



RON GALPERIN
CONTROLLER

January 11, 2017

Honorable Eric Garcetti
Mayor of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Honorable Members of the City Council
c/o City Clerk
Room 395, City Hall
Los Angeles, CA 90012

Re: Parking Citations and Revenue (C.F. 15-1450 and C.F. 15-1450-S1)

Dear Mayor Garcetti and Members of the Los Angeles City Council:

I have unveiled a new parking website that explains LA's parking ticket program, Street Talk: Parking Tickets in LA. This online report shows our analysis on the Department of Transportation Citation Program – we found the City generated close to \$148 million in gross ticket revenues in FY 2015-16, but some $\frac{3}{4}$ of ticket revenue went to overhead, salaries and administrative costs. The remaining \$41 million was available and used to help pay for City services through the General Fund.

With the City facing significant liability claims, potential cuts in federal grants and a projected \$245 million budget shortfall for 2016-17, I recommend you act with caution when considering the reduction in parking fines. I urge you to instead invest in smart technologies and other reforms to help reduce costs of the Department of Transportation's parking enforcement program -- and to enact changes that will help Angelenos avoid getting a parking ticket in the first place.



My new parking information site includes data on the more than 2.4 million tickets issued annually in the City of Los Angeles. The most frequently issued tickets were for street cleaning (26%), expired meters (23%) and expired tabs (10%). The site also includes information on the Dept. of Transportation parking enforcement budget, when and where you are most likely to get a ticket, the number of tickets issued to rental cars and much more. Among other things, the data reveals that the City of Los Angeles employs the equivalent of ten full-time traffic officers just giving tickets to the two biggest recipients of parking tickets, delivery companies UPS and FedEx -- which together received more than 45,000 tickets in one year alone. Insofar as the tickets issued to these companies are a cost of doing business for them.

Receiving a parking ticket is a surefire way to ruin anyone's day. I know we can work towards preventing the issuance of tickets with improved smartphone apps, revising the freight and delivery truck parking program, reevaluating street sweeping schedules, use of digital parking signs, and explore action of possible changes to accrued late fees and penalties.

In addition, another issue that merits attention, is that of data organization and how the City keeps track of budgeted hours to any one said program. It is important for the Department of Transportation, and other Departments, to keep adequate records of time allocated for said job duties for the sake of monitoring and accountability.

I want to thank the leadership of Councilman Mike Bonin, General Manager Seleta Reynolds, and the Los Angeles Parking Reform Working Group for their dedication and passion on this subject. Over the last year many of these reforms have been brought forward through a major parking reform package. I urge the Council to take these policies into serious consideration before moving forward with any parking fine reduction. As much as we would like to reduce fines, we currently rely on the revenues from citations. We can instead focus on new solutions that will help to reduce administrative costs, and give people a clearer indication whether they can park in a spot, to prevent getting a ticket in the first place.

Smartphone Apps

Currently, some areas operated by LA Express have Parkmobile, a smartphone app used to pay for parking and extend parking time. Improving the user experience and expanding Parkmobile citywide would make paying for parking more convenient.

Freight and Delivery Truck Parking Program

My office found that within FY 14-15, the equivalent of 10 full-time traffic officers were dedicated to issuing tickets to FedEx and UPS trucks, alone. As recommended in the LAPRWG 2015 report, the City should revise freight and delivery truck parking program, including following up on the request for LADOT to report on the areas delivery trucks receive most tickets and best practices of freight programs in other large urban cities (C.F. 15-1450-S3).

Street Sweeping Schedules

A reevaluation of street sweeping schedules would provide a better understanding of the time, trucks, maintenance, and employees it takes to sweep our City. This would allow us to create a system where more parts of the City are reached, while still maintaining cleanliness. To this regard, my office is currently finalizing an Audit of the Street Sweeping Program. This report will also look at the progress by LADOT, BSS, GSD and ITA on a public notification system that will electronically notify residents when they can park after the street has been swept – also referenced in (C.F. 15-1449).

Digital Parking Signs

The uncertainty when deciphering parking signs can be eliminated and compliance of parking regulations can increase with displayed fines. In 2015, “e-paper parking signs” were installed in Sydney, Australia which are solar powered, have simplified parking instructions, can be updated remotely, and are cost effective. Our City has the ability to make parking signage better for all parties.

Late Fees and Penalties

Presently, 19% of tickets get paid late and incur additional fees. We should explore possible changes to accrued late fees and penalties - both to decrease the burden on people who have trouble paying and to increase the likelihood of actual and timely collections.

I urge the City Council to deliberate on all of these policies, before moving forward with any fine reductions.

Respectfully submitted,



Ron Galperin
CITY CONTROLLER

CC: All Council
Seleta J. Reynolds, General Manager Department of Transportation
Miguel Santana, Chief Administrative Officer
Sharon Tso, Chief Legislative Officer