

AMENDED IN SENATE JANUARY 21, 2010

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, An act 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)~~

~~(1) 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, or city and 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 require, 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 with respect to any lease of real property that a state entity enters into, that the lease list the full cost of any parking spaces as a separate line item, 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 these provisions would be a crime, this bill would impose a state-mandated local program.~~

~~The bill would authorize, on or before January 1, 2012, a city or, county, or a city and county within a region covered by a metropolitan planning organization, except as specified, to adopt and implement, or have adopted and implemented, measures to reduce or eliminate subsidies for parking 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, or a city and county manages its parking so that the actual cost of a parking space equals its full cost, as specified.~~

~~The bill also would authorize a city or, county, or a city and 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, or a city and 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)

(2) 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)

(3) 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)

(4) 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:

1 (a) The transportation sector contributes over 40 percent of the  
2 greenhouse gas emissions in the State of California; automobiles  
3 and light trucks alone contribute almost 30 percent. The  
4 transportation sector is the state's single largest contributor of  
5 greenhouse gases.

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

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

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

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

33 (f) The existence of "free" parking is a significant factor that  
34 encourages vehicle trips. At employment sites, employer-paid  
35 parking increases rates of driving by as much as 22 percent.  
36 Conversely, employee-paid parking reduces rates of driving by  
37 the same amount.

38 (g) Excessive governmental parking requirements greatly expand  
39 the built footprint and increase travel distances, thereby increasing  
40 vehicle miles traveled and reducing the viability of alternate

1 transportation modes that help to achieve the state’s greenhouse  
2 gas reduction targets, including walking, bicycling, and public  
3 transportation.

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

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

32 ~~SEC. 2.— Section 76361 of the Education Code is repealed.~~

33 ~~SEC. 3.— Section 76361.1 of the Education Code is amended to~~  
34 ~~read:~~

35 ~~76361.1.— (a) The governing board of a community college~~  
36 ~~district may require students in attendance and employees at a~~  
37 ~~campus of the district to pay a fee for purposes of partially or fully~~  
38 ~~recovering transportation costs incurred by the district or of~~  
39 ~~reducing fares for services provided by common carriers or~~  
40 ~~municipally owned transit systems to these students and employees.~~

1 ~~(b) Fees authorized by subdivision (a) for transportation services~~  
2 ~~may be required to be paid only by students and employees using~~  
3 ~~the services, or, in the alternative, by any of the following groups~~  
4 ~~of people:~~

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

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

24 ~~(3) Upon the favorable vote of a majority of the students at a~~  
25 ~~campus of the district taking a specified number of course credits~~  
26 ~~for a specified duration, to be determined by the governing board,~~  
27 ~~who voted at an election on the question of whether or not the~~  
28 ~~governing board should require all students taking that prescribed~~  
29 ~~number of course credits to pay a fee for transportation services~~  
30 ~~for a period of time to be determined by the governing board of~~  
31 ~~the district, the fees may be required to be paid by those students~~  
32 ~~taking the prescribed number of course credits, except those~~  
33 ~~students who are exempt from the fees pursuant to paragraph (1)~~  
34 ~~of subdivision (c), at the campus of the community college district.~~  
35 ~~However, the employees shall not be entitled to use the services.~~

36 ~~(e) (1) If a fee is required of students for transportation services,~~  
37 ~~any fee required of a part-time student shall be a pro-rata lesser~~  
38 ~~amount than the fee charged to full-time students, depending on~~  
39 ~~the number of units for which the part-time student is enrolled.~~  
40 ~~Notwithstanding any other provision of law, the governing board~~

1 of a community college district that provides for transportation  
2 services may adopt rules and regulations to exempt low-income  
3 students from this fee, or to require low-income students to pay  
4 all or part of this fee.

5 (2) Notwithstanding any other provision of law:

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

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

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

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

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

34 **SEC. 4.**

35 *SEC. 2.* Section 2117.5 is added to the Streets and Highways  
36 Code, to read:

37 2117.5. Any of the moneys apportioned to cities or counties  
38 from the Highway Users Tax Account in the Transportation Tax  
39 Fund may be expended for the adoption or implementation of

1 transportation demand management measures, including measures  
2 adopted pursuant to Section 43002 of the Vehicle Code.

3 ~~SEC. 5.~~

4 *SEC. 3.* Section 22508 of the Vehicle Code is amended to read:

5 22508. (a) A local authority shall not establish parking meter  
6 zones except by ordinance. An ordinance establishing a parking  
7 meter zone shall describe the area that would be included within  
8 the zone.

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

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

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

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

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

33 ~~SEC. 6.~~

34 *SEC. 4.* Division 19 (commencing with Section 43000) is added  
35 to the Vehicle Code, to read:

36

37 **DIVISION 19. PARKING REQUIREMENTS**

38

39 43000. For the purposes of this division, the following terms  
40 have the following meaning:

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

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

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

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

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

35 (c) “Transit intensive area” means central business districts,  
36 areas within one-half mile of a major transit stop, as defined in  
37 subdivision (b) of Section 21155 of the Public Resources Code,  
38 and areas within one-quarter mile of a high-quality transit corridor,  
39 as defined in subdivision (b) of Section 21155 of the Public  
40 Resources Code.

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

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

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

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

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

23 ~~(4) Locations where existing employee collective bargaining~~  
24 ~~agreements forbid payment of parking, until the time that those~~  
25 ~~agreements expire.~~

26 ~~(5) Locations where federal rules, prior contracts, or prior~~  
27 ~~funding agreements restrict payment for parking.~~

28 ~~(6) Park and ride facilities serving public transit riders and~~  
29 ~~carpoolers.~~

30 ~~(7) Parking spaces reserved for persons with disabilities.~~

31 ~~(8) Loans or grants provided for the development, rehabilitation,~~  
32 ~~or preservation of affordable housing that includes parking within~~  
33 ~~the development.~~

34 ~~(9) Parking spaces at community colleges.~~

35 43002. ~~(a) On or before January 1, 2012, a city or county~~  
36 ~~within a region covered by a metropolitan planning organization~~  
37 ~~may adopt and implement, or have adopted and implemented,~~  
38 ~~measures from the following menu that achieve a total score of at~~  
39 ~~least 20 points, based on the points associated with each menu~~  
40 ~~item:~~

1 43001. With respect to any lease of real property that a state  
 2 entity enters into on or after January 1, 2011, the lease shall list  
 3 the full cost of any parking spaces as a separate line item.

4 43002. A city, county, or city and county may adopt and  
 5 implement measures to reduce or eliminate subsidies for parking,  
 6 including, but not limited to, measures from the following menu:  
 7

MEASURE	POINTS
PARKING REQUIREMENTS AND ZONING	
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 Less than 2 spaces per 1,000 square feet Less than 1 space per 1,000 square feet	2 5 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 2 spaces per 1,000 square feet 1 space per 1,000 square feet	10 15 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	PARKING AND TRANSPORTATION DEMAND	
12	MANAGEMENT	
13	<del>Adopt an ordinance to require that any lease for a residential</del>	
14	<del>dwelling unit within a housing development of five or more units,</del>	
15	<del>if a parking space or spaces are provided in connection with the</del>	
16	<del>lease, include a separate unbundled charge for the parking space</del>	
17	<del>or spaces that reflects the full cost of the parking space or spaces</del>	
18	<del>but is not less than the number of parking spaces associated with</del>	
19	<del>each unit multiplied by the current cost of a monthly transit pass</del>	
20	<del>within the city or county and grant the lessee the ability to opt out</del>	
21	<del>of the parking charge by foregoing use of the parking space or</del>	
22	<del>spaces.</del>	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 (b) Upon request by a city ~~or~~, county, or city and county, the  
39 State Air Resources Board may approve and award points for other

1 alternate measures to reduce or eliminate subsidies that fail to  
2 charge users for the full cost of a parking space, ~~if points are~~  
3 ~~awarded in a manner that assigns points to the measures provided~~  
4 ~~that points are awarded~~ in proportion to their estimated impact  
5 on vehicle miles traveled, consistent with the weighting for  
6 measures described in subdivision (a).

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

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

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

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

36 ~~SEC. 7.~~

37 SEC. 5. The changes to Section 22508 of the Vehicle Code  
38 enacted by this act are declaratory of existing law.

1     ~~SEC. 8.~~

2     *SEC. 6.* No reimbursement is required by this act pursuant to  
3 Section 6 of Article XIII B of the California Constitution because  
4 the only costs that may be incurred by a local agency or school  
5 district will be incurred because this act creates a new crime or  
6 infraction, eliminates a crime or infraction, or changes the penalty  
7 for a crime or infraction, within the meaning of Section 17556 of  
8 the Government Code, or changes the definition of a crime within  
9 the meaning of Section 6 of Article XIII B of the California  
10 Constitution.

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