

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: July 1, 2025

To: Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **OVERVIEW OF PARKING FINES AND FEES**

SUMMARY

As directed by Council Files (CF) 23-1189 and 20-0875, this report provides an overview of parking fines and fees in the City of Los Angeles (City) along with their purpose, recommends adjustments to several citation fines and fees, and discusses programs offered to assist with payment.

RECOMMENDATIONS

That the City Council, subject to concurrence by the Mayor:

1. APPROVE the Los Angeles Department of Transportation (LADOT) proposed citation fine and late penalties adjustments as shown in Attachment B.
2. REQUEST the City Attorney's Office to prepare an ordinance to amend the Los Angeles Municipal Code (LAMC) Section 89.60 to reflect the changes to parking citations fines and late penalties as shown in Attachment B.
3. DIRECT LADOT to report back after one year to share the results of the fine and late penalties adjustments made in Attachment B to see if they achieved the desired outcomes.

BACKGROUND

In April 2024, the City Council (Council) directed LADOT, in consultation with other relevant City departments, to report back with an overview of transportation related fines and fees levied by the City of Los Angeles (CF 23-1189).

In June 2024, Council instructed the LADOT, Community Investment for Families Department (CIFD), and the City Administrative Officer (CAO) to report back on the status of this report as a part of CF20-0875, as it relates to the City's Traffic Enforcement Alternatives Project.

DISCUSSION

The City assesses parking fines and late penalties (fees) to promote compliance, deter parking violations, aid in combating traffic congestion and curb management. This is a common practice for all major municipalities, which improves quality of life, supports local businesses, and increases public safety.

Parking regulations in the City of Los Angeles are established in the California Vehicle Code (CVC) and Los Angeles Municipal Code (LAMC), with violation amounts set by Council and outlined in the LAMC. Once a parking regulation is established, the City Attorney, in collaboration with the LADOT and/or the CAO, conducts research with other municipalities to determine a suggested amount for fines and fees to be levied for each type of parking violation. The City Attorney, at the request of Council, prepares a draft ordinance that includes the specific violation and proposed fines and fees associated with that violation for consideration. Citation fines are then set once Council adopts the ordinance. For a complete list of all City parking fines and late penalties outlined in the LAMC, please see Attachment A.

Once a parking violation and citation amount are established, they can be enforced by various departments including LADOT, the Department of Recreation and Parks (RAP), Harbor Department, Police Department (LAPD) or the Los Angeles World Airport (LAWA) but all associated fines and fees are administered by LADOT. LADOT both enforces parking violations and administers the associated parking fines and fees which are deposited into the General Fund. These regulations and violations are distinct from moving traffic violations, which can only be enforced and administered by LAPD.

The costs to enforce and administer parking regulations and violations are covered by the citation amounts collected. A detailed summary of annual parking enforcement revenue and administrative costs is also provided below, as is a demographic analysis of motorists cited for parking violations that face the associated fines and fees. As a part of its responsibility to administer and process parking citations, LADOT manages several payment programs to support low-income motorists. These programs are outlined in detail in CF 20-1365 with additional information included in this report.

Administrative Costs and Revenue Generated

LADOT processes the City's parking citations through a combination of dedicated staff and a third-party contractor. The FY 2023-24 administrative cost of managing all fines and fees totaled \$18,550,640. The cost is based on the following citation processing contract costs of \$14,341,970 and City staff costs of \$4,208,670 for 52 positions assigned to parking contract administration and parking administrative appeals.

The total amount of revenue generated by parking citations depends on the number of citations appealed and dismissed, paid on time, paid with late penalties, or never paid. The total parking citation amounts billed and collected for the last two fiscal years (FY) are shown in the tables below:

NET BILLED AMOUNT BY FISCAL YEAR

FY	NET BILLED	FINES COLLECTED	LATE FEES COLLECTED	TOTAL REVENUE COLLECTED
2022-23	\$217,861,496	\$98,849,406	\$33,990,775	\$132,840,181
2023-24	\$213,862,634	\$89,551,065	\$19,445,958	\$108,997,023

UNCOLLECTED AMOUNT BY FISCAL YEAR

FY	DISMISSED	FINES UNCOLLECTED	LATE FEES UNCOLLECTED	TOTAL REVENUE UNCOLLECTED
2022-23	\$2,020,696	\$36,054,497	\$48,966,818	\$85,021,315
2023-24	\$1,649,236	\$46,664,878	\$58,200,733	\$104,865,611

Fine Optimization Study

LADOT's parking citation processing contractor conducted an exhaustive fine optimization study of the City's parking citation fines and fees, including a demographic analysis using data between January 1, 2022 and December 31, 2023. The study reflects the results of a detailed analysis consisting of violation comparative collections rates, correlative relationship between fine amounts and payment rates, link and distribution of demographic household income by violation code to establish the comparative rates at which citations are paid by citation code. By using this information, the study shows which citation codes have higher or lower payment rates based on household income and the fine amounts. Unlike moving violations, parking citations are issued to the registered vehicle owner and not an individual driver. This means that demographic data such as race, ethnicity, gender, and economic class is not recorded on citations and this demographic analysis was based on where the citation was issued.

According to the data on the demographic analysis, almost half of all citations (48.5%) are issued in median-income household Census Tracts (\$40,000-\$69,000 annual household income), though data is not collected indicating whether the motorist receiving a citation lives in the area where the citation was issued. This is because parking violations are tracked by either vehicle identification number or license plate number, and not by the motorist since the registered owner may not be the driver of the vehicle. LADOT administers a number of payment programs that offer discounts to low-income motorists, described below and in CF 20-1365.

The fine optimization study revealed that while fines largely matched the severity of the infraction, there are opportunities to reduce fines for 23 violation codes, particularly citations meant to improve quality of life, that may disproportionately impact disadvantaged motorists. Quality of life citations are those intended to maintain a standard comfort or compliance with the law that are not related to public safety or congestion. Examples of quality of life citations are Parking in the Front Yard (LAMC 80.71.3) or Advertising on Vehicle (LAMC 87.54). After consideration of the severity of the violations, LADOT recommends reducing the fine amounts on 17 of the less severe violation codes as identified in Attachment B. The decreases would range from \$5.00 to \$70.00 less per citation. The percentage of reduction depends on the fine amount, and ranges from a reduction of 9% (e.g., for LAMC 88.66, Regulation of Electric Charging Station Spaces, which is recommended to be reduced from \$58.00 per citation to \$53.00), to 49% (e.g., for CVC 22523(b), Vehicle Abandonment, which is recommended to be reduced from \$143.00 per citation to \$73.00). Although the fines for these 17 violation codes would decrease, data suggests that the City's revenues would likely go up over time because the collection rate increases when these types of fines are lower. In essence, the lower the citation fine, the greater the likelihood of payment and a higher collection rate. For example, if citation LAMC 80.71.4 (Parking on Private Driveway or Property) decreases from \$68.00 to \$53.00, the study found the collection rate

would likely increase and result in an additional \$113,534 in revenue based on the violation distribution trends of calendar years (CY) 2022 and 2023.

As part of the analysis and for informational purposes only, the study identified violations for potential fine increases that can be further analyzed and, if implemented, may increase compliance and in turn yield a projected revenue of \$6,901,533 over a five year period. Please see Attachment C for violations identified for potential increases along with the projected revenue.

LADOT recommends implementing the fine adjustments for one year, and if they do not yield the results expected, the fines can be reverted to their previous amounts. As one of the City Council recommendations, LADOT will report its findings in one year to share the results of the fine and late penalties adjustments.

Alternative Payment Programs

To evaluate these programs, LADOT researched parking citation payment programs from several cities across the nation including, but not limited to, Detroit, Dallas, Miami, New York City, Portland, San Francisco, and Seattle. California municipalities offer payment plans or low-income payment plans that allow enrollees to reduce their monthly payments to as low as \$20 per month in compliance with the State of California Assembly Bill 503 (Lackey) adopted in July 2018. Cities such as San Francisco and Seattle offer community service programs similar to the Community Assistance Parking Program (CAPP) offered in Los Angeles. Cities such as New York City, Detroit, and Portland only offer payment plans. This assessment of best practices suggests that the City of Los Angeles provides the most support to low-income motorists among all major cities assessed.

The San Francisco Community Service Plan (SFCSP) is open to all and carries an enrollment fee that is based on the amount of the fine. Low Income participants are able to have the enrollment fee waived once per year. Participants in SFCSP are able to convert a maximum of \$1,000 in parking fines per year across two contract enrollments per year. In addition to SFCSP, San Francisco has The Connect Program, which offers people experiencing homelessness a one-time option to receive services at participating non-profits in lieu of payment. All of San Francisco's programs credit participants for their performed service hours at a rate of \$20 per hour.

The Seattle Community Service Plan (SCSP) is available for individuals receiving or eligible to receive government financial assistance. In lieu of paying their fines, applicants may be able to perform community service work at an approved charitable organization by providing proof that they are receiving government financial assistance. Individuals who fail to complete their prior community service requirement will not be allowed to re-enroll for one year. Community service hours performed under this program are credited at Seattle's minimum wage, which is currently \$17.25 per hour.

LADOT currently offers two programs supporting unhoused and low-income motorists, CAPP and the Installment Payment Plan (IPP) program. CAPP allows unhoused participants to reconcile parking citations through volunteer community service or through enrollment in a homeless service program. The IPP allows individuals with financial hardship to pay off their parking fines in manageable payment installments over a predetermined course of time.

Enrollees in CAPP are able to receive community service credit for traditional service options such as general labor, or for engaging in self-help services such as job and interview preparation, resume building, case management, wraparound services, and more. CAPP is currently affiliated with 43

community service providers and staff actively seeks new providers. Boasting a community service hour conversion rate of up to \$50 per hour, CAPP is among the most generous parking community service plans in the nation. LADOT's efforts were recognized and awarded as the "Innovative Organization of the Year" in 2020 by the National Parking Association for delivering social-oriented parking policies such as CAPP and IPP.

Since the inception of the CAPP in March 2017 through November 30, 2024, 2,711 motorists benefitted from this program by converting \$1.64 million dollars in fines into 9,845 hours of community service. FY 2023-24 was CAPP's most successful year to date, with a total of 393 enrollments clearing \$269,941 worth of citations and penalties. In addition to the financial relief that CAPP provides, many participants have used their experience with CAPP to improve their lives, and find housing and employment. Some CAPP participants have even been hired by the organizations with which they completed their community service.

LADOT offers three types of IPPs for eligible low-income motorists who meet specific requirements. Qualified individuals must fall within the monthly income of 200% or less of the current poverty guidelines, and/or receive public assistance benefits. If qualified, a motorist may be eligible for one of three available IPPs and may enroll at any point during the citation lifecycle:

1. General IPP: The amount due can be paid in installments over a three-month period with a first installment of 60% of the total due, followed by two installments of 20% of the total remaining.
2. Extended Low-income Plan (ELP): Motorists with under \$500 in base fines can pay monthly installments over 24 months. DMV restrictions are lifted and penalties are waived.
3. Extended Low-income Plan Plus (ELP+): Motorists with over \$500 in base fines can pay monthly installments over 24 months, and DMV restrictions are lifted.

As part of the upcoming new citation processing contract (CF 22-0375), LADOT will introduce additional options to enhance accessibility and flexibility for individuals managing citation payments. These new offerings include the Universal Payment Plan and Promise Pay Application. The Universal Payment Plan will allow any person regardless of income level to participate in a payment plan. The Promise Pay Application will include features such as customizable payment plans, automated reminders and receipts, account balance viewing, contact and payment information updates, and multiple payment methods.

FISCAL IMPACT STATEMENT

Parking citation revenue is deposited into the General Fund. By implementing the recommended citation fine decrease and assuming the number of citations issued for those violations remains consistent, the potential gross revenue could increase by approximately \$1.74 million over a five year period.

LRC:JK:kh

Attachments

ATTACHMENT A

LIST OF CITATIONS WITH DESCRIPTION, FINE, AND LATE PENALTY AMOUNTS

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
80.25(b)	PARKING NEAR EMERGENCY VEHICLE	\$63	\$126	\$151
80.36.11(d)(1)	STOPPING, STANDING OR PARKING OF A TOUR BUS			
	FOR FIRST VIOLATION	\$300	\$350	\$375
	FOR SECOND VIOLATION WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$600	\$650	\$675
	FOR THIRD VIOLATION WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$900	\$950	\$975
80.49	WRONG SIDE/NOT PARALLEL - OVER 18" FROM CURB	\$63	\$126	\$151
80.51(a)	PARKING ON LEFT SIDE OF ROADWAY	\$58	\$116	\$141
80.53	PARKING WITHIN A PARKWAY	\$63	\$126	\$151
80.54(h)1.	OVERNIGHT PARKING WITHOUT PERMIT	\$68	\$136	\$161
80.55(a)1.	HAZARDOUS AREA	\$58	\$116	\$141
80.55(a)2.	30 FEET OF INTERSECTION - BUSINESS DISTRICT	\$58	\$116	\$141
80.55(a)3.	25 FEET CROSSWALK	\$58	\$116	\$141
80.55.1	STOPPING, STANDING, OR PARKING WITHIN 15 FEET OF A DRIVEWAY USED BY EMERGENCY VEHICLES	\$68	\$136	\$161
80.56(e)1.	PASSENGER ZONE (WHITE)	\$58	\$116	\$141
80.56(e)2.	LOADING ZONE (YELLOW)	\$58	\$116	\$141
80.56(e)3.	SHORT TIME LIMIT ZONE (GREEN)	\$58	\$116	\$141
80.56(e)4.	NO STOPPING ZONE (RED)	\$93	\$186	\$211
80.58(1)	PREFERENTIAL PARKING	\$68	\$136	\$161
80.58.1	CARSHARE PARKING	\$163	\$326	\$351
80.58.2	SPECIAL EVENT PARKING			
	FOR FIRST VIOLATION	\$150	\$300	\$315
	FOR SECOND VIOLATION WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$200	\$400	\$415

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
	FOR THIRD AND SUBSEQUENT VIOLATIONS WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$250	\$500	\$515
80.61	ALLEY - STANDING IN (NO STOPPING IN ALLEY)	\$68	\$136	\$161
80.66.1(d)	RESTRICTED ZONES	\$68	\$136	\$161
80.69(a)	STOPPING OR STANDING PROHIBITED	\$93	\$186	\$211
80.69(b)	PARKING PROHIBITED/STREET CLEANING	\$73	\$146	\$171
80.69(c)	PARKING TIME LIMITS	\$58	\$116	\$141
80.69(d)	PARKING OF VEHICLES MORE THAN SIX FEET HIGH	\$58	\$116	\$141
80.69.1(a)	PARKING TRAILER - VEHICLE CAPABLE OF TOWING	\$78	\$156	\$181
80.69.1(c)	UNHITCHED TRAILER:			
	FOR FIRST VIOLATION	\$78	\$156	\$181
	FOR SECOND VIOLATION WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$103	\$206	\$231
	FOR THIRD AND SUBSEQUENT VIOLATIONS WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$133	\$266	\$291
80.69.2	COMMERCIAL VEHICLE AND TRAILERS PARKED IN RESIDENTIAL AREA:			
	FOR FIRST VIOLATION	\$78	\$156	\$181
	FOR SECOND VIOLATION WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$103	\$206	\$231
	FOR THIRD AND SUBSEQUENT VIOLATIONS WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$133	\$266	\$291
80.69.4	PARKING OF OVERSIZE VEHICLES:			
	FOR FIRST VIOLATION	\$73	\$146	\$171
	FOR SECOND VIOLATION WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$98	\$196	\$221
	FOR THIRD AND SUBSEQUENT VIOLATIONS WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$128	\$256	\$281
80.70	PARKING IN ANTI-GRIDLOCK ZONE	\$163	\$326	\$351
80.71.3	PARKING IN FRONT YARD:			
	FOR FIRST VIOLATION	\$68	\$136	\$161

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
	FOR SECOND VIOLATION WITHIN ONE YEAR OF FIRST VIOLATION	\$93	\$186	\$211
	FOR THIRD AND SUBSEQUENT VIOLATIONS WITHIN ONE YEAR OF FIRST VIOLATION	\$143	\$286	\$311
80.71.4	PARKING ON PRIVATE DRIVEWAY OR PROPERTY	\$68	\$136	\$161
80.72	PARKING ON RED FLAG DAY (IN HIGH FIRE HAZARD ZONE)	\$68	\$136	\$161
80.72.5	PARKING ON PRIVATE STREET	\$93	\$186	\$211
80.73(a)	PEDDLING VEHICLES (CATERING TRUCKS)	\$68	\$136	\$161
80.73(b)2.A. (3), (4), (5)	CATERING VIOLATION- DISTANCE LIMITATIONS	\$68	\$136	\$161
80.73(b)2.F.	CATERING VIOLATION - TIME LIMITS:			
	FOR FIRST VIOLATION	\$73	\$146	\$171
	FOR SECOND VIOLATION WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$123	\$246	\$271
	FOR THIRD AND SUBSEQUENT VIOLATIONS WITHIN TWELVE MONTHS OF FIRST VIOLATION	\$173	\$346	\$371
80.73(d)	"FOR HIRE" WITHOUT PERMIT	\$68	\$136	\$161
80.73(f)	VIOLATING PROVISIONS OF PERMIT TO PARK	\$68	\$136	\$161
80.73.1	STORING VEHICLES IN THE STREET	\$93	\$186	\$211
80.73.2	USE OF STREET FOR STORAGE OF VEHICLES	\$68	\$136	\$161
80.74	CLEANING VEHICLE IN STREET (NO WASHING CAR ON	\$53	\$106	\$131
80.75.1	AUDIBLE STATUS INDICATOR	\$58	\$116	\$141
85.01	REPAIRING VEHICLE IN STREET	\$53	\$106	\$131
87.53	MOBILE BILLBOARD	\$255	\$510	\$535
87.55	PARKING OF VEHICLES WITH FOR SALE SIGNS:			
	FOR FIRST VIOLATON	\$105	\$210	\$235
	FOR SECOND VIOLATION	\$255	\$510	\$535
	FOR THIRD AND SUBSEQUENT VIOATIONS	\$505	\$1010	\$1035
88.03(a)	PARKING OUTSIDE SPACE INDICATED	\$58	\$116	\$141
88.13(a)	METER - FAILURE TO PAY	\$63	\$126	\$151
88.13(b)	OVERTIME USE OF METER SPACE	\$63	\$126	\$151
88.53	OFF-STREET PARKING OUTSIDE SPACE INDICATED	\$58	\$116	\$141

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
88.63(a)	OFF-STREET METER - FAILURE TO PAY	\$58	\$116	\$141
88.63(b)	OFF-STREET OVERTIME USE OF METER SPACE	\$58	\$116	\$141
88.64(a)	FAILURE TO OBEY OFF-STREET PARKING SIGNS	\$63	\$126	\$151
88.64(b)	OFF-STREET PARKING - TIME LIMITS	\$63	\$126	\$151
88.66	ELECTRIC CHARGING STATION SPACES	\$58	\$116	\$141

LOS ANGELES MUNICIPAL CODE - AIRPORTS

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
89.35.5(a)	FAILURE TO PAY METER	\$63	\$126	\$151
89.35.5(b)	FAILURE TO REMOVE VEHICLE WHEN METER EXPIRES	\$63	\$126	\$151
89.35.5(c)	OVERTIME USE OF METER SPACE	\$63	\$126	\$151
89.36	NO STOPPING - RED CURB	\$93	\$186	\$211
89.37	PARKING AT GREEN CURB	\$58	\$116	\$141
89.38	PARKING AT YELLOW CURB	\$58	\$116	\$141
89.39	PARKING AT WHITE CURB	\$58	\$116	\$141
89.39.1(a)	STOPPING OR STANDING PROHIBITED	\$93	\$186	\$211
89.39.1(b)	PARKING PROHIBITED	\$68	\$136	\$161
89.39.1(c)	PARKING TIME LIMITS	\$58	\$116	\$141
89.39.2	PARKING RESTRICTED TO HOTEL- MOTEL VEHICLES	\$58	\$116	\$141
89.40(a)	PARKING OUTSIDE PAINTED LINES	\$58	\$116	\$141
89.40(b)	USING MORE THAN ONE SPACE	\$58	\$116	\$141
89.42	PARALLEL PARKING - RIGHT WHEELS 18" FROM CURB	\$63	\$126	\$151
89.43	PARKING IN CROSSWALK	\$68	\$136	\$161
89.44(c)	VIOLATION OF EMERGENCY RULES OR SIGNS	\$58	\$116	\$141
89.45	PARKING "FOR HIRE" VEHICLES	\$58	\$116	\$141
89.46	PARKING RESTRICTED TO "FOR HIRE" VEHICLES	\$58	\$116	\$141
171.04(c)	RESTRICTED/PRIVATE PARKING AREA	\$93	\$186	\$211
171.04(h)	LOADING/UNLOADING ONLY	\$93	\$186	\$211

LOS ANGELES MUNICIPAL CODE - HARBOR

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
87.02	NO PARKING NEAR FIRE HYDRANT	\$68	\$136	\$161
87.03	PARALLEL PARKING REQUIRED	\$58	\$116	\$141
87.04	PARKING TIME LIMITED - SPECIFIED STREETS	\$58	\$116	\$141
87.05	PARKING PROHIBITED - SPECIFIED STREETS	\$68	\$136	\$161
87.06	PARKING PROHIBITED - CERTAIN STREETS	\$68	\$136	\$161
87.09(a)	WITHIN 6 FEET OF RAILROAD TRACK	\$63	\$126	\$151
87.09(b)	NO PARKING OR STANDING- POSTED AREAS	\$93	\$186	\$211
87.09(c)	EXCESS OF TIME LIMIT	\$58	\$116	\$141
87.09(d)	LOADING ZONES	\$58	\$116	\$141
87.09(e)	TEMPORARY NO PARKING	\$68	\$136	\$161
87.09(h)	PARKING IN MORE THAN ONE ALLOCATED SPACE	\$58	\$116	\$141
87.09(k)	PARKING OTHER THAN BETWEEN PAINTED LINES	\$58	\$116	\$141
87.11	RECREATION VEHICLE OVERNIGHT	\$93	\$186	\$211

LOS ANGELES MUNICIPAL CODE - PARKS

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
63.44 k.2	NO PARKING BETWEEN POSTED HOURS	\$68	\$136	\$161
63.44 k.7	NO PARKING EXCEPT WITHIN STALLS -PARKING SLOT	\$58	\$116	\$141
63.44 k.8	SIGNS POSTED - NO PARKING	\$68	\$136	\$161
86.03	PARKING IN PROHIBITED AREA	\$68	\$136	\$161
86.06	NO PARKING OTHER THAN POSTED AREA	\$58	\$116	\$141

CALIFORNIA VEHICLE CODE

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
4000(a)(1)	NO EVIDENCE OF CURRENT REGISTRATION	\$50	\$135	\$145
4152.5	FAILURE TO APPLY FOR REGISTRATION-FOREIGN VEHICLE	\$25	\$66	\$76
4454(a)	FAILURE TO MAINTAIN REGISTRATION CARD WITH VEHICLE	\$25	\$66	\$76
4462(b)	REGISTRATION PRESENTED FOR WRONG VEHICLE	\$25	\$66	\$76
5200	LICENSE PLATE DISPLAY SPECIFIED	\$25	\$66	\$76
5201	PLATES IMPROPERLY POSITIONED	\$25	\$66	\$76
5201(f)	ILLEGAL PLATE COVERS	\$25	\$66	\$76
5202	PERIOD OF DISPLAY OF PLATE SPECIFIED	\$25	\$66	\$76
5204(a)	CURRENT TAB IMPROPERLY ATTACHED	\$25	\$66	\$76
21113(a)	UNLAWFUL DRIVING OR PARKING ON PUBLIC GROUNDS	\$63	\$126	\$151
21210	BICYCLE PARKED - IMPEDING PEDESTRIAN TRAFFIC PROHIBITED	\$53	\$106	\$131
21211(b)	BLOCKING A BIKE PATH OR BIKE LANE	\$93	\$186	\$211
22500(a)	PARKING WITHIN INTERSECTION	\$68	\$136	\$161
22500(b)	PARKING ON CROSSWALK	\$68	\$136	\$161
22500(c)	PARKING/SAFETY ZONE AND CURB	\$68	\$136	\$161
22500(d)	PARKING FIRE STATION ENTRANCE	\$68	\$136	\$161
22500(e)	BLOCKING DRIVEWAY	\$68	\$136	\$161
22500(f)	PARKING ON SIDEWALK	\$68	\$136	\$161
22500(g)	PARKING ALONG EXCAVATION	\$68	\$136	\$161
22500(h)	DOUBLE PARKING	\$68	\$136	\$161
22500(i)	PARKING IN BUS ZONE	\$293	\$381	\$406
22500(j)	PARKING IN TUNNEL	\$68	\$136	\$161
22500(k)	PARKING ON BRIDGE	\$68	\$136	\$161
22500(1)	BLOCKING DISABLED ACCESS RAMP	\$363	\$406	\$431
22500.1	STOPPING IN DESIGNATED FIRE LANE	\$63	\$126	\$151
22502(a)	PARKING 18" FROM CURB	\$63	\$126	\$151
22502(e)	CURB PARKING ONE-WAY ROADWAY	\$63	\$126	\$151
22504(a)	UNINCORPORATED AREA STOPPING	\$63	\$126	\$151

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
22505(b)	UNAUTHORIZED STOPPING ON STATE HIGHWAY PROHIBITED	\$63	\$126	\$151
22507.8(a)	*DISABLED PARKING-ON/OFF STREET	\$363	\$406	\$431
22507.8(b)	DISABLED PARKING-OBSTRUCT ACCESS	\$363	\$406	\$431
22507.8(c)1	DISABLED PARKING-BOUNDARIES	\$363	\$406	\$431
22507.8(c)2	DISABLED PARKING-CROSSHATCHED	\$363	\$406	\$431
22510	PARKING IN SNOW REMOVAL AREAS	\$63	\$126	\$151
22511.56(b)	MISUSE OF DISABLED PERSON PARKING PRIVILEGES	\$363	\$406	\$431
22513(b)(c)	TOW CARS - PARKING ON FREEWAY RESTRICTED	\$63	\$126	\$151
22514	FIRE HYDRANTS	\$68	\$136	\$161
22515	UNATTENDED VEHICLE	\$63	\$126	\$151
22520.5(a)	VENDING ON FREEWAY RIGHT-OF- WAY PROHIBITED	\$63	\$126	\$151
22520.6(a)	UNAUTHORIZED ACTIVITIES AT HIGHWAY REST AREA/VISTA POINT PROHIBITED	\$63	\$126	\$151
22521	PARKING ON RAILROAD TRACKS	\$63	\$126	\$151
22522	PARKING NEAR SIDEWALK ACCESS RAMP	\$363	\$406	\$431
22523(a)(b)	VEHICLE ABANDONMENT PROHIBITED	\$143	\$286	\$311
22526(a)(b)	BLOCKING INTERSECTION (GRIDLOCK) PROHIBITED-A STOPPING VIOLATION ISSUED ON A NOTICE TO APPEAR:			
	FOR FIRST VIOLATION	\$93	\$186	\$211
	FOR SECOND VIOLATION WITHIN ONE YEAR OF FIRST VIOLATION	\$143	\$286	\$311
	FOR THIRD AND SUBSEQUENT VIOLATIONS WITHIN TWO YEARS OF FIRST VIOLATION	\$358	\$396	\$421
22526 (c)	BLOCKING RAIL TRANSIT CROSSING DUE TO LOW UNDERCARRIAGE (GRIDLOCK) PROHIBITED -A STOPPING VIOLATION ON A NOTICE TO APPEAR:			
	FOR FIRST VIOLATION	\$113	\$226	\$251
	FOR SECOND VIOLATION WITHIN ONE YEAR OF FIRST VIOLATION	\$153	\$306	\$331

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
	FOR THIRD AND SUBSEQUENT VIOLATIONS WITHIN TWO YEARS OF FIRST VIOLATION	\$368	\$416	\$436
22951	PARKING LOT - STREET AND ALLEY PARKING	\$63	\$126	\$151
23333	VEHICULAR CROSSING - UNAUTHORIZED STOPPING OR STANDING	\$63	\$126	\$151
25300(b)(c)(e)	WARNING DEVICE ON DISABLED VEHICLES SPECIFIED	\$25	\$66	\$76
31303(d)	PARKING HAZARDOUS WASTE CARRIER IN RESIDENTIAL AREA	\$383	\$576	\$601

* Citation may be cancelled with proof of valid placard per CVC § 40226 and payment of a \$25 administrative fee.

**CALIFORNIA CODE OF REGULATION-TITLE 14
DEPARTMENT OF PARKS AND RECREATION**

SECTION	DESCRIPTION	FINE	WITH LATE PENALTY	WITH SECOND PENALTY
4326	VIOLATION OF POSTED ORDERS	\$68	\$136	\$161

Any federal, state or local standing or parking regulation constituting a violation for which no provision is made in this schedule shall have a fine of \$63 and with late penalty of \$126 and with a second late payment penalty of \$151.

The parking fines and late payment penalties listed here for a section shall apply to all unlisted subsections.

A parking fine shall be increased by a late payment penalty if payment is received more than 14 days from the mailing date of a notice of delinquent parking violation. For the purposes of this schedule, the penalties are added to the original fine and included under the "fine with late penalty" amounts listed above.

The second late payment penalty will be applied only if payment is received more than 58 days from the date of issuance. For purposes of this schedule, the second penalty is added to the fine with penalty amount.

Any surcharges or assessments, including any penalties or other fees, mandated by State law for a violation and not included in the fine and late penalties shall be added to the fine for the violation.

A parking fee shall be increased by the current OMV charge when a hold vehicle registration renewal is placed with the Department of Motor Vehicles.

A parking fine shall be increased by the amount of the fee that is charged to the City upon assignment as a delinquent account for Special Collection processing and/or if the City assigns to an outside collection agency or independent third party collectors.

ATTACHMENT B

LIST OF RECOMMENDED FINE ADJUSTMENTS

VIOLATION CODE	VIOLATION DESCRIPTION	CURRENT AMOUNT	SUGGESTED CHANGE	AMOUNT DECREASED	PERCENT REDUCED*	AVERAGE MEDIAN HOUSEHOLD INCOME	AVERAGE ANNUAL ISSUANCE	NET REVENUE CHANGE OVER FIVE YEARS
22502(e)	PARALLEL PARKING - WITHIN 18" FROM CURB	\$63	\$53	\$10	16%	\$65,907	1153	\$45,319
80.49	WRONG SIDE/NOT PARALLEL - OVER 18" FROM CURB	\$63	\$53	\$10	16%	\$56,008	979	\$43,259
89.42	PARALLEL PARKING - RIGH WHEEL 18" FROM CURB	\$63	\$53	\$10	16%	\$65,130	16	\$173
22502(a)	18 IN. CURB/ 2 WAY	\$63	\$53	\$10	16%	\$50,240	1	\$11
22502a#	CURB PARKING	\$63	\$53	\$10	16%	\$69,255	22801	\$914,945
80.54(h)1.	OVNIGHT PRK W/OUT PE	\$68	\$53	\$15	22%	\$64,527	6440	\$193,958
88.66	ELECT CHRGING ST SPC	\$58	\$53	\$5	9%	\$72,866	6255	\$319,235
80.71.4	PARKING ON PRIVATE DRIVEWAY OR PROPERTY	\$68	\$53	\$15	22%	\$52,183	3985	\$113,534
80.66.1.(d)	RESTRICTED TAXI ZONE	\$68	\$53	\$15	22%	\$69,162	2839	\$90,620
80.71.3	PARKING/ FRONT YARD 1	\$68	\$53	\$15	22%	\$63,163	749	\$19,105
87.54	ADVERTISING ON VEH	\$88	\$73	\$15	17%	\$62,458	2	-\$61
171.04(c)	R/PRIV PARKING AREA	\$93	\$73	\$20	22%	\$69,941	170	-\$1,907
87.11	RV-OVERNIGHT	\$93	\$73	\$20	22%		9	\$0
80.72.5	PK ON PRIV ST	\$93	\$73	\$20	22%		1	\$12
87.55	FOR SALE SIGN 1ST V	\$105	\$73	\$32	30%	\$62,944	29	-\$946
22523(a)	VEHICLE ABANDONMENT PROHIBITED HIGHWAY	\$143	\$73	\$70	49%	\$64,682	17	-\$711
22523(b)	VEHICLE ABANDONMENT PROHIBITED	\$143	\$73	\$70	49%	\$29,023	3	\$0
Total Projected Revenue:								\$1,736,546

* Percentages are rounded to the nearest whole number

ATTACHMENT C

LIST OF POTENTIAL FINE INCREASES

Violation Code	Violation Description	Current Amount	Suggested Change	Amount Increased	Average Median Household Income	Average Annual Issuance	Net Revenue Change Over Five Years
88.03(a)	PK OUTSD SPACE/METER	\$58	\$63	\$5	\$79,452	4388	\$35,868
88.53	OFF-STREET PARKING OUTSIDE SPACE INDICATED	\$58	\$63	\$5	\$84,682	2171	\$32,069
63.44.k.7	PK OUTSD PK STL	\$58	\$63	\$5	\$66,580	652	\$6,005
86.06	PK OTSD PSTD AR	\$58	\$63	\$5	\$67,895	484	\$5,754
89.40(a)	PARKING OUTSIDE PAINTED LINES	\$58	\$63	\$5	\$71,195	157	\$2,070
87.09(k)	PK OVR PNTD LNS	\$58	\$63	\$5	\$63,776	129	\$585
88.64(a)	FAILURE TO OBEY OFF- STREET PARKING SIGNS	\$63	\$70	\$7	\$74,781	218	\$5,166
80.58(1)	PREFERENTIAL PARKING	\$68	\$70	\$2	\$81,088	137232	\$1,607,782
80.69.4	PK OVERSIZED 3RD VIOLATION	\$128	\$143	\$15	\$65,597	484	\$2,051
80.69(c)	PK OVER TIME LIMIT	\$58.00	\$70	\$12	\$64,114	41108	\$925,884
80.56(e)1.	PASSENGER ZONE (WHITE)	\$58.00	\$70	\$12	\$60,853	25237	\$508,308
80.56(e)2.	LOADING ZONE (YELLOW)	\$58.00	\$70	\$12	\$60,897	16749	\$340,929
88.63(b)	OFF-STREET OVERTIME USE OF METER SPACE	\$58.00	\$70	\$12	\$80,344	12905	\$305,192
89.39	PARKING AT WHITE CURB	\$58.00	\$70	\$12	\$71,575	4249	\$95,906
88.13(b)+	OVERTIME USE OF METER SPACE	\$63	\$70	\$7	\$74,546	272314	\$3,017,021
88.13(b)	METER EXPIRED	\$63	\$70	\$7	\$61,554	2425	\$10,943
Total Projected Revenue							\$6,901,533