

Public SAFETY
~~TRANSPORTATION~~
A.

The Department of Transportation (DOT) is in the process of seeking approvals to execute a contract with a private vendor, Paylock IPT, to provide an automatic boot release system and devices to immobilize scofflaw vehicles (five or more unpaid citations).

DOT Traffic Officers currently employ mobile license plate readers to identify stolen or scofflaw vehicles. Upon the identification of a scofflaw vehicle, Traffic Officers request an Official Police Garage (OPG) to tow the vehicle to an OPG garage. This system ensures public safety by removing vehicles from the public right away: those illegally parked in red zones, in front of fire hydrants, or those parking in a peak hour lane. It has the added benefit of facilitating parking space turnover to support local businesses.

DOT is seeking an alternative enforcement strategy where Traffic Officers, upon identifying a scofflaw vehicle, would immobilize the vehicle using a self-release SmartBoot. The motorist would be charged a fixed transaction fee of \$125.00 for the removal of the boot in addition to any outstanding fines and/or penalties. The motorist would then be responsible removing the boot in a potentially dangerous traffic situation and then for returning the removed boot to DOT.

This system relies on action by the scofflaw and leaves the vehicle in place perpetuating safety hazards and preventing other law abiding citizens from using the space. The City Council has not had an opportunity to consider the public safety impacts this system brings to the City, its constituents, DOT employees or OPG garages. A fair hearing on this matter is warranted.

I THEREFORE MOVE that the Department of Transportation be instructed, prior to the execution of any contract with Paylock IPT for the provision of SmartBoot devices, to prepare and present a comprehensive report to the City Council on its proposal requesting authority to enter into a sole source contract. This report should include, but not be limited to, public safety consequences, impacts on current DOT employees involved with parking enforcement and help center services, constituents subject to vehicle immobilization, program costs to DOT and citizens, and Charter Section 1022 review.

PRESENTED BY: 
MITCHELL ENGLANDER
Councilmember, 12th District

SECONDED BY: 

ORIGINAL

DEC - 7 2016

