



Scofflaw Program 1st Quarter 2012 Report

In Response to City Council 2011 Statement of Legislative Intent 125-2-A-3

In December 2010, the City Council passed Ordinance 123447, which increases the City's leverage against scofflaw vehicles in several significant ways, effective July 1, 2011. First, scofflaw vehicles may now be immobilized whether they are parked illegally or legally. Second, all parking tickets in collections must be paid to get the vehicle released. To balance these tougher rules, the City is employing "SmartBoot" devices to immobilize vehicles instead of impounding them. If, after immobilization, all scofflaw-eligible parking infractions and associated fees are not paid in full or placed on a payment plan within 48 hours, excluding weekends, then the vehicle may be towed and impounded.

Nine months into the booting program, we find it is helping reduce the number of vehicles on the City's scofflaw list, as well as mitigating the impact to all citizens as follows:

- Actual City revenues for the 1st Quarter were approximately \$461,000, which is ahead of forecast, though without even a full year's worth of experience to understand seasonal patterns and the influence of the collections reduction event in 2011, it is difficult to project monthly or quarterly expectations with firm confidence.
- The number of boots applied in the 1st Quarter of 2012 is the highest since the program was implemented in mid-2011. The high number of boots was achieved despite multiple days of non-operations due to inclement weather in January. The increase in boots is attributable to the Seattle Police Department Parking Enforcement Officers (PEOs) starting weekend booting patrols and more productive weekday patrols.
- The use of time payment plans has continued to decline from quarter to quarter, from a high of nearly 44% in the 3rd Quarter of 2011 to about 33% in the 1st Quarter of 2012.
- The Seattle Department of Transportation (SDOT) initiated a multiple-part public awareness campaign focusing on increasing ticket payment compliance in key target areas.
- The first nine months of the program continue 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 SMC to work collaboratively with all parties involved. No known car campers have lost their vehicles as a result of the Scofflaw program.

Per the Statement of Legislative Intent (SLI) that the City Council enacted as part of the 2011 Budget, attached are measures for the 1st Quarter of 2012 which is the third quarter of operations for the Scofflaw "booting" program. Information responsive to issues numbered 3 and 6 is combined in order to present the measures efficiently.

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

Booted Vehicle Resolution – Through 3/31/2012

| Boot Resolution | 3rd Quarter 2011 | | 4th Quarter 2011 | | 1st Quarter 2012 | | Total | |
|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| | Number of Vehicles | Percent of Total Booted | Number of Vehicles | Percent of Total Booted | Number of Vehicles | Percent of Total Booted | Percent of Total Booted | Percent of Total Booted |
| Booted | 938 | | 784 | | 1,011 | | 2,733 | |
| Towed | 137 | 14.6% | 138 | 17.6% | 106 | 10.5% | 381 | 13.9% |
| Sold or Pending Sale | 87 | 9.3% | 96 | 12.2% | 65 | 6.4% | 248 | 9.1% |

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

Cash Payments for Booted Vehicles – Through 3/31/2012

| Time | 3rd Quarter 2011 | | 4th Quarter 2011 | | 1st Quarter 2012 | | Total | |
|-----------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|
| | Number of Vehicles | Percent of Total Booted | Number of Vehicles | Percent of Total Booted | Number of Vehicles | Percent of Total Booted | Number of Vehicles | Percent of Total Booted |
| During Business Hours | 44 | 5.6% | 43 | 7.1% | 51 | 6.2% | 138 | 6.2% |
| After Hours | 5 | 0.6% | 11 | 1.9% | 20 | 2.4% | 36 | 1.6% |
| Total Cash Payments | 49 | 6.2% | 54 | 8.9% | 71 | 8.6% | 174 | 7.9% |
| <i>Total Payments</i> | 785 | | 604 | | 821 | | 2,210 | |

3. The number of persons successfully arranging for time payments to remove the boot, and the number successfully arranging for time payments to remove the vehicle from impound;

6. The number of parking scofflaws who paid their outstanding fines after having their vehicles booted;

Time Payments for Booted Vehicles – Through 3/31/2012

| Payment Method | 3rd Quarter 2011 | | 4th Quarter 2011 | | 1st Quarter 2012 | | Total | |
|--|-------------------------|---------|-------------------------|---------|-------------------------|---------|--------------------|---------|
| | Number of Vehicles | Percent | Number of Vehicles | Percent | Number of Vehicles | Percent | Number of Vehicles | Percent |
| Time payments to remove the boot | 322 | 43.5% | 205 | 36.8% | 253 | 23.6% | 780 | 37.6% |
| Full payments to remove the boot | 418 | 56.5% | 352 | 63.2% | 524 | 67.4% | 1,294 | 62.4% |
| Total Payments to remove the boot | 740 | | 557 | | 777 | | 2,074 | |
| Time payments to remove vehicle from impound | 19 | 42.2% | 26 | 55.3% | 20 | 45.5% | 65 | 47.8% |
| Full payments to remove vehicle from impound | 26 | 57.8% | 21 | 44.7% | 24 | 54.5% | 71 | 52.2% |
| Total Payments to remove vehicle from impound | 45 | | 47 | | 44 | | 136 | |
| Total Time Payments | 341 | 43.4% | 231 | 38.2% | 273 | 33.3% | 845 | 38.2% |
| Total Full Payments | 444 | 56.6% | 373 | 61.8% | 548 | 66.7% | 1,365 | 61.8% |
| Total Payments | 785 | | 604 | | 821 | | 2,210 | |

4. 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;

Map #1 – Geographic Distribution of Scofflaws by Registered Owner Address on 03/31/2012 (Seattle Only)

Map #2 – Geographic Distribution of all Booted Scofflaws by Boot Location as of 03/31/2012

Map #3 – Geographic Distribution of all Booted Scofflaws by Registered Owner Address as of 03/31/2012

Map #4 – Geographic Distribution of all Towed Scofflaws by Boot Location as of 03/31/2012

5. 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 03/31/2012

| Collection Timeframe | Number of Notices Sent | Number of Vehicles⁽¹⁾ | City Revenue⁽²⁾ |
|--|-------------------------------|---|-----------------------------------|
| Paid after notification, during collection reductions event (05/01 through 07/17) | 22,599 | 1,712 | \$690,000 |
| 3 rd Quarter 2011 paid after notification (07/18 through 09/30) | 1,067 | 921 | \$250,000 |
| 4 th Quarter 2011 paid after notification | 1,331 | 979 | \$239,000 ⁽³⁾ |
| 1 st Quarter 2012 paid after notification | 1,345 | 1,171 | \$210,000 |
| Total | 26,342 | | \$1,389,000 |
| 3 rd Quarter 2011 paid after being booted (includes impounded vehicles) | | 785 | \$366,000 |
| 4 th Quarter 2011 paid after being booted (includes impounded vehicles) | | 604 | \$211,000 |
| 1 st Quarter 2012 paid after being booted (includes impounded vehicles) | | 821 | \$251,000 |
| Total Booted and Paid | | 2,210 | \$2,217,000 |

(1) May include vehicles previously in Scofflaw status and counted in prior time periods, but never booted.

(2) 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.

(3) This figure was adjusted slightly downward from the last quarterly report due to counting error.

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 total distribution of scofflaws with outstanding fines at three separate intervals of program implementation (the period reported in this SLI update is the green or far-right bar in each set). The graph uses the amount of money owed as a proxy for the number of outstanding fines. Exhibit 2 shows a similar distribution for those who paid their boot or tow bills during the first quarter of 2012. Using this measure, the rate of those who paid their outstanding fines diminished as the amount owed increased. Not surprisingly, a higher rate of compliance was shown by those who owed less money. This is true even though in both graphs, the number of people was greatest in the grouping of those who owed from \$500 to \$1,000.

Exhibit 1: Scofflaw distribution by outstanding fines as of 04/05/2012

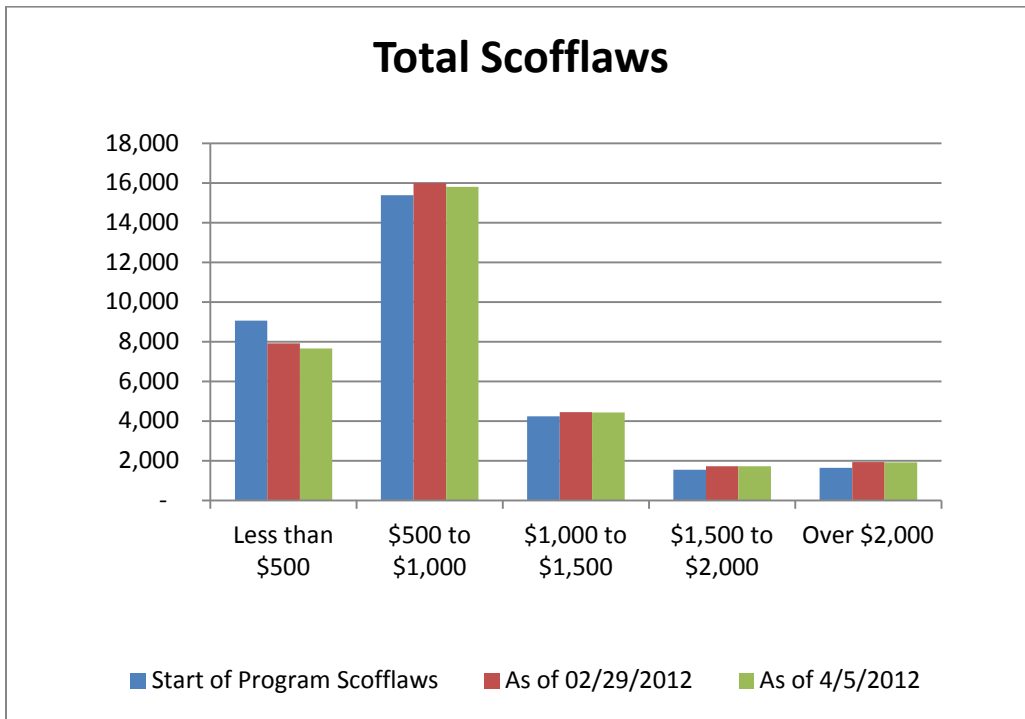
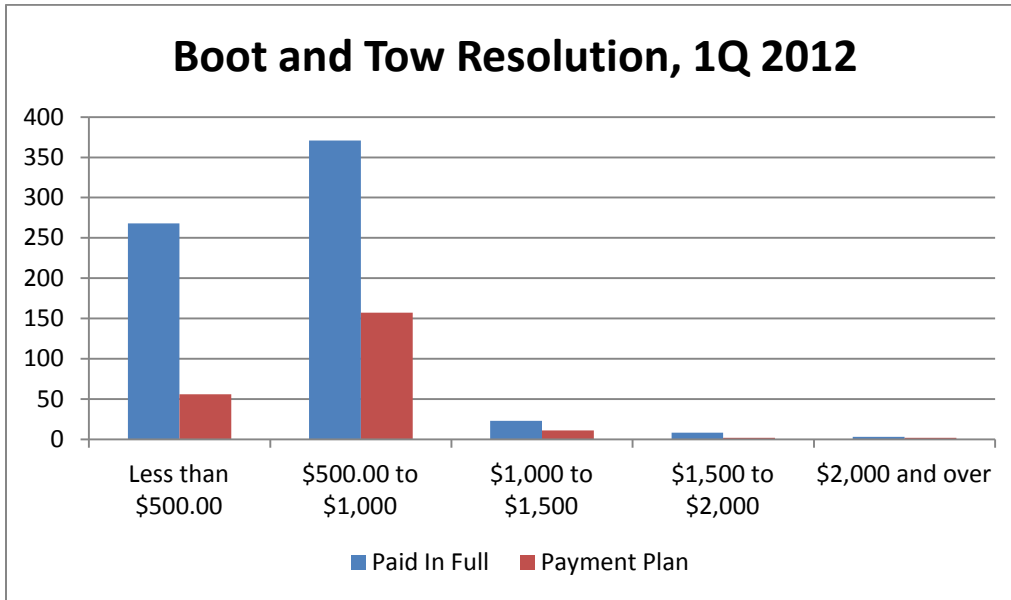


Exhibit 2: Boot resolution by amount due – 1st Quarter 2012



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 show that the program has had a positive effect on the number of Scofflaws in Seattle. While the number of vehicles with one ticket in collections has increased, as Exhibit 1 shows below, vehicles with multiple tickets have decreased in the first quarter of 2012. The bump in the fourth quarter of 2011 was most likely due to the large amounts of tickets paid during SMC’s Collection Reductions Program prior to implementation, which would have decreased numbers in the third quarter of 2011.

Exhibit 1: Vehicles with Tickets in Collections

Number of Vehicles with Tickets in Collections Grouped by Number of Tickets

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---------|---------|--------|--------|-------|-------|-------|-------|-------|
| 3Q 2011 | 164,815 | 42,891 | 17,474 | 9,451 | 6,133 | 4,061 | 2,877 | 2,107 |
| 4Q 2011 | 167,409 | 44,948 | 17,672 | 9,604 | 6,165 | 3,988 | 2,837 | 2,077 |
| 1Q 2012 | 166,157 | 40,460 | 17,386 | 9,359 | 5,960 | 3,908 | 2,735 | 2,040 |

As noted in previous reports, it appears that the City is successful in identifying and booting about 50% of those that have entered onto the scofflaw list three months after being put on the list. The consistency of these numbers suggests that a number of scofflaws will not be identified and booted through the program. Reasons for not identifying scofflaw vehicles range from parking off of the right-

of-way, limited visits in Seattle, and vehicles on the list no longer being on the road. Regardless, the PEOs are covering all areas of the City and catching large numbers of those that are not paying their parking tickets.

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, SPD, the Court, HSD, SDOT, and the City Council. The protocol developed before implementation has resulted in outreach teams dispatched by HSD attempting to contact vehicles in scofflaw status that appear to be used as shelter. In addition, the start of the Safe Parking Program is expected to provide more options for car campers to park legally, thus reducing the possibility of receiving tickets that could contribute to a place on the scofflaw list. The Scofflaw Team appreciates the support and efforts of the Ballard Community Taskforce on Homelessness and Hunger (BCTHH) and the Interfaith Taskforce on Homelessness (IFTH), which have been working with known car campers to help them clear up tickets so their vehicles are not booted. The Mayor and City Council will continue to work with these community groups to identify the best approaches to provide outreach and support for people who live in their vehicles and who may be affected by the scofflaw program.

Continuing Outreach Efforts

In the first quarter of 2012 the City worked with T.D. Wang to develop marketing concepts, a media strategy, bus ads and one-page handouts describing the program and what to do if you get the boot. Two bus ads ran from late January through late February. Brochures listing support resources for homeless campers were also produced.

2. Boot Return Locations

Return Location Activity through 03/31/2012

| Return Locations | 3rd Quarter 2011 | | 4th Quarter 2011 | | 1st Quarter 2012 | | Total | |
|---|------------------|--------------------------|------------------|--------------------------|------------------|--------------------------|-----------------|--------------------------|
| | Number of Boots | Percent of Total Returns | 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 | 18.1% | 217 | 21.7% | 522 | 20.1% |
| Lincoln - Aurora | 155 | 18.0% | 135 | 18.4% | 197 | 19.7% | 487 | 18.8% |
| Lincoln - Pasadena | 103 | 12.0% | 70 | 9.5% | 139 | 13.9% | 312 | 12.0% |
| Total Returned to Tow Company | 430 | 50.0% | 338 | 46.0% | 553 | 55.2% | 1,321 | 50.9% |
| | | | | | | | | |
| Southeast Neighborhood Service Center | 36 | 4.2% | 37 | 5.0% | 49 | 4.9% | 122 | 4.7% |
| University Neighborhood Service Center | 92 | 10.7% | 85 | 11.6% | 127 | 12.7% | 304 | 11.7% |
| Total Returned to Neighborhood Service Centers | 128 | 14.9% | 122 | 16.6% | 176 | 17.6% | 426 | 16.4% |
| | | | | | | | | |
| Total Returns by Motorists | 558 | 64.9% | 460 | 62.6% | 729 | 72.8% | 1,747 | 67.3% |
| | | | | | | | | |
| SPD North Precinct | 1 | 0.1% | 5 | 0.7% | 0 | | 6 | 0.2% |
| SPD South Precinct | 1 | 0.1% | 1 | 0.1% | 0 | | 2 | 0.1% |
| SPD East Precinct | 0 | | 0 | | 1 | 0.1% | 1 | 0.0% |
| Total After Hours Assisted Releases | 2 | 0.2% | 6 | 0.8% | 1 | 0.1% | 9 | 0.3% |
| | | | | | | | | |
| SPD Boot Van Assisted Releases | 0 | | 5 | 0.7% | 20 | 2.0% | 25 | 1.0% |
| SPD Park 90-5 / Parking Enforcement Assisted Releases | 300 | 34.9% | 264 | 36.0% | 252 | 25.1% | 816 | 31.4% |
| Total Parking Enforcement Assisted Releases | 300 | 34.9% | 269 | 36.6% | 272 | 27.1% | 841 | 32.4% |
| | | | | | | | | |
| Total Assisted Releases | 302 | 35.1% | 275 | 37.4% | 273 | 27.2% | 850 | 32.7% |
| | | | | | | | | |
| Total Returns | 860 | | 735 | | 1,002 | | 2,597 | |

Attachments

- Map #1 – Geographic Distribution of Scofflaws by Registered Owner Address on 3/31/12 (Seattle Only)
- Map #2 – Geographic Distribution of all Booted Scofflaws by Boot Location as of 3/31/12
- Map #3 – Geographic Distribution of all Booted Scofflaws by Registered Owner Address as of 3/31/12
- Map #4 – Geographic Distribution of all Towed Scofflaws by Boot Location as of 3/31/12