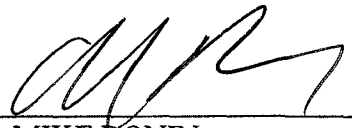


MOTION

6 A

I MOVE that the Communication from the Chief Legislative Analyst (CLA) and Resolution (Bonin – Krekorian) relative to establishing the City's position regarding Assembly Bill (AB) 1112 (Friedman), that would limit a local authority from imposing restrictions on shared mobility device providers, Item #6 on today's Council agenda (C.F. 19-0002-S94), BE AMENDED, to adopt the attached revised resolution to include in the City's 2019-2020 State Legislative Program, OPPOSITION to AB 1112 (Friedman), UNLESS AMENDED.

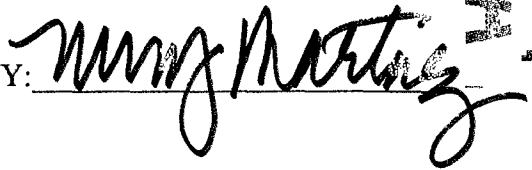
PRESENTED BY:



MIKE BONIN
Councilmember, 11th District

ORIGINAL

SECONDED BY:



JUN 7 2019



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 emergence of shared electric mobility devices provides a low-carbon alternative to driving with the potential to help achieve State, regional, and City congestion and greenhouse gas reduction goals; and

WHEREAS, on February 21, 2019, Assembly Member Friedman introduced AB 1112 to promote the use of shared electric scooters and bikes throughout California; and

WHEREAS, the City of Los Angeles is responsible for developing and operating a safe and sustainable transportation system for the people who live, work, and visit Los Angeles through appropriate regulation of the public right of way; and

WHEREAS, existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law; and

WHEREAS, under this authority, the City Council approved a Dockless On-Demand Personal Mobility Pilot Program on September 28, 2018, which has since become the largest such program in California and a national model for smart regulation of emerging transportation technology; and

WHEREAS, in its role as regulator, the City of Los Angeles must receive individual vehicle trip data in order to enforce provisions of the Pilot Program that protect vulnerable populations, including pedestrians, people with disabilities, older adults, and low-income communities; and

WHEREAS, the City of Los Angeles has taken appropriate steps to classify individual vehicle trip data as confidential and establish data protection principles that protect consumer privacy; and

WHEREAS, the City of Los Angeles was named the Number 1 Digital City three years in a row for its Cybersecurity, Data Protection, and Consumer Privacy Practices; and

WHEREAS, on May 7, 2019, AB 1112 was amended to limit a local authority from imposing various requirements on shared mobility device providers that are essential provisions of the City's Pilot Program, including compliance with individual trip data requirements and social equity requirements, and expand these regulatory limitations to all shared personal mobility devices; and

WHEREAS, the City of Los Angeles, as regulator, must not be made to rely on a regulated entity, including shared mobility device providers, to provide filtered data to the City, in order to carry out its duty as regulator; and

WHEREAS, without access to digital management tools that utilize individual vehicle trip data, the City of Los Angeles will not be able to continue to safely and equitably regulate shared electric mobility devices under the provisions of the approved Pilot Program;

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 2019- 2020 State Legislative Program OPPOSITION, to AB 1112 (Friedman), UNLESS AMENDED, that would limit a local authority from imposing restrictions on a shared mobility device providers.