

TRANSPORTATION BUDGET & FINANCE

CIVIL RIGHTS, EQUITY, AGING & DISABILITY

MOTION

The use of fines is an extremely common practice to compel compliance with local laws and regulations. Angelenos regularly face fines for traffic and parking violations, or for falling out of compliance with the Los Angeles Municipal Code.

While the use of fines is ubiquitous, their impact can vary significantly. Most fines are set to a fixed dollar amount, disproportionately impacting lower income communities versus those who are more affluent. Debt accrued through fines and administrative fees can impact Angelenos ability to pay for life essentials such as food or shelter, can result in the revocation of certain privileges like driving or operating a business, and can escalate into job loss or involvement in the criminal justice system.

There are alternatives to fixed fine and fee amounts that have been implemented in other jurisdictions. These can include basing fines and fees off of ability to pay rather than a fixed amount, substituting the fine or fee with alternative methods to achieve desired policy goals, or offering non-monetary alternatives to payment. Fees are also often an ineffective source of revenue generation, whose marginal benefit may be outweighed by their negative impact on individuals and families.

AB 1685 from Assemblymember Isaac Bryan required forgiveness of at least \$1,500 in parking fines and fees annually for a qualified homeless person before placing a registration hold on their vehicle. San Francisco implemented tow and boot fine discounts for people making below 200% of the Federal Poverty Line, and waivers for those experiencing homelessness. San Francisco also made payment plans and community service options more accessible.

The City of Los Angeles should follow the lead of these jurisdictions and others in reimagining our use of fines and fees to alleviate the harmful and disproportionate impact they currently have on lower income communities.

I THEREFORE MOVE that the Los Angeles City Council direct the Community Investment for Families Department, with support from the Chief Legislative Analyst, City Administrative Officer, and Office of Finance, to report back on the following:

1. An overview of non-transportation related fines and fees levied by the City of Los Angeles, including:
 - a. The purpose of each fine or fee
 - b. The City Departments in charge of administration and enforcement of each fine or fee
 - c. Total revenue collected annual from each fine or fee
 - d. Amounts of each fine or fee collected late or never received
 - e. The administrative cost of managing each fine or fee
 - f. A demographic analysis of the recipients of these fines and fees
2. An analysis of which fines or fees could be replaced with alternative methods for achieving intended policy outcomes and recommendations for those alternatives
3. Recommendations for adjusting fines and fees based on individuals ability to pay, or for low barrier non-monetary alternatives to payment

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I FURTHER MOVE that the Los Angeles City Council direct the Department of Transportation, in consultation with the Chief Legislative Analyst, City Controller's Office, Chief Administrative Officer and other relevant City departments, to report back on the following:

1. An overview of transportation related fines and fees levied by the City of Los Angeles, including:
 - a. The purpose of each fine or fee
 - b. The City Departments in charge of administration and enforcement of each fine or fee
 - c. Total revenue collected annual from each fine or fee
 - d. Amounts of each fine or fee collected late or never received
 - e. The administrative cost of managing each fine or fee
 - f. A demographic analysis of the recipients of these fines and fees
2. An analysis of which fines or fees could be replaced with alternative methods for achieving intended policy outcomes and recommendations for those alternatives
3. Recommendations for adjusting fines and fees based on individuals ability to pay, or for low barrier non-monetary alternatives to payment

I FURTHER MOVE that the City Council directs the Department of Transportation and any relevant City departments to explore what other local and state governments, such as San Francisco and Michigan, are implementing to offer alternative models to fines, fees and penalties and report back with a list of policy recommendations to the Los Angeles City Council.

I FURTHER MOVE that the Los Angeles City Council direct the Community Investment for Families Department, with support from the Department of Transportation, the Chief Legislative Analyst, and other departments as necessary, to report back on the feasibility of creating a Fines and Fees Task Force, composed of staff from city departments and community organizations to assess the impacts of fines and fees on community members and City revenue and to make recommendations for improvements.

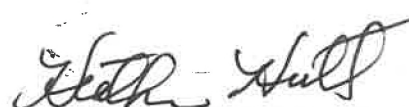
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