



Scofflaw Program Fourth Quarter 2011 Report

In Response to City Council Statement of Legislative Intent 125-2-A-3 March 12, 2012

In December 2010, the City Council passed Ordinance 123447, which increased the City's leverage against scofflaw vehicles in several significant ways. First, scofflaw vehicles may now be immobilized whether they are parked legally or illegally on city streets and, second, all parking tickets in collections must be paid to get the vehicle released. To balance these tougher rules, the City began employing "SmartBoot" devices to immobilize vehicles instead of impounding them. If, within 48 hours after immobilization (excluding weekends), all scofflaw-eligible parking infractions and associated fees are not paid in full or placed on a payment plan, the vehicle may be towed and impounded.

Six months into the booting program, we find it is helping reduce the number of vehicles on the City's scofflaw list. Here are some highlights since our last report:

- Revenue generated during the program's first six months (July through December 2011) has met the overall target that was used in developing the 2011 Adopted Budget. Funds generated from scofflaws who made payments without having their vehicles booted exceeded initial projections due, in part, to the success of a collection reduction effort and the City notifying by mail scofflaws about to become eligible for booting. Funds generated from booted payers fell short of anticipated targets in the first six months of the program, in part, because many opted for payment plans instead of paying in full when boots were removed, which reduces current revenue and defers much of it into the future.
- Also as expected, the threat of being booted contributed to a drop-off in the number of booted vehicles in the fourth quarter of 2011 because scofflaws chose to get off the list rather than risk the boot. The drop in bootings was greater than expected, however, so SPD is modifying its Parking Enforcement Officer (PEO) patrols to identify optimal times for enforcement, including a pilot for weekend booting. Data for December 2011 and preliminary January 2012 data show an uptick in the number of bootings.
- While a large percentage of motorists use the time payment option after being booted, the use of time payments has decreased from the third quarter to the fourth quarter of 2011.
- The first six months of the program seemed to have a minimal impact on car campers due, in large part, to the diligence of the PEOs in identifying car campers, advocacy efforts of community groups, and the willingness of the Seattle Municipal Court to work collaboratively with all parties involved. No known car campers have lost their vehicles as a result of the Scofflaw program.

The following data for the fourth Quarter of 2011 (the second quarter of operations) for the Scofflaw booting program is provided for your information. If you have questions, please call City Treasurer Teri Allen at (206) 684-5226.

1. The number of vehicles booted, the number subsequently towed, and the number subsequently sold.

Booted Vehicle Resolution – Through 12/31/2011

Boot Resolution	3rd Quarter 2011		4th Quarter 2011		Total	
	Number of Vehicles	Percent of Total Booted	Number of Vehicles	Percent of Total Booted	Number of Vehicles	Percent of Total Booted
Booted	938		784		1,722	
Towed	137	14.6%	138	17.6%	275	16.0%
Sold or Pending Sale	87	9.3%	96	12.2%	183	10.6%

2. The number of people who paid with cash to remove the boot.

Cash Payments for Booted Vehicles – Through 12/31/2011

Time	3rd Quarter 2011		4th Quarter 2011		Total	
	Number of Vehicles	Percent of Total Payments	Number of Vehicles	Percent of Total Payments	Number of Vehicles	Percent of Total Payments
During Business Hours	44	5.6%	54	8.9%	98	7.1%
After Hours	5	0.6%	11	1.8%	16	1.2%
Total Cash Payments	49	6.2%	65	10.8%	114	8.2%
Total Payments	785		604		1,389	

3. **The number of people successfully arranging for time payments to remove the boot, and the number successfully arranging for time payments to remove the vehicle from impound.**
4. **The number of parking scofflaws who paid their outstanding fines after having their vehicles booted.**

Time Payments and Full Payments for Booted Vehicles – Through 12/31/2011

Payment Method	3rd Quarter 2011		4th Quarter 2011		Total	
	Number of Vehicles	Percent	Number of Vehicles	Percent	Number of Vehicles	Percent
Time payments to remove the boot	322	43.5%	205	36.8%	527	40.6%
Full payments to remove the boot	418	56.5%	352	63.2%	770	59.4%
Total Payments to remove the boot	740		557		1,297	
Time payments to remove vehicle from impound	19	42.2%	26	55.3%	45	48.9%
Full payments to remove vehicle from impound	26	57.8%	21	44.7%	47	51.1%
Total Payments to remove vehicle from impound	45		47		92	
Total Time Payments	341	43.4%	231	38.2%	572	41.2%
Total Full Payments	444	56.6%	373	61.8%	817	58.8%
Total Payments	785		604		1,389	

5. The geographic distribution of vehicle bootings and tows under the program, and, if possible, the geographic distribution of residences of those whose vehicles were immobilized, both in comparison to the current geographic distribution of scofflaws.

Please see the maps at the end of this report:

Map #1 – Geographic Distribution of Scofflaws by Registered Owner Address on 12/31/11 (Seattle Only)

Map #2 – Geographic Distribution of all Booted Scofflaws by Boot Location as of 12/31/2011

Map #3 – Geographic Distribution of all Booted Scofflaws by Registered Owner Address as of 12/31/2011

Map #4 – Geographic Distribution of all Towed Scofflaws by Boot Location as of 12/31/2011

6. The number of parking scofflaws who paid their outstanding fines after the program was announced or upon being notified of their scofflaw status, without having their vehicles booted.

Scofflaw Payments through 12/31/2011

Collection Timeframe	Number of Notices Sent	Number of Vehicles*	City Revenue**
Paid after notification, during collection reductions event (05/01 through 07/17)	22,599	1,712	\$690,000
3 rd Quarter paid after notification (07/18 through 09/30)	1,067	921	\$250,000
4 th Quarter paid after notification	1,331	979	\$260,000
Total paid without booting	24,997	3,612	\$1,200,000
3 rd Quarter paid after being booted (includes impounded vehicles)		785	\$234,000
4 th Quarter paid after being booted (includes impounded vehicles)		604	\$198,000
Total paid		5,001	\$1,632,000

* May include vehicles previously in Scofflaw status and counted in prior time periods, but not booted.

**These totals may be different from recent reports due to the inclusion of updated payment information, such as time payments. Payments may include tickets received and paid after being booted.

7. How the parking scofflaws who paid their outstanding fines compare in the number of outstanding fines to those not paying their fines.

Exhibit 1 shows the distribution of scofflaws with outstanding fines as of the start of the program compared to the distribution as of 2/29/2012. Exhibit 2 shows a similar distribution by amount due for booted vehicles.

Exhibit 1: Scofflaw distribution by amount due

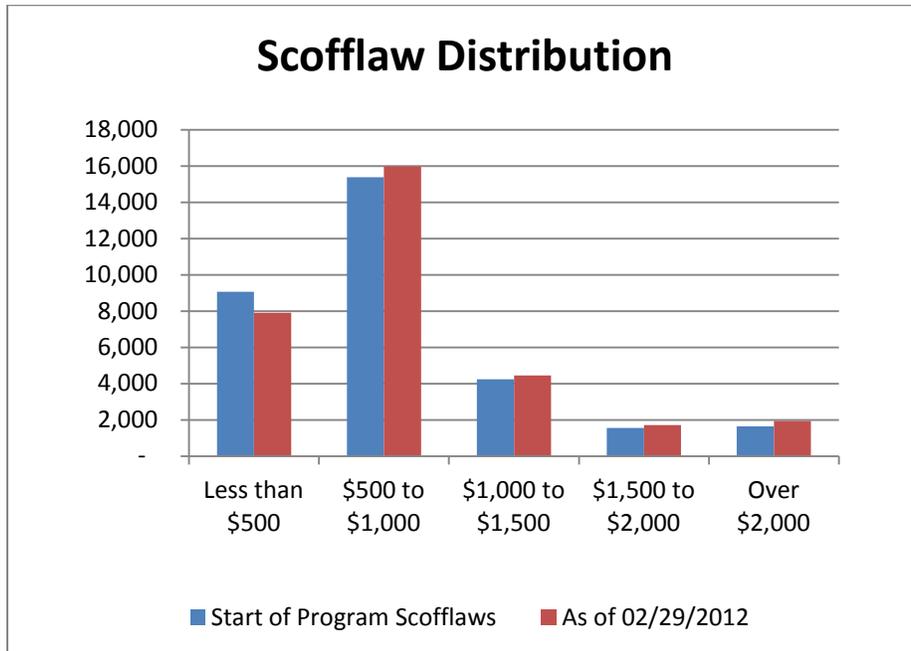
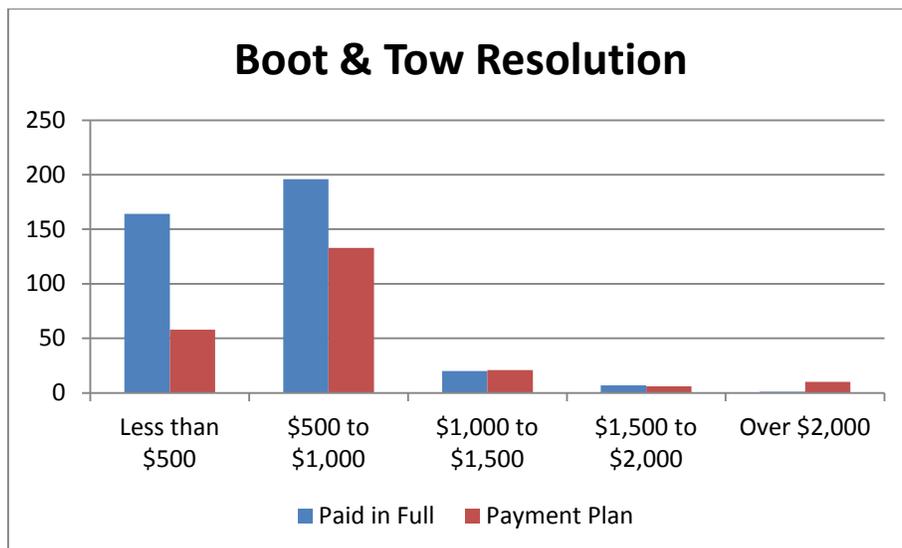


Exhibit 2: Boot and tow resolution by amount due - 4th Quarter 2011



8. The estimated overall effect of the program on the number of parking scofflaws and the total outstanding parking fines owed to the City.

Data continues to indicate that there are fewer scofflaws now than when the program began, however, the rate of reduction is slower than anticipated. With less than 1% reduction in the number of Scofflaw vehicles from the third quarter to the fourth quarter of 2011, the backlog of vehicles on the Scofflaw list has not been substantially reduced. Because a large percentage of the vehicles have owners who live outside of Seattle and many vehicles on the list are no longer on the road, significant reduction of the existing vehicles on the list may be difficult.

While the large numbers of vehicles that existed on the list before the program began might never be booted, tracking of new Scofflaws indicates that approximately 50% of new vehicles coming on the Scofflaw list are removed from the list within three months of receiving a warning notice due to payment or booting. This appears to indicate that the deterrence factor is persuasive for newer Scofflaws.

In the early stages of the program (June 2011 through September 2011), compliance increased slightly. The Interdepartmental Team will continue to monitor compliance rates in the future.

Other Issues

1. Car Camping

The Scofflaw Program's effect on car campers continues to be minimal, due to the collaborative effort among community homeless advocates, the Seattle Police Department, the Municipal Court, the Human Services Department (HSD), the Seattle Department of Transportation, and the City Council. The protocols developed before implementation have resulted in outreach teams dispatched by HSD attempting to contact vehicles in Scofflaw status that appear to be used as shelter. The following table shows the number of vehicles that have received "first" and "second" warning notices with an attempt at outreach requested. As evidenced by the numbers, there appears to be a reduction in first outreach attempts, with an increase in latter attempts. The switch in outreach numbers could be due to a small core of Scofflaw car campers who have not taken advantage of outreach or could not be contacted. It is worth noting that there is a positive trend in the number of first notices with outreach given – hopefully a sign that car campers and advocates are working to keep the number of Scofflaw car campers low.

Noticed Vehicles through 12/31/2011

Notice Type	3rd Quarter	4th Quarter	Total
First	35	19	54
First With Outreach	11	5	16
Second	2	0	2
Second With Outreach	4	5	9
Additional With Outreach	0	6	6
Total Notices	52	35	87

The Scofflaw stakeholders have been taking part in regular meetings with the Ballard Community Taskforce on Homelessness and Hunger (BCTHH). BCTHH and the Interfaith Taskforce on Homelessness have been working with known car campers to help them clear up tickets so their vehicles are not booted. The group has been working to secure lots where car campers can safely park. City representatives have been advising the group on a variety of related issues, as well as assisting in developing outreach materials for car campers.

2. Payment Plans

As of December 31, 2011, 572 motorists had established payment plans to remove the boot or recover their vehicle from impound. Of the 572 plans, approximately 55% defaulted as of December 31, with a balance due to the City totaling \$204,000. Vehicles are eligible for booting upon payment plan default. If booted again, the motorist is not eligible for another payment plan and is required to pay all outstanding fines and fees.

As of 12/31/2011, 147 boots were applied to vehicles previously booted due to defaulting on a payment plan, accumulating additional citations, or removing the boot without payment (runaway). One hundred percent (100%) of vehicles rebooted due to accumulating additional citations paid to have the boot removed, while 81.4% of reboots due to payment plan defaults chose to pay to remove the boot. Of the remaining payment plan default reboots, 14 vehicles were subsequently auctioned and five vehicles removed the boot without payment.

Rebooted Vehicle Resolution by Reason – Through 12/31/2011

Reason for Reboot	Total Reboots	Percent of Total Reboots	Paid	Percent of Reboot Reason	Auctioned or Pending Auction	Percent of Reboot Reason	Runaway	Percent of Reboot Reason
Payment Plan Default	102	69.4%	83	81.4%	14	13.7%	5	4.9%
Additional Citations	38	25.9%	38	100.0%				
Runaway	7	4.8%	5	71.4%	2	28.6%		
Total	147							

3. Boot Return Locations

Return Location Activity through 12/31/2011

Return Locations	3rd Quarter 2011		4th Quarter 2011		Total	
	Number of Boots	Percent of Total Returns	Number of Boots	Percent of Total Returns	Number of Boots	Percent of Total Returns
ABC Towing	172	20.0%	133	18.2%	305	19.2%
Lincoln - Aurora	155	18.0%	135	18.5%	290	18.2%
Lincoln - Pasadena	103	12.0%	70	9.6%	173	10.9%
Total Returned to Tow Company	430	50.0%	338	46.3%	768	48.3%
Southeast Neighborhood Service Center	36	4.2%	37	5.1%	73	4.6%
University Neighborhood Service Center	92	10.7%	85	11.6%	177	11.1%
Total Returned to Neighborhood Service Centers	128	14.9%	122	16.7%	250	15.7%
Total Returns by Motorists	558	64.9%	460	63.0%	1,018	64.0%
SPD North Precinct	1	0.1%	5	0.7%	6	0.4%
SPD South Precinct	1	0.1%	1	0.1%	2	0.1%
Total After Hours Assisted Releases	2	0.2%	6	0.8%	8	0.5%
SPD Boot Van Assisted Releases	0		5	0.7%	5	0.3%
SPD Park 90-5 / Parking Enforcement Assisted Releases	300	34.9%	264	36.2%	564	35.5%
Total Parking Enforcement Assisted Releases	300	34.9%	269	36.8%	569	35.8%
Total Assisted Releases	302	35.1%	275	37.0%	577	36.0%
Total Returns	860		735		1,595	

4. Continuing Outreach Efforts:

In December, T.D. Wang, a Seattle public relations and advertising firm, was hired to help the City with the second phase of its Scofflaw outreach campaign. Phase two outreach messages focus less on what to do if you get a boot and more on encouraging people to pay their tickets and avoid the boot altogether. The outreach targets two audiences:

- Generation Y and Z because most boots are being applied in areas they work or visit, including Belltown, Capitol Hill, and the University District.
- Immigrant and refugee populations to help educate them on how to park in Seattle and avoid the boot.

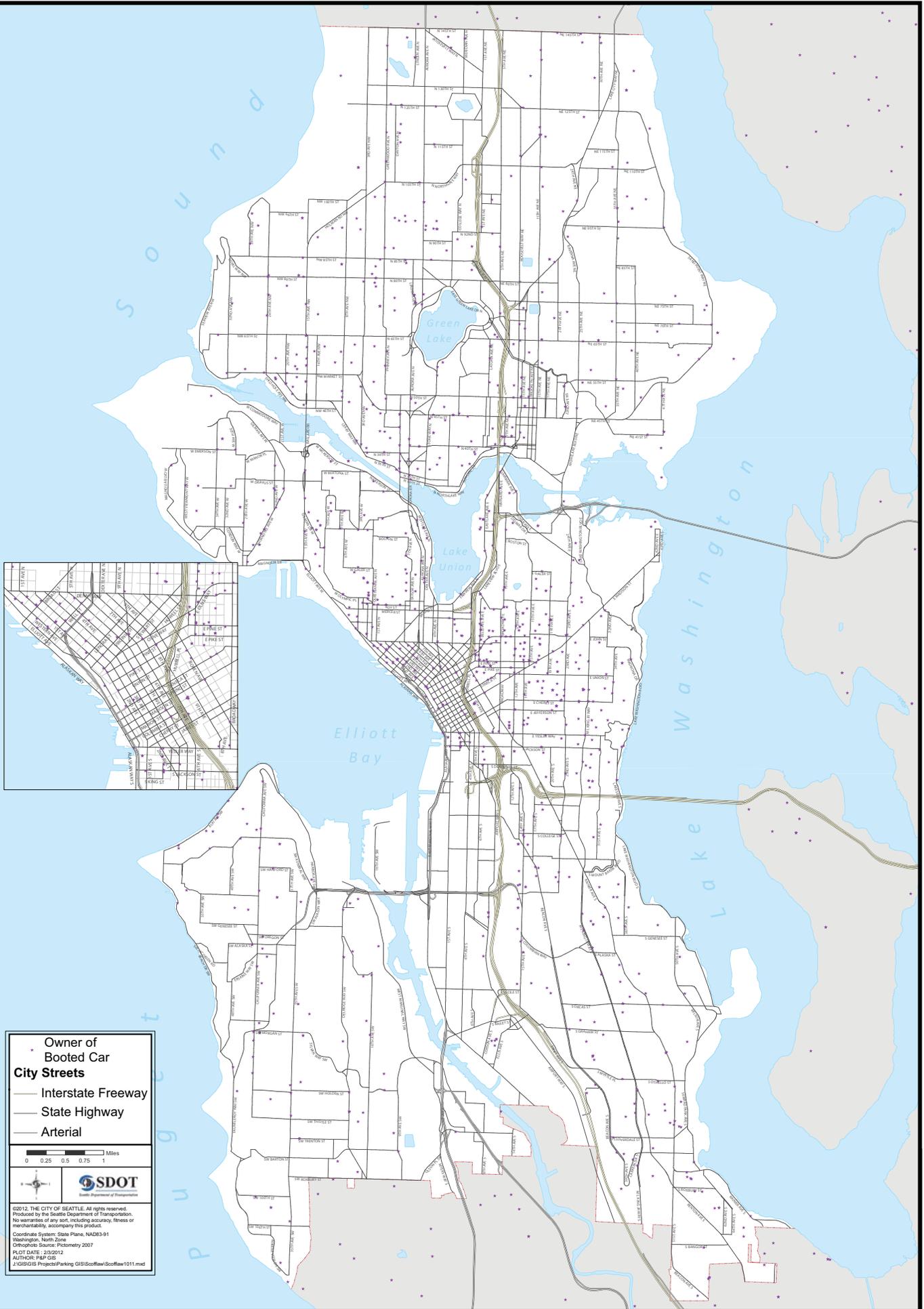
Outreach includes bus ads, radio public service announcements (PSAs), and TV and online PSAs. Bus ads started running on February 13, 2012, and story lines for the PSAs are currently under development.

Next Steps

- Seattle Police Parking Enforcement Officers have started to pilot alterations to their patrol schedules. An evaluation of those efforts will be undertaken near the end of the first quarter of 2012.
- The Department of Finance and Administrative Services, the Seattle Police Department, and the Municipal Court will submit a list of proposed changes to the Scofflaw ordinance that are primarily administrative/“clean-up” in nature and not changes in policy.
- In early 2012, through the efforts of Councilmember Mike O’Brien and Ballard Safe Home for All Coalition, the first Safe Parking Pilot program will begin at Our Redeemer’s Lutheran Church in Ballard. The program provides a safe place to park and access to hygiene facilities for people living in their vehicles. In addition, a housing caseworker will work with the residents to help them transition out of their vehicles and back into permanent housing.

Attachments

- Map #1 – Geographic Distribution of Scofflaws by Registered Owner Address on 12/31/11 (Seattle Only)
- Map #2 – Geographic Distribution of all Booted Scofflaws by Boot Location as of 12/31/2011
- Map #3 – Geographic Distribution of all Booted Scofflaws by Registered Owner Address as of 12/31/2011
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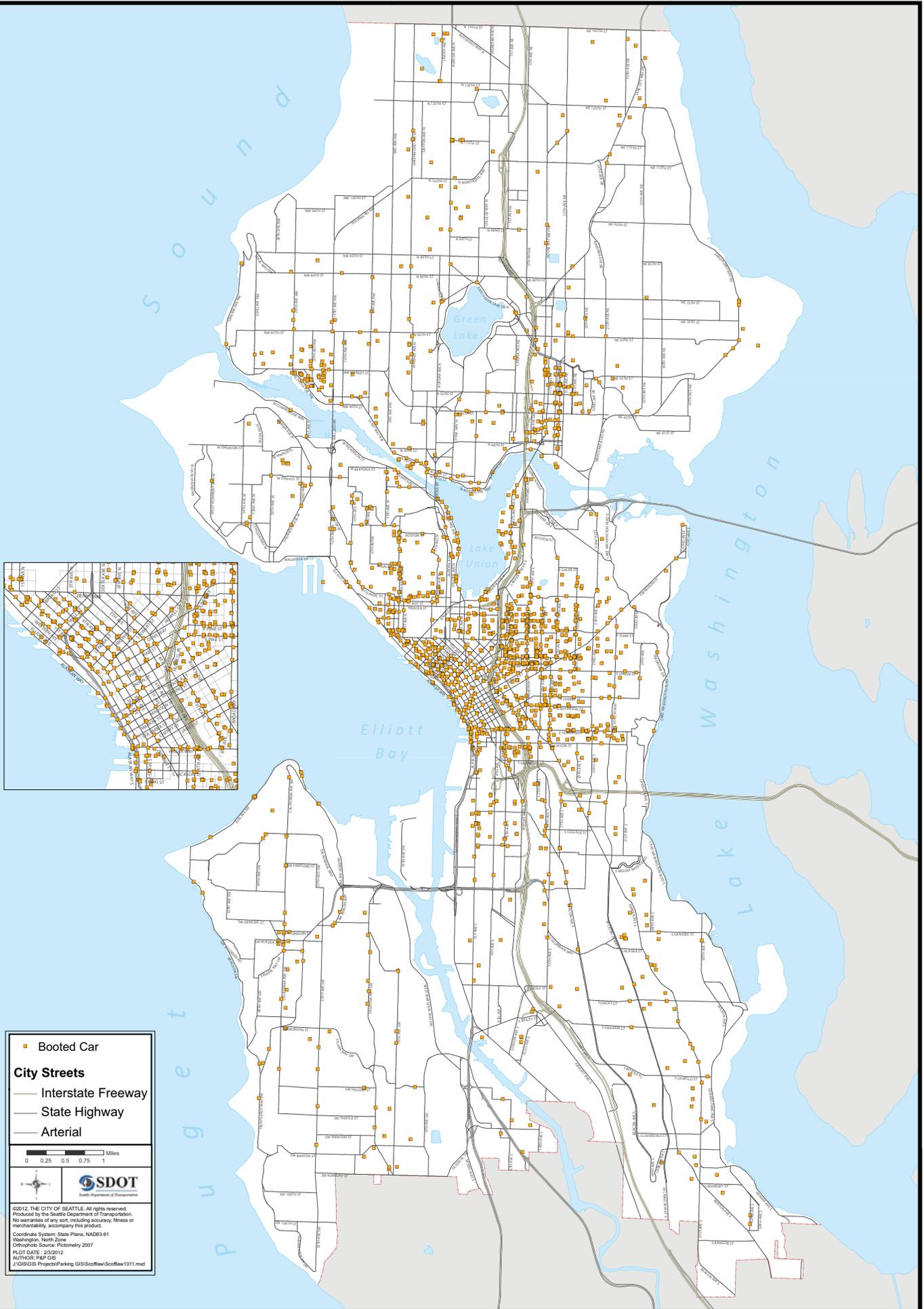


* Owner of Booted Car
City Streets
 Interstate Freeway
 State Highway
 Arterial

0 0.25 0.5 0.75 1 Miles

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 Washington, North Zone
 Orthographic Source: Pictometry 2007
 PLOT DATE: 2/3/2012
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Booted Vehicle Owner Locations - 4th Quarter 2011



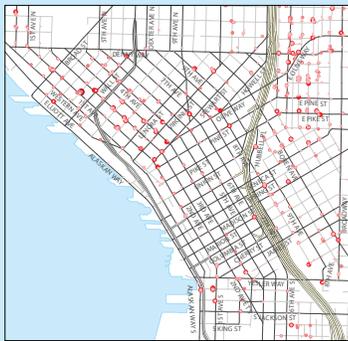
■ Booted Car
City Streets
 Interstate Freeway
 State Highway
 Arterial

0 0.25 0.5 0.75 1 Miles

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 AUTHOR: P&P GIS
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Booted Vehicle Locations - 4th Quarter 2011

Summary:
 18,608 Scofflaws
 10,765 Live in Seattle
 7,742 Live Outside Seattle
 101 are not mappable



Scofflaw Location

of citations

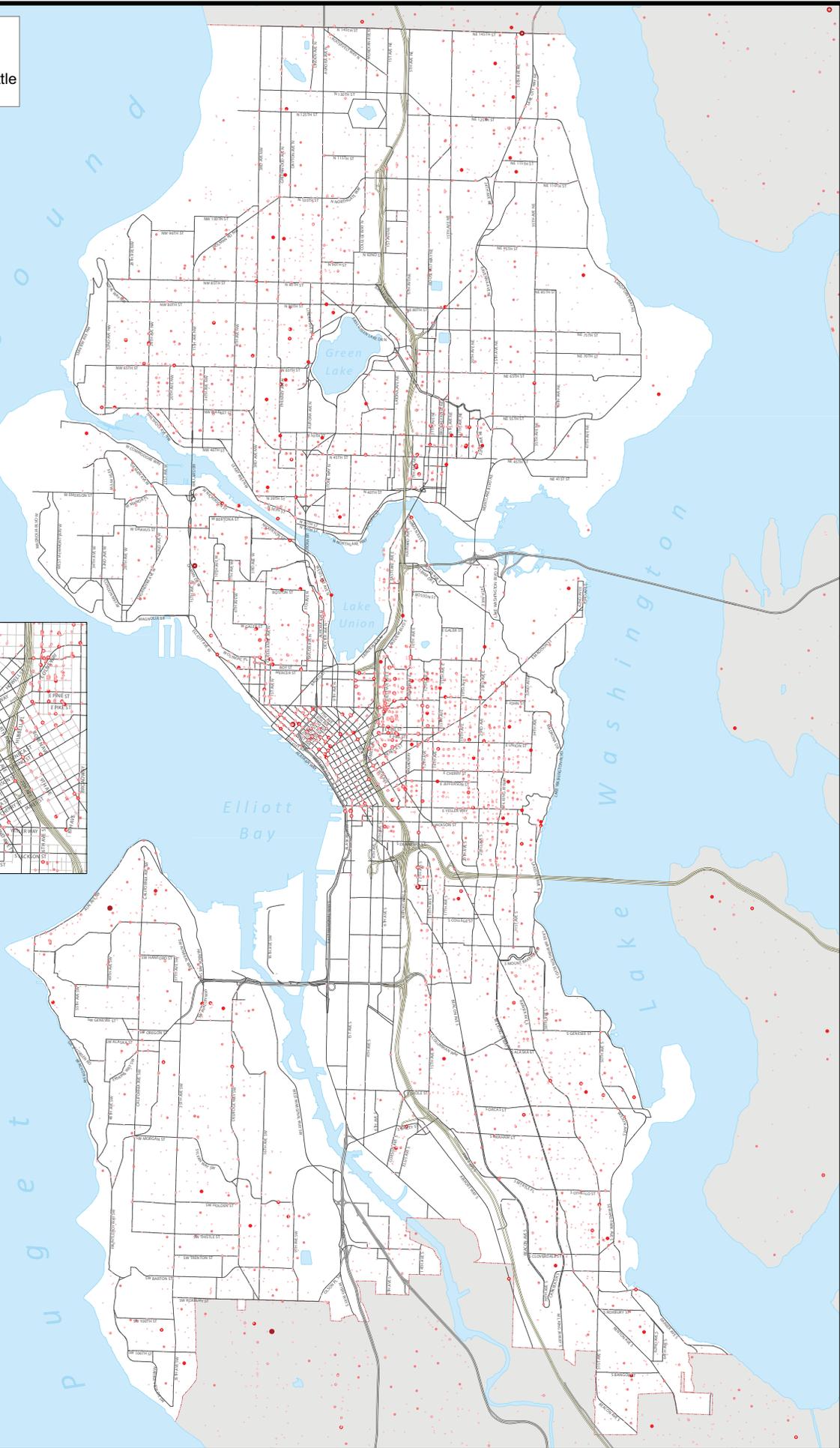
- 4 - 9
- 10 - 22
- 23 - 64
- 65 - 121

City Streets

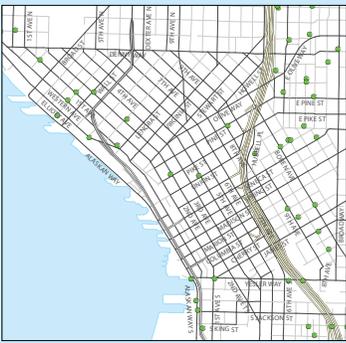
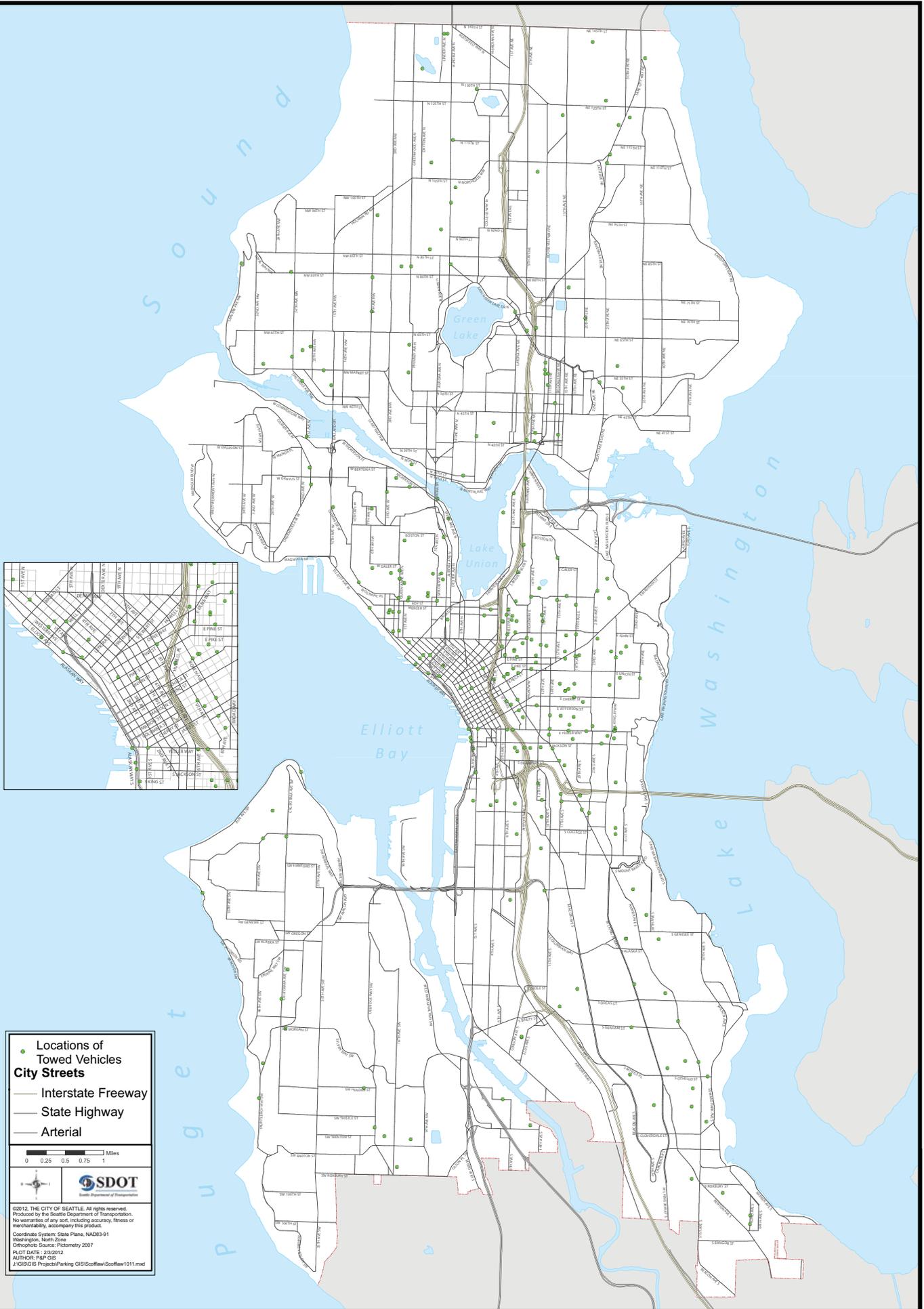
- Interstate Freeway
- State Highway
- Arterial

0 0.2 0.4 0.6 0.8 Miles

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Scofflaw Locations - 4th Quarter 2011



- Locations of Towed Vehicles
- City Streets
- Interstate Freeway
- State Highway
- Arterial



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Towed Vehicle Locations - 4th Quarter 2011