



**CITY OF SANTA CLARITA
AGENDA REPORT**

CONSENT CALENDAR

CITY MANAGER APPROVAL: Ken Stripler

DATE: July 9, 2019

SUBJECT: STATE LEGISLATION: ASSEMBLY BILL 1112

DEPARTMENT: City Manager's Office

PRESENTER: Masis Hagobian

RECOMMENDED ACTION

City Council adopt the City Council Legislative Committee recommendation to support Assembly Bill 1112 (Friedman), if amended, and transmit position statements to Assembly Member Friedman, Santa Clarita’s state legislative delegation, appropriate legislative committees, Governor Newsom, and the League of California Cities.

BACKGROUND

Existing law allows local authorities to regulate the registration, parking, and operation of bikes and motorized scooters in a manner that does not conflict with state law. Additionally, existing law authorizes local authorities to regulate or prohibit the operation of shared mobility providers by ordinance.

In the wake of unregulated deployment of dock-less, shared motorized scooters in 2018, many local authorities, including the cities of Los Angeles and San Francisco, have moved to develop regulations. Other cities have exercised their discretion and adopted a ban due to a variety of concerns, including safety.

The City of Santa Clarita (City) launched a two-year “Pace” Bike Share Program at the end of 2018. This pilot program will assist the City in assessing the community’s desire for a bike share program and the impact the program may have on recreation and transportation opportunities in the City. The program features 12 bike share stations with a total of 50 bikes located throughout the City. Unlike bike share programs and recent shared motorized scooter programs that use a dock-less model, the Pace Program features both bike racks and on-board locks to ensure bikes are returned to stations properly.

The City has not entered into an agreement with any other shared mobility device providers and currently does not authorize for the operation of shared motorized scooters within the City’s

jurisdictional area.

As originally introduced, this bill proposed to preempt local authority from imposing regulations that had the effect of prohibiting the operation of shared mobility devices in a city or county. On June 19, 2019, AB 1112 was amended to permit cities and counties to regulate, limit, or prohibit the operation of shared mobility devices.

Specifically, the current version of this bill permits local authorities to enact regulations on shared mobility devices, including the following:

1. Require that, before distribution of a shared mobility device, a shared mobility device provider enter into an agreement with a local authority with jurisdiction over the area.
2. Adopt operation, parking, maintenance, and safety rules regarding the use of shared mobility devices.
3. Adopt requirements to protect public health, safety, and welfare, ensure accessibility, support environmental sustainability, and ensure equitable access to historically disadvantaged communities or individuals within the local authority's jurisdiction.

One area that this bill limits local authority is in regard to the sharing of individual trip data. For the purpose of this report, individual trip data is data related to a trip taken by a user of a shared mobility device including individual route data, time stamp, and global positioning.

Many local authorities that have permitted the use of shared mobility devices within their jurisdictions have required shared mobility device providers to share individual trip data to local transportation departments. The data has been used by local transportation departments to identify and resolve transportation gaps, monitor compliance with local regulations, ensure ADA compliance, address constituent concerns, and enforce equitable distribution of services.

Given the significant use of individual trip data to enforce local regulations and improve transportation needs, the City Council Legislative Committee may consider recommending to the City Council a support, if amended, position. The requested amendment to the author would be to permit cities and counties the authority to require shared mobility device providers to share individual trip data in which any part of the trip occurs within the jurisdiction of the local authority.

Much like the managing of sidewalks, streets, and public right-of-way, shared mobility is a local jurisdictional matter. The proposed amendment will ensure that local authorities that may permit the use of shared mobility devices leverage the technology to better understand and improve transportation within their jurisdictions.

Assembly Bill 1112 was introduced on February 21, 2019, and passed the Assembly (73-1-6) on May 22, 2019. Assembly Members Lackey and Smith both voted in favor of Assembly Bill 1112.

The City Council Legislative Committee met on June 25, 2019, and recommends that the City Council adopt a “support, if amended” position on Assembly Bill 1112.

ALTERNATIVE ACTION

1. Adopt a “neutral” position on Assembly Bill 1112
2. Adopt a “support” position on Assembly Bill 1112
3. Adopt an “oppose” position on Assembly Bill 1112
4. Take no action on Assembly Bill 1112
5. Refer Assembly Bill 1112 back to the Legislative Committee
6. Other action, as determined by the City Council

FISCAL IMPACT

The resources required to implement the recommended action are contained within the City of Santa Clarita's adopted Fiscal Year 2019-20 budget.

ATTACHMENTS

AB 1112 - Bill Text