

TRANSPORTATION and HOMELESSNESS AND POVERTY COMMITTEES REPORT
relative to establishing a Community Assistance Parking Program (CAPP) Pilot Program.

Recommendation for Council action:

AUTHORIZE the General Manager, Los Angeles Department of Transportation (LADOT), to establish a CAPP that would permit eligible homeless individuals to perform community service in lieu of payment of a parking penalty as detailed in the November 22, 2016 LADOT report, attached to the Council file.

Fiscal Impact Statement: The LADOT reports that as the CAPP is a new pilot program, there are no statistics on the number of parking citations that are issued to homeless individuals. However, once this program is in place, the LADOT will do both quantitative and qualitative reviews to gather statistics. The LADOT anticipates that, initially, the volume of CAPP applicants will be high since this program is highly anticipated. As the program becomes more popular the revenue loss to the City could be in the hundreds of thousands of dollars. This is an estimate based on current information from the City Administrative Officer (CAO) and Chief Legislative Analyst, which shows that in 2016, 3,908 vehicles are used as dwellings. Not all of these vehicles may receive citations, but this number is representative of the homeless population using vehicles. Although the CAPP Program does not collect parking fees, the community service that eligible individuals will perform may save the City money and in turn connect homeless persons with resources that will contribute to the City's economy in the long-term.

Community Impact Statement: None submitted.

Summary:

On June 22, 2016, the Transportation Committee considered a Motion (Bonin - Ryu) and June 13, 2016 LADOT report relative to establishing a CAPP Pilot Program. According to the LADOT, in June 2014, the Mayor engaged a group of stakeholders to discuss opportunities to improve the parking experience throughout the City. This group, called the Los Angeles Parking Reform Working Group (LAPRWG), was subsequently formed with residents, business owners and representatives of different organizations. Over the course of seven months, the LAPRWG reviewed and analyzed a wide variety of potential parking reforms. The LAPRWG released their comprehensive report and recommendations for consideration in 2015. Among the recommendations were the suggestions to reduce parking fines so as not to be too burdensome for low income residents and adopt a tiered fine schedule for non-safety related citations.

Subsequently on December 8, 2015, a Motion was introduced in response (attached to the Council file) directing the LADOT and CAO to:

- a. Report on the existing parking citation fine schedule with data that supports the relationship between driver compliance and the citation amount.
- b. Report on the feasibility of implementing a tiered parking citation fine structure and variable citation amounts in areas of the City with performance-based pricing (LA Express Park).

The enforcement of parking rules and the issuance of citations to those who violate the law is a fundamental part of a successful on-street parking operation. Without effective parking enforcement and sufficient fine amounts, drivers are not adequately incentivized to follow the law. Parking violations need to be carefully set in order to maintain a balance between encouraging compliance without being overly punitive and deterring people from parking. California Vehicle Code (CVC) Section 40203.5, which governs how parking fines are set, states "to the extent possible, issuing agencies within the same county shall standardize parking penalties."

The City has a wide range of citation amounts ranging from among the lowest to the highest in the county depending on the type of violation. Analysis shows that citation distributions in Los Angeles are largely comparable to other cities. Nearly half of all citations issued in the City are attributed to street cleaning and expired meters. The remaining types of citations account for a small percentage each: 20 percent are for free flow traffic violations; 17 percent are nuisance violations, and 1 percent are public safety violations. After consideration and having provided an opportunity for public comment, the Committee moved to continue this matter pending the LADOT reporting back in regard to the creation of a CAPP pilot program.

On January 11, 2017, the Transportation Committee considered a November 22, 2016 LADOT report in this matter. According to the LADOT, the LADOT has been working with the City Attorney and the Mayor to develop a community service program for homeless individuals with open and unpaid parking citations. This program would allow homeless individuals with open and unpaid parking citation to perform community service in-lieu of paying the outstanding parking fine amounts. On June 22, 2016, LADOT presented to the Transportation Committee a report on a parking citation fine schedule. The report included options to help motorists pay their citations including creating a Homeless Citation Community Service Parking Pilot Program now known as CAPP.

CVC Section 40215(7) allows the implementation of a community service program in lieu of payment of a parking penalty if authorized by the governing board (i.e., Mayor and City Council) of the issuing agency (LADOT). The proposed CAPP pilot program provides a mechanism for homeless individuals, as defined in Title 42 of the Public Health and Welfare Code, who have received a parking citation to perform community or support services in lieu of paying the outstanding parking fine while also assisting them by connecting them with other support services they may need. The structure is designed to allow those who want to account for their parking fines to do so by making a meaningful contribution to their community.

The participating agencies will not need to create additional programs to those already offered; rather it is intended that they integrate this program into existing programs. CAPP will build on partnerships already being established by LADOT with the Los Angeles Homeless Service Authority (LAHSA), Los Angeles Police Department, City Attorney's Office, Mayor's Office, social service agencies, and homeless service providers. It is envisioned that the homeless participant will utilize one of the 32 pre-approved service providers that already partner with LAHSA. However, if an agency is not associated with LAHSA, then an independent review will be conducted to determine if they qualify.

After further consideration and having provided an opportunity for public comment, the Transportation Committee moved to recommend approval for establishing a CAPP pilot program as detailed in the November 22, 2016 LADOT report. Subsequently, on January 25, 2017, the

Homelessness and Poverty Committee considered this matter and after having provided an opportunity for public comment, moved to concur with the Transportation Committee. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
KORETZ:	ABSENT
HUIZAR:	ABSENT
MARTINEZ:	YES
RYU:	YES

HOMELESSNESS AND POVERTY COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
HARRIS-DAWSON:	YES
HUIZAR:	YES
BONIN:	YES
CEDILLO:	ABSENT
PRICE:	ABSENT

ARL
1/25/17

-NOT OFFICIAL UNTIL COUNCIL ACTS-