costs necessary  
14 to the operations of the parking facility. The construction or  
15 operation of parking is not subsidized if parking user fees cover  
16 construction costs within no less than 15 years and operating costs  
17 on an annual basis.

18 (b) All of the following are exceptions to subdivision (a):

19 (1) Locations where the cost of collecting payment for parking  
20 would exceed 75 percent of total revenue collected.

21 (2) Existing parking facilities at state parks where parking  
22 demand does not exceed capacity on more than 10 percent of days.

23 (3) Existing parking facilities at state-owned or leased  
24 employment facilities that employ 25 or fewer state employees or  
25 contractors where parking demand does not exceed capacity on  
26 more than 10 percent of days during peak hours.

27 (4) Locations where existing employee collective bargaining  
28 agreements forbid payment of parking, until the time that those  
29 agreements expire.

30 (5) Locations where federal rules, prior contracts, or prior  
31 funding agreements restrict payment for parking.

32 (6) Park and ride facilities serving public transit riders and  
33 carpoolers.

34 (7) Parking spaces reserved for persons with disabilities.

35 (8) Loans or grants provided for the development, rehabilitation,  
36 or preservation of affordable housing that includes parking within  
37 the development.

38 (9) Parking spaces at community colleges.

39 43002. (a) On or before January 1, 2012, a city or county  
40 within a region covered by a metropolitan planning organization

1 shall ~~may~~ adopt and implement, or have adopted and implemented,  
 2 measures from the following menu that achieve a total score of at  
 3 least 20 points, based on the points associated with each menu  
 4 item:

MEASURE	POINTS
<b>PARKING REQUIREMENTS AND ZONING</b>	
Eliminate minimum parking requirements citywide or within the unincorporated county.	20
Reduce average minimum parking requirements for all general office, general retail, general commercial, and similar development citywide or within the unincorporated county to:	
Less than 3 spaces per 1,000 square feet	2
Less than 2 spaces per 1,000 square feet	5
Less than 1 space per 1,000 square feet	10
Reduce minimum parking requirements for residential uses to:	
1 uncovered space per zero- or one-bedroom unit	
1.5 uncovered spaces per two-bedroom unit	
2 uncovered spaces per three-bedroom or larger unit	5
Reduce minimum parking requirements for all sizes of residential units below 1 uncovered space per unit.	10
Eliminate minimum parking requirements for projects in transit intensive areas.	10
Establish maximum parking restrictions for all general office, general retail, general commercial, and similar development at or below the following:	
3 spaces per 1,000 square feet	10
2 spaces per 1,000 square feet	15
1 space per 1,000 square feet	20
Establish commercial parking maximums of 2 or fewer spaces per 1,000 sq. feet citywide or within the unincorporated county.	10
Establish commercial parking maximums of 2 or fewer spaces per 1,000 sq. feet in transit intensive areas.	5
Establish residential parking maximums of 1 or fewer spaces per unit in transit intensive areas.	5
Remove restrictions against residential tandem parking, including eliminating requirements that parking must be independently	2

1	accessible to count toward minimum residential parking	
2	requirement, if any.	
3	Remove restrictions against mechanized and mechanical “lift”	
4	parking, including counting mechanized spaces toward minimum	
5	requirement, if any.	2
6	Establish a shared parking ordinance and requirements for	
7	interconnection of parking in all commercial areas.	2
8	Remove or increase by 50% allowable density limits and floor	
9	area ratios (FAR), allowing infill development on existing parking	
10	lots.	10
11	<b>PARKING AND TRANSPORTATION DEMAND</b>	
12	<b>MANAGEMENT</b>	
13	Adopt an ordinance to require that any lease for a residential	
14	dwelling unit within a housing development of five or more units,	
15	if a parking space or spaces are provided in connection with the	
16	lease, include a separate unbundled charge for the parking space	
17	or spaces that reflects the full cost of the parking space or spaces	
18	but is not less than the number of parking spaces associated with	
19	each unit multiplied by the current cost of a monthly transit pass	
20	within the city or county and grant the lessee the ability to opt out	
21	of the parking charge by foregoing use of the parking space or	
22	spaces.	5
23	Adopt an ordinance to require, with respect to the initial sale of a	
24	separate interest within a common interest development of five or	
25	more units, that access to parking be sold separately at a price that	
26	reflects the full cost of the parking space or spaces.	5
27	Adopt an ordinance to require that any lease for commercial space	
28	in a complex of five or more commercial tenants include a separate	
29	unbundled charge for the parking space or spaces that reflects the	
30	full cost of the parking space or spaces but is not less than the	
31	number of leased parking spaces multiplied by the current cost of	
32	a monthly transit pass within the city or county and grant the lessee	
33	the ability to opt out of the parking charge by foregoing use of the	
34	parking space or spaces.	5
35	Adopt an ordinance to require that any new employment contract	
36	under which the employer provides a parking space within the	
37	city, county, or city and county include a nonreimbursable charge	
38	to the employee that reflects the full cost of the parking space but	
39	is not less than the cost of a monthly transit pass within the city,	5

1	county, or city and county and that the employee may opt out of	
2	by foregoing use of the parking space.	
3	Adopt an ordinance to require employers to offer transit passes to	
4	all employees, including full-time, part-time, and seasonal	
5	employees, on a pretax basis and certify compliance upon	
6	application for a new or renewal business license.	2
7	<b>PARKING MANAGEMENT</b>	
8	Adopt an ordinance to set on-street parking meter and public	
9	parking lot and garage rates to achieve an 85% target occupancy	
10	rate during hours when adjacent businesses are open or employ	
11	demand-responsive rates that vary throughout the day to achieve	
12	an 85% target occupancy rate.	10
13	Establish a Parking Benefit District, whereby all or a portion of	
14	new public parking revenues are directed toward improvements	
15	within the district where the revenue was raised.	5
16	Establish a Residential Parking Benefit District, whereby a limited	
17	number of parkers may pay to park in an otherwise restricted	
18	Residential Parking Permit area, with the net revenue directed	
19	toward improvements within the district where the revenue was	
20	raised.	5
21	Install parking meters in areas with parking occupancy rates of	
22	greater than 85% and establish meter rates such that parking	
23	availability improves to 85% or better.	2
24	<b>PARKING REVENUE</b>	
25	Adopt an ordinance to direct some portion of net public parking	6
26	revenues to programs that reduce parking demand, including, but	multiplied
27	not limited to, public transit, transportation demand management,	by the %
28	or bicycle and pedestrian infrastructure improvements and	of net
29	promotion.	revenue
30		directed
31	Adopt a parking sales tax, a property assessment upon parking	6
32	owners, or a use fee upon parkers, with some portion of resulting	multiplied
33	net revenue directed at programs that reduce parking demand,	by the %
34	including, but not limited to, public transit, transportation demand	of net
35	management, or bicycle and pedestrian infrastructure improvements	revenue
36	and promotion.	directed
37		
38		

1 (b) Upon request by a city or county, the State Air Resources  
2 Board may approve and award points for other alternate measures  
3 to reduce or eliminate subsidies that fail to charge users for the  
4 full cost of a parking space, if points are awarded in a manner that  
5 assigns points to the measures in proportion to their estimated  
6 impact on vehicle miles traveled, consistent with the weighting  
7 for measures described in subdivision (a).

8 (c) The State Air Resources Board shall consider making a city  
9 or county that adopts and implements measures that exceed a total  
10 score of 20 points from the menu described in subdivision (a)  
11 eligible to receive carbon reduction credits through the board's  
12 cap-and-trade program for those measures that exceed the 20-point  
13 threshold if the granting of those credits does not result in  
14 increasing the overall cap on emissions.

15 (d) If a city or county adopts and implements measures to  
16 achieve a total score of at least 50 points from the menu described  
17 in subdivision (a), with respect to any application submitted by  
18 the city or county for competitive state loan or grant programs  
19 related to housing, transportation, or economic development or  
20 funded by a general obligation bond approved by the voters on or  
21 after January 1, 2010, the city, county, or city and county shall  
22 receive bonus points equal to 5 percent of the total available points.

23 (e) Cities and counties are encouraged to address any parking  
24 spillover from new development through the use of residential  
25 parking permits or other parking management strategies and to  
26 provide residents who resided in the parking permit zone prior to  
27 adoption of the parking permit zone a parking permit for free.

28 (f) This section shall not apply to a city or county within a region  
29 covered by a metropolitan planning organization if the metropolitan  
30 transportation organization and the jurisdiction have adopted a  
31 binding compact in which the jurisdiction commits to implementing  
32 parking reforms by January 1, 2013, that achieve a total score of  
33 at least 20 points from the menu described in subdivision (a) and  
34 the jurisdiction fulfills the obligations of the compact.

35 SEC. 7. The changes to Section 22508 of the Vehicle Code  
36 enacted by this act are declaratory of existing law.

37 ~~SEC. 8. No reimbursement is required by this act pursuant to~~  
38 ~~Section 6 of Article XIII B of the California Constitution for certain~~  
39 ~~costs that may be incurred by a local agency or school district~~  
40 ~~because, in that regard, this act creates a new crime or infraction,~~

1 eliminates a crime or infraction, or changes the penalty for a crime  
2 or infraction, within the meaning of Section 17556 of the  
3 Government Code, or changes the definition of a crime within the  
4 meaning of Section 6 of Article XIII B of the California  
5 Constitution.

6 However, if the Commission on State Mandates determines that  
7 this act contains other costs mandated by the state, reimbursement  
8 to local agencies and school districts for those costs shall be made  
9 pursuant to Part 7 (commencing with Section 17500) of Division  
10 4 of Title 2 of the Government Code.

11 *SEC. 8. No reimbursement is required by this act pursuant to*  
12 *Section 6 of Article XIII B of the California Constitution because*  
13 *the only costs that may be incurred by a local agency or school*  
14 *district will be incurred because this act creates a new crime or*  
15 *infraction, eliminates a crime or infraction, or changes the penalty*  
16 *for a crime or infraction, within the meaning of Section 17556 of*  
17 *the Government Code, or changes the definition of a crime within*  
18 *the meaning of Section 6 of Article XIII B of the California*  
19 *Constitution.*