

Parking Scofflaw Business Plan

Presentation to the Public Safety &
Education Committee

June 1, 2011

Parking Scofflaw IDT

- Finance and Administrative Services – IDT lead
- Seattle Municipal Court – Project coordinator
- Seattle Police Department
- Seattle Department of Transportation
- City Budget Office
- Seattle Office for Civil Rights
- City Council

Vehicles in Scofflaw Status

- Beginning July 5, 2011, vehicles with four or more overdue, unpaid parking tickets in collections are subject to being immobilized and impounded whether they are parked illegally or legally at the time.
- As of May 15, 2011, 34,283 vehicle license plates are in scofflaw status, of which SMC estimates 23,000 are eligible for booting.
- The amount due to the City for the scofflaw citations is \$25.8 million; another \$3.7 million is due to the City's collections agency.
- All outstanding debt will not be subject to the scofflaw program due to bought/sold and other reasons.

Program Goals

- Provide accountability for those with multiple parking infractions.
- Provide due process of law for those charged with scofflaw violations.
- Deter future scofflaw violations.
- Improve compliance with on-street parking regulations, including abandoned vehicle rules.

Program Objectives

- Offer a variety of quick and easy payment options.
- Keep the boot fee amount as low as possible.
- Allow for prompt, easy release of the boot.
- Minimize the number of defaulted parking tickets.
- Reduce the number of repeat offenders on scofflaw list.
- Reduce the number of boots and tows after the first year of implementation by increasing payment compliance.

Program Objectives (continued)

- Increase public awareness of parking scofflaws program and impacts of noncompliance.
- Make process and materials available for English and non-English speakers.
- Immobilize scofflaw vehicles until payment is made.
- Keep low the number of “false positives” due to change of ownership.

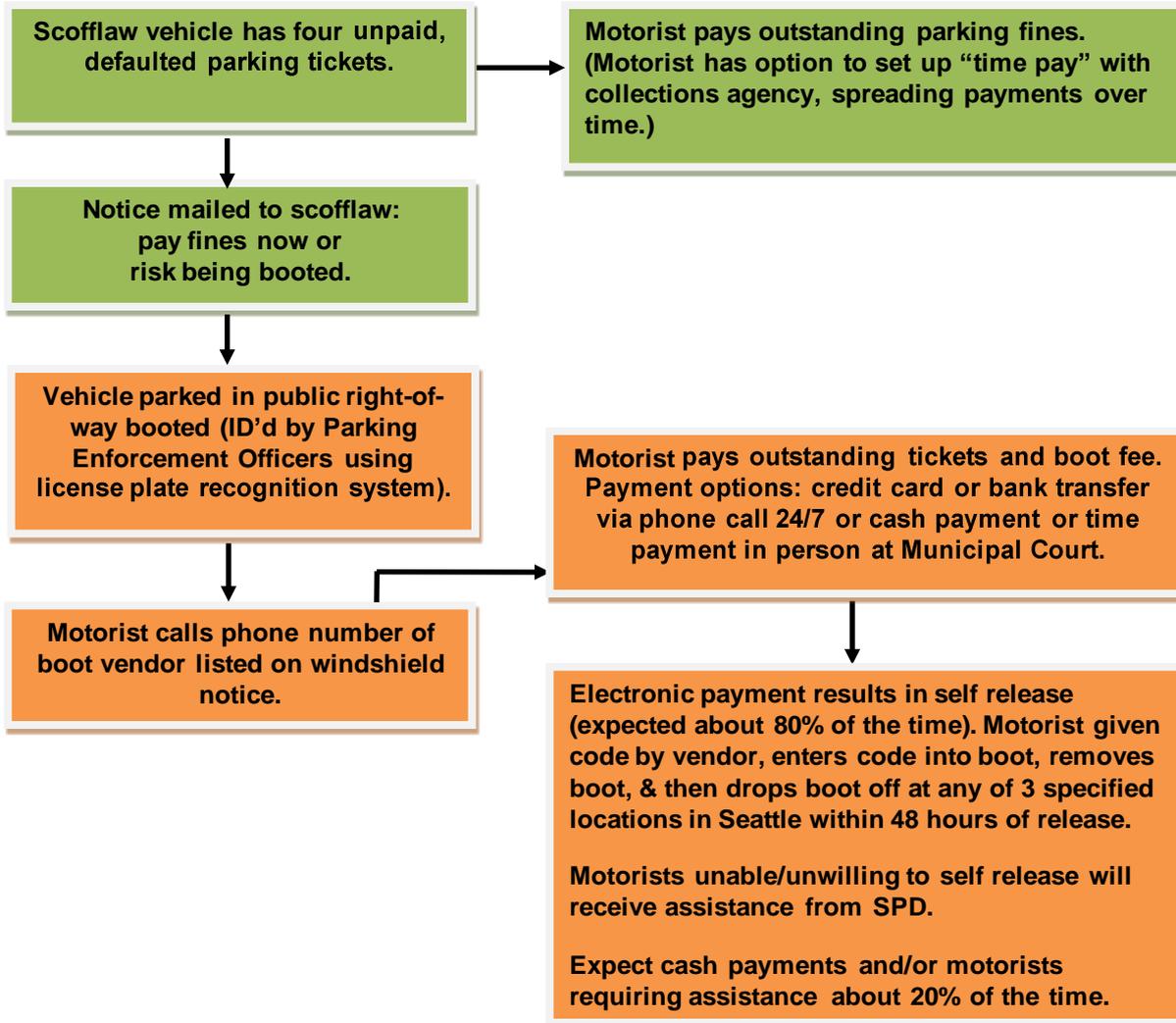
Keys to Success

- Allowing for the necessary data exchanges among:
 - Municipal Court Information System (MCIS),
 - PayLock Help Center,
 - Alliance One Payment Center,
 - SPD PEOs,
 - City private tow companies and
 - FAS Treasury Services.
- Providing information and outreach to help people clearly understand the following:
 - the program,
 - what must be done to avoid booting, and
 - what must be done when a vehicle is booted.
- Deploying dedicated parking enforcement scofflaw teams effectively.
- Using the IDT effectively to initiate the program and then identify and fix problems with its implementation.

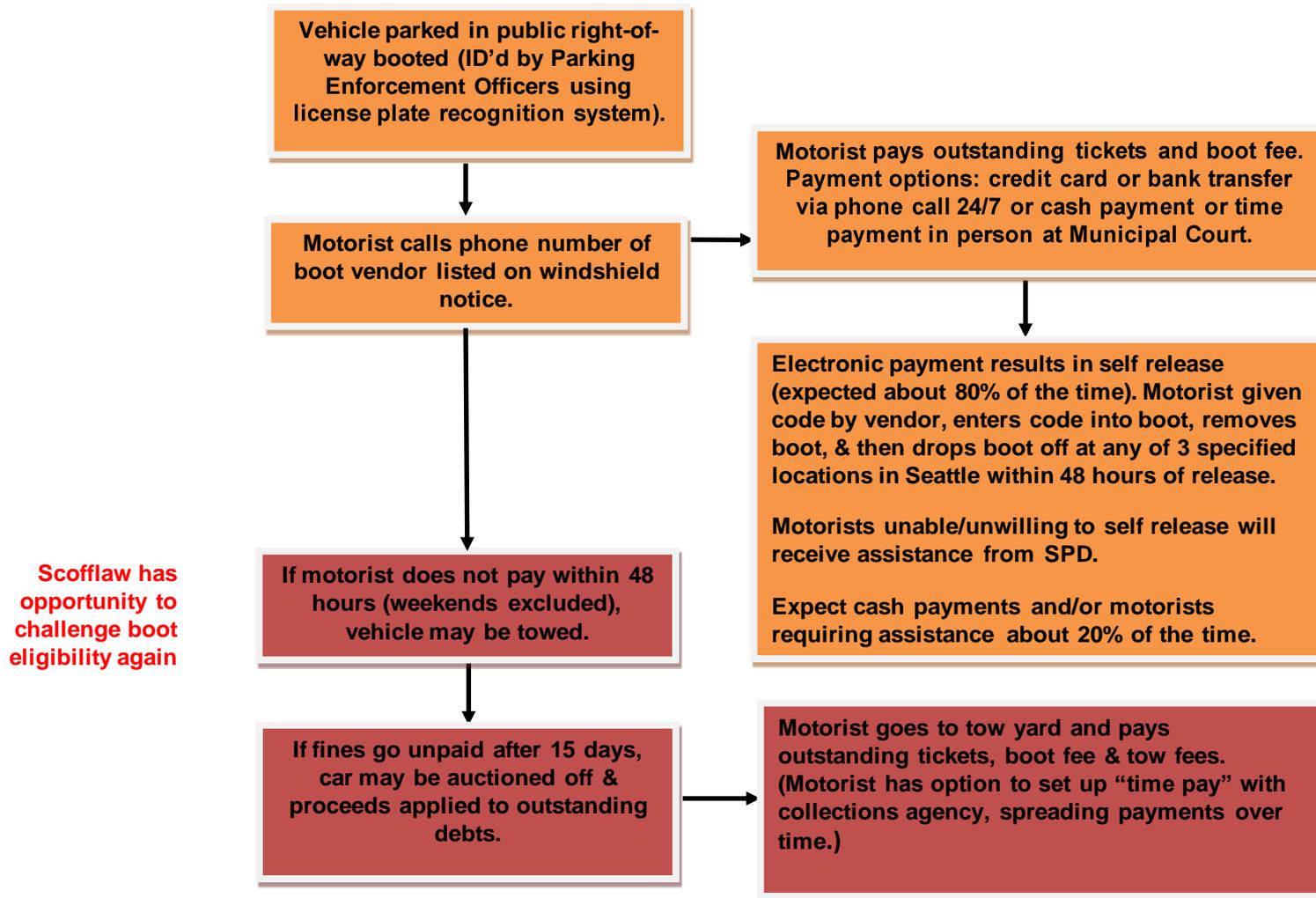
Scofflaw Program Overview

Municipal Court's "Collections Reduction Event" in May & June 2011
intended to reduce number of scofflaws.
(Waives collection fees and interest on parking & traffic violations paid in full.)

Scofflaw has
opportunity to
challenge boot
eligibility



Scofflaw Program Overview (Continued)



Implementation Actions

- Technology interfaces
 - 15 unique interfaces among 6 different entities (SPD, SMC, Alliance One, PayLock, AFTS, Wells Fargo)
- Public education and outreach
 - Education began in April
 - Demonstrations of enforcement will begin in June
- Training plan
 - Six types of training for seven groups of City employees, PayLock and Alliance One
- Quality assurance plan
 - Pre-implementation testing
 - Warning notices
 - Post-implementation issue resolution

Budget

	2011	2012
Revenues		
Prepayers	\$833,000	\$513,000
Booted payers	\$694,000	\$1,195,000
<u>Increased meter and citation compliance</u>	<u>\$330,000</u>	<u>\$670,000</u>
Total revenue	\$1,857,000	\$2,378,000
Expenses		
SPD staffing	\$272,000	\$345,000
SPD equipment	\$192,000	\$20,000
SMC staffing	\$192,000	\$197,000
SMC mailing	\$17,000	
<u>SDOT public education and outreach</u>	<u>\$65,000</u>	<u>\$20,000</u>
Total expenses	\$738,000	\$582,000
NET	\$1,119,000	\$1,796,000

Note: The figures were calculated based on the paid parking rates in the 2011 adopted budget.