



DUEY STROEBEL

STATE SENATOR • 20TH DISTRICT

Testimony on SB 712

February 7, 2018

Good morning Chairman Feyen and members of the Senate Committee on Economic Development, Commerce and Local Government. Thank you for hearing SB 712 today. This bipartisan legislation establishes a statutory framework for municipalities looking to broaden their approach to parking enforcement.

Temporary immobilization of an illegally parked vehicle, more commonly known as “booting,” is a meaningful, behavior-changing enforcement mechanism that Wisconsin municipalities are not allowed to employ under current law. While parking tickets may be issued for violations of parking ordinances, unfortunately there are some who refuse to pay the fines. Habitual scofflaws eventually face the prospect of having their vehicle towed to a municipal lot where they must pay even more fines – in addition to the fines they have already accrued – in order to get their vehicle back.

Maintenance of a towing program and a municipal lot to hold towed vehicles can be an expensive proposition. In addition to the cost burden borne by local governments, individuals who have their vehicle towed face logistics challenges in reaching their vehicle during business hours and arranging for its release.

Booting, as opposed to towing, eliminates any need for a vehicle owner to secure transportation to a new location in order to release their vehicle. With a boot, the owner knows where the vehicle is and what number they need to call to take the boot off and use the vehicle. Additionally, booting programs cost less than a tow program to operate.

The legislation before you today does not mandate the creation of any immobilization program anywhere in Wisconsin. It merely authorizes local governments to pursue this as an option. Immobilization would only be allowed if the vehicle has five or more outstanding unpaid parking tickets, the most recent of which is at least 60 days old.

The City of Milwaukee and the League of Wisconsin Municipalities both support this legislation. The City of Milwaukee estimates that temporary immobilization is a cheaper, more cost effective alternative to towing for both the city and for those with parking offenses. It will allow for the quicker resolution of parking violations at a cost that is cheaper for both the city and the individual cited. This legislation has been introduced in a prior session when one chamber of the legislature passed it. It is partially a result of the City of Milwaukee Debt Reduction Task Force, which pegs outstanding parking debt in the city at more than \$34 million.

I'm happy to take any questions.



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To: Senate Committee on Economic Development, Commerce, and Local Government
From: Curt Witynski, J.D., Deputy Executive Director, League of Wisconsin Municipalities
Date: February 7, 2018
Re: **SB 712, Immobilization or removal, impoundment, and disposal of vehicles owned by habitual parking violators**

The League of Wisconsin Municipalities supports SB 712, allowing a municipality to enact an ordinance providing for the immobilization or towing, impoundment, and disposal of vehicles owned by habitual parking violators. Municipalities in Wisconsin already have the authority to immobilize or tow, impound and dispose of unregistered or abandoned vehicles. This bill merely extends that authority to habitual parking violators.

This bill provides communities with an optional enforcement tool for dealing with parking scofflaws. The bill requires notice and provides other due process safeguards for vehicle owners.

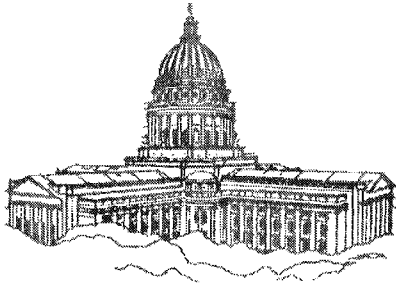
We urge you to recommend passage of SB 712. Thanks for considering our comments.

City/Agency Ticket Count Sort

Municipality/Agency	To get on Boot List	Boot Fee
Milwaukee, WI Proposed	5	\$50
Berkeley, CA	5	\$140
Boston, MA	5	\$90
Los Angeles, CA	5	\$150
Oakland, CA	5	\$265
Pittsburgh, PA	5	\$300
Sacramento, CA	5	\$100
San Francisco, CA	5	\$465
Seattle, WA	4	\$145
Atlanta, GA	3	\$75
Austin, TX	3	\$10
Baltimore, MD	3	\$100
Chicago, IL	3	\$100
Cincinnati, OH	3	\$185
Dallas, TX	3	\$100
Fredericksburg, VA	3	\$150
Houston, TX	3	\$321
Montgomery County, MD	3	\$115
Nassau County, NY	3	\$165
Norwalk, CT	3	\$105
Orlando, FL	3	\$100
Philadelphia, PA	3	\$150
Providence, RI	3	\$100
Richmond, VA	3	\$60
Rochester, NY	3	\$85
Syracuse, NY	3	\$50
Dayton, OH	2	\$50
Prince George's County, M	2	\$100
Salt Lake City, UT	2	\$191
Washington, DC	2	\$75
Hoboken, NJ	1	\$150
New Orleans, LA	1	\$115
NYC	\$350	\$239
Yonkers, NY	\$300	\$175
Albany, NY	\$200	\$40
Wilmington, DE	\$200	\$100

City/Agency Release Fee Sort

Municipality/Agency	To get on Boot List	Boot Fee
Austin, TX	3	\$10
Albany, NY	\$200	\$40
Milwaukee, WI Proposed	5	\$50
Dayton, OH	2	\$50
Syracuse, NY	3	\$50
Richmond, VA	3	\$60
Atlanta, GA	3	\$75
Washington, DC	2	\$75
Rochester, NY	3	\$85
Boston, MA	5	\$90
Baltimore, MD	3	\$100
Chicago, IL	3	\$100
Dallas, TX	3	\$100
Orlando, FL	3	\$100
Prince George's County, MD	2	\$100
Providence, RI	3	\$100
Sacramento, CA	5	\$100
Wilmington, DE	\$200	\$100
Norwalk, CT	3	\$105
Montgomery County, MD	3	\$115
New Orleans, LA	1	\$115
Berkeley, CA	5	\$140
Seattle, WA	4	\$145
Fredericksburg, VA	3	\$150
Hoboken, NJ	1	\$150
Los Angeles, CA	5	\$150
Philadelphia, PA	3	\$150
Nassau County, NY	3	\$165
Yonkers, NY	\$300	\$175
Cincinnati, OH	3	\$185
Salt Lake City, UT	2	\$191
NYC	\$350	\$239
Oakland, CA	5	\$265
Pittsburgh, PA	5	\$300
Houston, TX	3	\$321
San Francisco, CA	5	\$465



LENA C. TAYLOR

Wisconsin State Senator • 4th District

HERE TO SERVE YOU!

**Senate Committee on Economic Development, Commerce, and Local Government
Public Hearing
Written Testimony in Opposition to Senate Bill 712
February 7th, 2018**

Good morning, Chairman Feyen, Vice-Chair Petrowski, and committee members. Thank you for the opportunity to submit written testimony regarding Senate Bill 712, relating to the immobilization or removal, impoundment, and disposal of motor vehicles for multiple nonmoving traffic violations.

This bill is overly punitive. What it does is dovetail the current law that provides for a degree of due process and proper notification before one's property is taken and expedites the process by which an individual's property can be disposed of. The individuals who habitually park in places that may violate a parking ordinance are not committing a capital crime. They are often our more vulnerable citizens who do not have access to the kind of parking accommodations that allow them to get to work in a timely fashion. It is not as if a person relishes the opportunity to park in a space that could get them fined or their car immobilized.

I am not saying that there should not be regulation and order when it comes to parking that is in the power of municipalities. If an individual does in fact park in a space that violates an ordinance, then they can be fined. If they are repeat offenders, they may be fined again or a more appropriate sanction can be enacted. What I urge the committee to consider is that the more well-to-do among us are those who typically have parking arrangement. It is more often than not, especially in Milwaukee, individuals who are not well-off trying to get to work or appointments who face parking sanctions. What is overly punitive about this bill, is that it is these individuals, who may already be in dire financial straits, who will be disproportionately affected—the urban working class. Moreover, in my district, college students who must park in congested areas are also disproportionately affected. They are the last people who need the state to expedite the process by which valuable property and potentially their only means of transportation—their cars—can be immobilized or disposed of.

It is not as if there is not already a process for a municipality to handle those who violate parking ordinances. Don't get me wrong, I appreciate an effort to make local governments work faster and more efficiently—there are many areas in which progress can and should be made. However, I believe the language in this bill targeting parking violations is overly punitive.

Chairman Feyen and committee members, I urge you to oppose Senate Bill 712. Thank you.

Respectfully,

Senator Lena Taylor
Wisconsin 4th District