

## **LEGISLATIVE DIGEST**

[Transportation Code - Inoperable/Broken Parking Meter Time Limits]

**Ordinance amending the Transportation Code, Division I, to clarify the definition for “Parking Meter” to include electronic pay stations, and change the time limit for parking at inoperable or broken parking meters, from two hours to the maximum time permitted for the parking meter; and making environmental findings.**

### Existing Law

The Transportation Code currently limits the time permitted for parking at a broken or inoperable parking meter to the maximum time permitted for parking at that parking meter. However, if a parking meter permits parking in excess of two hours, the maximum time period to park is limited to two hours.

### Amendments to Current Law

Effective January 1, 2014, state law will be changed to require local authorities to permit vehicles to park up to the posted time limit in any public parking space regulated by an inoperable or broken parking meter or parking payment center. Local authorities, such as the City, will be prohibited from restricting the parking of vehicles in any public parking space regulated by a parking meter or parking payment center to a period of time less than the posted time limit for parking.

### Background Information

The SFMTA has installed *SFpark* parking meters and parking payment centers that permit vehicles to park for time periods in excess of two hours. As a result, in 2011, the SFMTA proposed an ordinance, sponsored by Supervisor Avalos, to limit the time vehicles were permitted to park at inoperable or broken *SFpark* parking meters or parking spaces regulated by inoperable or broken *SFpark* payment centers to two hours. In 2013, AB 61 was approved by the California State Legislature and signed into law by the Governor. AB 61 becomes effective January 1, 2014, and will expire on January 1, 2017, unless subsequent legislation extends that date.