

MOTION

On October 15th, the Los Angeles Department of Transportation (LADOT) resumed parking enforcement for most violations that had been suspended during the initial months of the COVID-19 pandemic. In its recommendations for resuming enforcement (CF#20-0147-S7), LADOT highlighted several existing and new relief programs for people experiencing economic hardship, including for people experiencing homelessness, low-income households, newly unemployed individuals, and drivers with citations over three years old. In addition, LADOT is creating a new early payment incentive program to reduce fines for people who pay within the first 48 hours after receiving a citation.

While these programs provide critical relief from escalating parking fines and late fees, some individuals continue to fall through holes in the safety net. For example, relief for unemployment requires qualification from the California Employment Development Department (EDD), which is a time-consuming and arduous process and only accessible to people who were steadily employed before the pandemic. At a time when families face potentially compounding financial strains of job loss, unpaid bills, overdue rent, and fear of eviction, LADOT should evaluate the effective reach of its parking fine relief programs to see if there are additional populations that deserve relief but are unable to qualify under current rules. In particular, LADOT should assess the qualification processes for other agencies who provide public benefits and determine if any other public benefit recipients should be deemed eligible for parking fine relief.

**I THEREFORE MOVE** that the City Council direct the Los Angeles Department of Transportation (LADOT) to prepare a report making recommendations for expansion and broadening of economic hardship relief programs for people who have received parking fines. The report should include data on the number and percentage of applications for low-income payment plans who are denied and reasons for denial; the number of incomplete applications for low-income payment plans; the number of late unpaid citations; and an estimate of the percentage of unpaid citations that are due to economic hardship. The report should also examine economic hardship relief programs offered by other agencies, and different criteria that could be used to qualify for such programs.

PRESENTED BY:

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