


REPORT OF THE CHIEF LEGISLATIVE ANALYST

DATE: November 19, 2020

TO: Honorable Members of the Rules, Elections, and Intergovernmental Relations Committee

FROM: Sharon M. Tso 
Chief Legislative Analyst

Assignment No: 20-11-1004

SUBJECT: Department of Transportation (LADOT) Legislative Proposals

CLA RECOMMENDATION: That the City Council, with the concurrence of the Mayor, APPROVE the attached Resolutions recommending legislative positions for the 2021-2022 Federal and State Legislative Program, as submitted by the Department of Transportation.

SUMMARY

As requested by the Rules, Elections, and Intergovernmental Relations Committee, LADOT prepared several proposals for the City's 2021-2022 Legislative Program. The following are the Department's high priority legislative proposals:

1. Setting and Enforcement of Speed Limits

A. *Setting Speed Limits:* California state law requires jurisdictions to set speed limits on most streets with speed surveys that justify speed limits at the speed at which 85 percent of drivers are traveling at or below. If a street's speed survey has expired, enforcement officers can no longer use radar detection, allowing more drivers to travel at higher speeds with a reduced risk of citation. LADOT notes that this process has proven to unintentionally increase speeds over time, and often means the City must raise speed limits on streets with an already high incidence of death and serious injury. This methodology, mandated by state law, is inconsistent with the City's Vision Zero goals to eliminate traffic deaths.

For the past few years, LADOT has submitted proposals recommending amending California Vehicle Code (CVC) Section 21400(b) to permit local authorities to utilize modern methodologies to set speed limits. Specifically, LADOT has recommended that the CVC be amended to permit reduction of the speed limit by an additional five miles per hour based on criteria such as residential density, crash patterns, and other relevant characteristics. This year, LADOT recommends legislation that allows local jurisdictions to set speed limits based on the safest maximum speed, rather than prevailing speeds. While work is undertaken towards this long-term goal, LADOT recommends the following set of interim solutions that work within the existing 85th percentile methodology:

- **Bring down speeds on the streets where people are dying.** Allow jurisdictions to lower speed limits by five miles-per-hour on streets with the greatest number of fatal and serious injury crashes.
- **Bring down speeds on more local streets without undue cost.** Expand the types of local streets that are eligible for radar-enforceable prima facie speeds without the use of an engineering and traffic survey.
- **Protect children at school.** Modify the requirement for an engineering and traffic survey for school zones and amend the current road geometry conditions that limit flexibility to lower speed limits in school zones.
- **Protect older adults where they live and where they go during the day.** Expand flexibility for school zones to also lower speeds for other vulnerable populations, including near sites such as homeless shelters, senior housing or senior centers, and healthcare facilities.
- **Match posted speed limits with operating speeds on streets that are already slow.** Allow speeds to be set below 25 miles-per-hour if the current methodology using speed surveys and the 85th percentile justifies a lower speed.
- **Maintain consistent speed limits over time.** Eliminate the requirement to increase speed limits after a speed survey if the roadway conditions have not changed since the last survey.

In the 2020 legislative session, Assembly Member Friedman introduced AB 2121 which included several proposals to increase traffic safety, including revisions to the Highway Design Manual, a traffic safety monitoring program that identifies and addresses locations with pedestrian and bicycle related crashes, and extending the period of time a prima facie speed limit may be justified by an engineering and traffic survey. The impacts of the COVID-19 Pandemic, however, did not allow the bill to proceed through the Legislature. It is anticipated that new legislation will be introduced in January 2021 that will implement the recommendations of the AB 2363 Zero Traffic Fatalities Task Force.

B. *Automated Speed Enforcement (ASE):* In addition to setting better speed limits, the Department is proposing to seek legislation that better enforces those speed limits by allowing cities to “opt-in” to an ASE program, also known as speed safety cameras. ASE supplements existing enforcement by using cameras and vehicle speed sensors to capture images of cars traveling at excessive speeds. This is proven to deter illegal speeding because the technology provides consistent and predictable enforcement. Additionally, the use of speed safety cameras has the potential to reduce the risk of violence for both civilians and law enforcement officers by eliminating the need to pull drivers over to enforce speed limits. Over 140 communities across the U.S. have implemented speed safety camera programs, and as a result, have experienced up to 70% decline in fatalities. LADOT notes that, in addition to improving compliance, consistent and predictable enforcement can also bring down the price of citations, thereby reducing the cost burden for low income drivers.

Currently, speed safety cameras are expressly prohibited under California state law. To allow cities to employ speed safety cameras, the Legislature must amend CVC 21455.6(c) to allow for an “opt-in” system for an ASE program. Implementing a speed safety camera program in Los Angeles may include, but would not be limited to, the following components:

- **Privacy protections:** speed safety cameras can be programmed to only capture license plate data and not the driver and should incorporate best practices in surveillance technology.

- **Equity considerations:** Locations and technical considerations will be evaluated to ensure that automated enforcement does not unduly burden low-income communities or communities of color that have historically experienced a disproportionate concentration of enforcement.
- **Notification, outreach, and warning period:** Drivers will be informed no later than 30 days prior to any system being implemented. Education will include ample signage and extensive outreach. Additionally, there will be an initial “grace period” where warnings, and not citations, will be distributed.

LADOT has submitted proposals for ASE in prior legislative session, which were approved by the Council. In 2011, Assembly Member Miller introduced AB 1311 in an effort to implement ASE in school zones. This legislative effort did not succeed, however, AB 2363 was signed by the Governor in September 2018 and established the Zero Traffic Fatalities Task Force. The bill required the task force to develop a structured process to develop policies to reduce traffic fatalities to zero. The bill required that the task force prepare and submit a report of its findings to the Legislature by January 1, 2020. LADOT is a member of the task force, and contributed to a set of recommendations that include a legislative proposal for both reformed speed setting methodology and an ASE program similar to that described herein.

C. *Vulnerable Road Users Law:* While a high determinant of crash severity, speed is not the only contributing factor to death and serious injury. Pedestrians, bicyclists, and other vulnerable road users are at a greater risk of death and serious injury in a vehicular crash. The CVC does not provide sufficient legal protection for these road users who are physically vulnerable in circumstances of collision with a vehicle, and for whom instances of driver carelessness or distraction can be fatal though with legally low-stakes.

Vulnerable Road User laws increase civil fines and penalties and tend to address cases of carelessness or driver distraction in which a driver would otherwise receive a minor traffic offense. Other states have adopted laws designating pedestrians and bicyclists as “vulnerable users.” Oregon for example, one of the first states to pass such a provision, defines “vulnerable users of a public way” as pedestrians, highway workers and people riding on animals, skateboards, scooters or bicycles.

The Department seeks legislation amending the CVC Section 42001.19 to provide a definition of Vulnerable Road Users and impose penalties that are appropriate to the physical risk posed by negligent or errant behavior of motor vehicle drivers. A vulnerable road user law would identify and define a specific set of road users (pedestrians, bicyclists, users of wheelchairs, skateboards) and provide heightened penalties such as license suspension, monetary penalty, safety course, and community service for crashes resulting in serious injury.

California has previously considered defining vulnerable road users in AB 2398, authored by Assembly Member Levine in 2014. The bill passed in the Assembly and Senate with few no-votes before being vetoed by Governor Brown due to his objection to creating new crime categories and increasing penalties. The law essentially introduced and raised the penalties for drivers who cause collisions with and cause bodily injury to users deemed to be vulnerable users, including pedestrians and people operating vehicles other than motor vehicles including bicycles, scooters, and personal assistive motor devices.

2. Parking Management and Enforcement

A. *Virtual Administrative Hearings*: The CVC requires LADOT to conduct administrative hearings through mail or in-person. In response to Governor Newsom's Executive Order N-63-20 issued on May 7, 2020 in response to the COVID-19 Pandemic, LADOT reduced in-person hearings to emergency situations only and now conducts most administrative hearings by mail. State law, however, does not permit hearings via telephone and/or video conferencing on a permanent basis.

Other agencies throughout California, including the California Office of Administrative Hearings, Los Angeles County Court system, San Diego Community College District, UC Davis, and the cities of Fresno, Newport Beach, and Pasadena have implemented telephone and videoconferencing options for administrative hearings. These entities report that hearing participants enthusiastically welcomed the alternative hearing methods and felt the options better accommodated individuals with disabilities.

LADOT believes that electronic hearing options comply with traditional notions of due process. Specifically, the issuing agency provides motorists with an opportunity to submit all evidence prior to the hearing and the new hearing options furnish participants with the ability to contest parking citations by communicating directly with the hearing examiner. The issuing agency does not force hearing participants to select a particular hearing option, yet the vast majority of participants willingly selected a telephone hearing because it is perceived as a better option than a hearing by mail and offers the convenience of speaking with the hearing examiner. LADOT recommends permanently offering these options to the public for parking administrative hearings by revising CVC §40215 (c)(1) as follows: *The person requesting a hearing shall have the choice of a hearing by mail, or in person, **telephone, or by other electronic means**. An in-person hearing shall be conducted within the jurisdiction of the issuing agency. If an issuing agency contracts with an administrative provider, **in-person** hearings shall be held within the jurisdiction of the issuing agency or within the county of the issuing agency.*

B. *Automatic License Plate Recognition (ALPR)*: ALPR technology uses cameras to read license plates and issue citations as appropriate. This technology increases efficiency for parking enforcement officers and improves officer safety by reducing the necessity for interactions with violators. LADOT seeks legislation that clarifies authority to use ALPR to issue civil parking violations and sets requirements that limit a parking enforcement agency's liability for use of ALPR.

The City Attorney's Office has concluded that recent changes to California law do not clearly explain whether and how local governments can use ALPR technology for use in enforcing parking regulations. These systems capture images of vehicles, their license plate, the geographic coordinates, and the date/time of the recording. CVC Section 21 states that City cannot enforce an ordinance unless expressly authorized by the CVC. If authorized, LADOT believes that ALPR technology will not only capture more violators and improve compliance, but will enable other ancillary benefits, including:

- Improved efficiency of parking enforcement operations allowing the City to redeploy officers to other critical duties;

- Enforcement of parked vehicles in bus only lanes, a key element in the effort to facilitate increased transit use, reduce traffic congestion, and improve air quality;
- Conversion from physical parking permits to digital parking permits using license plates as the identifiers;
- Expansion of pay by cell at parking meters to promote contactless service;
- Real time ALPR based contactless parking for vehicles entering or exiting a parking facility.

To protect privacy, data captured using ALPR technology is accessible only through authorized user access and could be encrypted. License plates captured by ALPR will be subject to existing City data retention and privacy policies similar to handwritten violations. The City would only run license plates with the Department of Motor Vehicles when there is a violation registered; non-violation plate data could be deleted within a week or less. Examples of other cities that currently use APLR technology for parking enforcement and have data privacy standards in place include Sacramento, San Francisco, San Jose, Oakland, Pasadena, West Hollywood, Columbus, and Denver.

Previous legislation to authorize the use of ALPR technology focused only on the enforcement of bus lanes. San Francisco successfully pursued state authorization to initiate a pilot program to use automated enforcement for parking violations occurring in designated transit only lanes in 2007. Program evaluation of select bus routes showed up to a 20% reduction in delays. Since that program began, SFMTA has expanded its transit only lanes and the program was made permanent under state legislation, AB 1287 (Chiu) in 2015.

In February 2020, AB 2337 was introduced by Assembly Member Bloom and would allow the Los Angeles County Metropolitan Transportation Authority (Metro) to install “automated forward facing parking control devices” on Metro-owned public transit vehicles. Expected amendments would clarify roles and responsibilities with the City of Los Angeles, making clear that LADOT parking enforcement would be responsible for issuing parking citations for any parking violation collected by the parking control devices. Unfortunately, due to the COVID-19 Pandemic, this bill did not move forward in the 2020 legislative session. Metro has assured the City that it will seek to have the bill reintroduced for the 2021 session, with those amendments.

C. *California Disabled Parking Placard Reform*: LADOT further seeks legislation that amends disabled placard policies to reduce misuse and ensure benefits are delivered to those who need them most. As of January 1, 2017, California DMV records include approximately 2,800,000 active disabled parking placards. The full benefits of the existing disabled parking program include exemptions from parking fees and time limits. These benefits - intended to recognize and accommodate the specific challenges for people with mobility impairment - unintentionally incentivize significant fraud and abuse, which contributes to a shortage of parking spaces for people with disabilities, reduced parking turnover, and increased congestion from drivers looking for parking.

Enforcement operations in a number of large cities indicate disabled placard fraud and abuse is a widespread problem, as follows;

- In the City of Los Angeles during 2016, parking enforcement conducted 206 stings, citing 1,867 individuals, and confiscating 836 placards.
- In some urban areas (including Downtown Los Angeles, Hollywood and Westwood Village) nearly 40% do not pay for parking at meters because of disabled placards. And while many of these are likely legitimate users, it is not uncommon to find blocks with up to 80% of the metered parking spaces occupied most of the day by a vehicle displaying a disabled parking placard. Data and enforcement history suggests that many of these may be legitimate placard users.
- An April of 2017, a California State Auditor analysis of the DMV vehicle registration files found evidence that many approved placard applications lacked sufficient information to validate issuance—an estimated 260,000 applications approved from July 2013 through June 2016 may not be valid due to questionable medical provider signatures; a high number of active placards registered to thousands of people who are most likely deceased.

LADOT submitted a proposal for Disabled Placard Reform for the 2017-2018 legislative session, which was approved by Council. The proposal was endorsed by the Department on Disability/LADOT taskforce on accessible parking. This proposal is being resubmitted for the 2021 legislative session.

LADOT states the increased enforcement of placard abuse will involve additional workload by Traffic Enforcement Officers to a degree yet to be determined. It is anticipated however, that the costs of increased enforcement will be mitigated by increased citation revenue to the General Fund.

3. Emerging Mobility Options

A. *Shared Mobility Provider Data*: Urban transportation systems continue to evolve and integrate digitally enabled modes from carshare, and dockless mobility, to urban aviation and autonomous vehicles. LADOT supports emerging mobility options that can reduce reliance on private automobiles and recently implemented the City’s on-demand mobility program to permit new modes. Regulatory efforts, however, have struggled to keep pace with technological developments, leaving cities to react to unexpected uses of the public right-of-way. Legislation that addresses local concerns will ensure this ongoing evolution supports the City’s safety, equity, and sustainability objectives.

In support of these goals, LADOT seeks legislation that clarifies local governments’ continued right to require verifiable, de-identified mobility data from private providers operating on and profiting from the public right-of-way. In its recent report, *Sharing Mobility Data for Planning and Policy Research*, the University of California’s Institute of Transportation Studies notes that, “City, regional, and state mobility planning and regulatory authorities have much to gain from access to data from shared mobility providers. But to date, significant challenges in collecting, distributing, and analyzing the data have kept these insights ‘locked up.’” Similarly, the National Association of City Transportation Officials (NACTO) released *Managing Mobility Data*, which sets out principles and best practices for city agencies and private sector partners to share, protect, and manage data to meet transportation planning and regulatory goals in a secure and appropriate manner. By seeking clear authority to require verifiable, de-identified trip data in shared mobility

permit programs, this proposal recognizes the increased need for data to regulate new modes and reiterates Council support for legislative proposals in previous sessions.

To further support the City's policy goals LADOT seeks legislation that:

- Continues local permitting authority over commercially deployed fleets, including authority to require disaggregated data such as crashes and unplanned disengagement data for autonomous vehicles and trip data for shared modes.
- Governs public safety requirements for new technology deployment, including, but not limited to, urban aviation and autonomous vehicles, and engagement with local public safety agencies to ensure safe enforcement of local regulations over autonomous technology.
- Provides local authority over short-range, low-altitude aircraft travel, including unmanned aerial vehicles and urban aviation for passenger and goods movement, and designation of explicit authority over the City's complex airspace.
- Allows safe autonomous vehicle integration into the complex airport environment that allows airports to effectively regulate access by commercial fleets.
- Incentivizes deployment for new modes, including autonomous vehicles and urban aviation, that are electric and shared.

B. *Local Transportation Network Company Regulatory Pilot*: The California Public Utilities Commission (CPUC) oversees statewide policy making for Transportation Network Companies (TNCs), such as Uber and Lyft. Local regulation of TNCs is limited to business regulation, airport permit requirements, parking, and other curbside management policies. Under existing CPUC regulations, TNC drivers are not held to the same stringent background checks the City demands of taxicab drivers. Furthermore, numerous studies over the past few years indicate that TNCs are increasing vehicle miles traveled and traffic fatalities, while also decreasing transit ridership.

LADOT recommends legislation to implement a pilot local TNC permit program. Specifically, a local pilot program could allow the City to enforce business license requirements, driver registration, and background checks, vehicle inspection, minimum wage standards, trip fee collection, and disaggregated data requirements. As a result of the passage of AB 1069, beginning in 2020, LADOT will regulate taxis through a streamlined permitting system that their report notes could be readily applied to TNCs operating in Los Angeles.

In response to Council instruction, on December 4, 2019, this Office issued a report that provides options for sponsoring state legislation to improve regulatory oversight of TNCs (C.F. 18-0449). The report, with a "Receive and File" recommendation, identifies seven options for consideration. One of the options is consistent with LADOT's request to seek authority to implement a pilot program to permit TNC operations that originate within its jurisdiction. On January 22, 2020, the Transportation Committee received and filed the report.

The Council has previously supported legislation related to TNC topics such as AB 1142 (Friedman), which did not pass the Senate Appropriations Committee, regarding data sharing with governmental entities, as well as AB 5 (Gonzalez), which was signed by the Governor on September 18, 2019, related to worker status of independent contractors. Uber and Lyft, however, won exemptions from AB 5 with the recent passage of Proposition 22 on November 3, 2020. As

instructed by the Council on October 15, 2019, this Office is procuring an independent study to develop recommendations on how to establish an hourly minimum wage in the City (C.F. 19-1214).

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Maria Souza-Rountree *by KEK*
Analyst

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Attachments: Legislative Position Resolutions

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the California Vehicle Code (CVC) Section 21400(b) requires that a local authority round speed limits to the nearest five miles per hour of the 85th percentile of the free flowing traffic; and

WHEREAS, a local authority may round down to the lowest five miles per hour increment where the speed limits must be rounded but the CVC prohibits further reduction of the speed limit for any reason; and

WHEREAS, CVC Section 21400(b) does not permit the use of modern methodologies to set speed limits to increase safety on roadways; and

WHEREAS, CVC Section 40802(2) prohibits local authorities from enforcing the speed limit on a section of roadway where an engineering or traffic survey has not been conducted within the previous five years; and

WHEREAS, the current methodology used to set and enforce speed limits has previously led the City to raise speed limits on streets with an already high incidence of death and serious injuries; and

WHEREAS, revision of these provisions would increase public safety and further the City's Vision Zero goal;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT and/or SPONSORSHIP of legislation that would bring down speeds on the streets where there are a high number of serious and fatal crashes, bring down speeds on more local streets without undue cost, modify the requirement for an engineering and traffic survey for school zones, protect older adults by expanding flexibility for school zones to also lower speed for other vulnerable populations, match posted speed limits with operating speeds on streets that are already slow, and maintain consistent speed limits over time.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, unsafe speeding has been identified as a top factor in the severity of crashes that result in death or serious injury on the streets; and

WHEREAS, in 2015, through Executive Directive 10, the City committed to achieve zero traffic deaths by 2025 and prioritize safety as the City's number one priority in street design; and

WHEREAS, Automated Speed Enforcement (ASE), also known as speed safety cameras, is a safety tool that utilizes cameras and vehicle speed sensors to capture images of vehicles traveling at least 10 miles-per-hour over the speed limit; and

WHEREAS, ASE provides predictability and consistency of enforcement that has been shown to deter illegal speeding and reduce the incidence of crashes involving bicycles, vehicles, and pedestrians; and

WHEREAS, The California Vehicle Code currently prohibits the use of ASE;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT and/or SPONSORSHIP of legislation that would amend the California Vehicle Code Section 21455.6(c) to allow cities to "opt-in" to an Automated Speed Enforcement System.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, while speed is a high determinant of crash severity, it is not the only contributing factor to death and serious injury; and

WHEREAS, pedestrians, bicyclists, and other vulnerable road users are at a greater risk of death and serious injury in a vehicle crash; and

WHEREAS, the California Vehicle Code (CVC) does not currently provide sufficient legal protection for these road users who are physically vulnerable in circumstances of collision with a vehicle, and for whom instances of driver carelessness or distraction can be fatal though with legally low-stakes; and

WHEREAS, Vulnerable Road User laws increase civil fines and penalties for cases of carelessness or driver distraction in which a driver would otherwise receive a minor traffic offense;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT and/or SPONSORSHIP of legislation that would amend California Vehicle Code Section 42001.19 to provide a definition of Vulnerable Road Users and provide heightened penalties that are appropriate to the disproportionate physical risk posed by negligent or errant behavior of motor vehicle drivers.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the California Vehicle Code (CVC) requires the City to conduct administrative hearings through mail or in person; and

WHEREAS, in response to the COVID-19 Pandemic, the Los Angeles Department of Transportation (LADOT) conducts most administrative hearings by mail to prevent the spread of the virus and ensure motorists are afforded due process; and

WHEREAS, the public and LADOT have embraced expanded hearing options that provide to be convenient, secure, and effective; and

WHEREAS, the state law does not permit hearings via telephone and/or video conferencing on a permanent basis; and

WHEREAS, electronic hearing options would comply with notions of due process and provide motorists with an opportunity to submit all evidence prior to the hearing and furnish participants with the ability to contest parking citations by communicating directly with a hearing examiner;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT and/or SPONSORSHIP of legislation that would revise California Vehicle Code Section 40215(c)(1) to authorize the use of innovative technology for expanded administrative hearing options, include the use of telephonic and videoconferencing.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the City Attorney's Office has concluded that recent changes to California law do not clearly explain whether and how local governments can use Automated License Plate Recognition (ALPR) technology under the California Vehicle Code (CVC) for enforcing parking regulations; and

WHEREAS, ALPR systems capture images of vehicles, their license plate, the geographic coordinates, and the date/time of the recording; and

WHEREAS, CVC Section 21 states that the City cannot enforce an ordinance unless expressly authorized by the CVC; and

WHEREAS, in 2015, SB 34 was enacted that amended sections of the civil code to establish regulations on the privacy and usage of ALPR data, however, SB 34 did not amend the CVC and does not expressly allow local governments to use ALPR to enforce parking ordinances and issue parking citations; and

WHEREAS, if authorized, ALPR technology will not only capture more parking violators and improve compliance, but will enable other ancillary benefits include; improved efficiency of parking enforcement operations, enforcement of parked vehicles in bus-only lanes, conversion of physical parking permits to digital parking permits, expansion of pay by cell parking at meters, and contactless parking for vehicles entering/existing a parking facility;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT and/or SPONSORSHIP of legislation and/or administrative action that would amend the Civil Code and/or the California Vehicle Code to clarify whether local authorities can use Automated License Plate Recognition technology in the management and enforcement of parking regulations and the issuance of civil parking violations.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, California Vehicle Code Section 22511.5(a) provides that a driver who has a disabled placard may park for free in any parking zone and for any length of time; and

WHEREAS, this benefit has resulted in widespread abuse, including high volume use of placards by individuals who do not appear to be eligible, use of expired placards, registration of placards to the deceased, and the use of counterfeit or altered placards; and

WHEREAS, the Los Angeles Accessible parking Policy Advisory Committee has created a list of policy recommendations to increase access to street parking for drivers with disabilities and reduce parking placard misuse; and

WHEREAS, the recommendations include directives for both city and state policy and operational changes, implying a multi-level implementation;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT and/or SPONSORSHIP of legislation and/or administrative action that would implement a two-tiered disabled parking placard pricing system that better addresses the needs of the City's diverse communities while reducing widespread abuse of disabled placards.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, urban transportation systems continue to evolve and integrate digitally enabled modes from carshare and dockless mobility, to urban aviation and autonomous vehicles and the potential to dramatically change the future of transportation and mobility for people by minimizing human error, upending the commercial delivery system, improving traffic congestion, environmental issues, equity, and accessibility; and

WHEREAS, local governments authority to require verifiable, de-identifiable mobility data from provide providers operating on and profiting from the public right-of-way is unclear; and

WHEREAS, there are significant challenges in collecting, distributing, and analyzing this data, which restricts the City's ability to add benefit to residents and communities;

WHEREAS, by seeking clear authority to require verifiable, de-identified trip data in shared mobility permit programs, the City would be able to manage data to meet transportation planning and regulatory goals in a secure and appropriate manner;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program and 2021-2022 Federal Legislative Program SUPPORT and/or SPONSORSHIP of legislation and/or administrative action that would clarify and prioritize the following policies relative to new mobility technologies: local government permitting authority over commercially deployed fleets; public safety requires for new technology deployment; local authority over short-range, low-altitude aircraft travel; safe autonomous vehicle integration into the complex airport environment; and incentivize deployment of new modes that are electric and shared.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, recent studies have found that the rapid expansion of Transportation Network Companies (TNCs), such as Uber and Lyft, are increasing vehicle miles traveled and decreasing transit ridership, which is leading to more congestion; and

WHEREAS, California is not on track to meet its greenhouse gas (GHG) reductions targets for the automobile and light truck sector for 2020 and 2035; and

WHEREAS, the primary factor driving up GHGs from the transportation sector is the increasing use of single-occupancy passenger vehicles that began in 2010, including the popularity of TNCs; and

WHEREAS, the California Public Utilities Commission (CPUC) oversees statewide policy making for TNCs, preempting local jurisdictions from enacting their own regulations; and

WHEREAS, it is important to implement local regulatory models to better reflect the individual character and needs of large and densely population cities, including issues related to safety, equitable access, environmental concerns, and multi-modal transportation system usage;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT and/or SPONSORSHIP of legislation that would amend the Public Utility Code and Government Code to explicitly allow for piloted local regulation of Transportation Network Companies (TNCs).