



SEATTLE CITY COUNCIL

Select Budget Committee

Agenda

Thursday, October 31, 2019

9:30 AM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Sally Bagshaw, Chair
M. Lorena González, Member
Bruce Harrell, Member
Lisa Herbold, Member
Debora Juarez, Member
Teresa Mosqueda, Member
Mike O'Brien, Member
Abel Pacheco, Member
Kshama Sawant, Member

Chair Info: 206-684-8801; Sally.Bagshaw@seattle.gov
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SEATTLE CITY COUNCIL
Select Budget Committee
Agenda
October 31, 2019 - 9:30 AM

Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

<http://www.seattle.gov/council/committees/budget>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

BUDGET ACTION PROPOSALS

Council Central Staff will present Councilmembers' amendments to the 2020 Proposed Budget in the form of Council Budget Actions (CBAs) and Statements of Legislative Intent (SLIs).

Please Note: Times listed are estimated

SESSION I - 9:30 a.m.

A. Call To Order

B. Approval of the Agenda

C. Items of Business

I. OFFICE OF HOUSING (OH)

1. [CBA OH-1-A-1](#) Add \$100,000 GF (one-time) to OH to implement affirmative marketing and community preference plans in neighborhoods at high risk of displacement

Attachments: [CBA OH-1-A-1](#)

2. [CBA OH-2-A-1](#) Add \$220,000 GF (one-time) to OH for pre-development costs for an affordable housing project in Little Saigon

Attachments: [CBA OH-2-A-1](#)

3. [CBA OH-3-A-1](#) Add \$150,000 GF (one-time) to OH for pre-development costs for an affordable housing project for low-income seniors in the Central District

Attachments: [CBA OH-3-A-1](#)

4. [CBA OH-4-A-1](#) Add \$15 million for the 2019 Notice of Funding Availability by cutting \$7 million from the proposed affordable homeownership acquisition and Attached Dwelling Unit Loan pilot programs and cutting \$8 million from the Strategic Investment Fund

Attachments: [CBA OH-4-A-1](#)

5. [CBA OH-6-A-1](#) Increase funding to OH for affordable housing through issuance of \$500 million LTGO Bond; add \$15 million for debt issuance costs; redirect \$22.45 million GF from one-time land sales proceeds for partial year debt service costs.

Attachments: [CBA OH-6-A-1](#)

6. [CBA OH-7-A-1](#) Add \$67,000 GF (one-time) to OH for homebuyer counseling

Attachments: [CBA OH-7-A-1](#)

7. [CBA OH-8-A-1](#) Impose a proviso on a \$2.5 million in OH for an Accessory Dwelling Unit (ADU) Loan Program, cut \$3.5 million from the ADU Loan Program and add \$3.5 million to the 2019 Notice of Funding Availability

Attachments: [CBA OH-8-A-1](#)

8. [CBA FG-1-A-1](#) Impose a proviso on \$41.7 million Strategic Investment Fund in Finance General

Attachments: [CBA FG-1-A-1](#)

9. [SLI FG-2-A-1](#) Request development of criteria and community participation for use of \$41.7 million Strategic Investment Fund

Attachments: [SLI FG-2-A-1](#)

II. SEATTLE PARKS AND RECREATION (SPR)

10. [CBA
SPR-1-A-1](#) Add \$244,000 GF to SPR to provide additional shower services for homeless individuals at several community centers

Attachments: [CBA SPR-1-A-1](#)

11. [CBA
SPR-2-A-1](#) Add \$150,000 GF in 2020 to SPR to fund a feasibility study for an Aurora-Licton Springs Community Center and amend the Community Center Rehabilitation & Development CIP project

Attachments: [CBA SPR-2-A-1](#)
[Attachment 1 - CIP Amendment](#)

12. [CBA
SPR-4-A-1](#) Add \$818,000 GF and authority for 4.0 FTE Maintenance Laborers in SPR to open seven additional restrooms during the fall and winter and increase cleaning of restrooms

Attachments: [CBA SPR-4-A-1](#)

13. [CBA](#)
[SPR-5-A-1](#) **Appropriate \$1 million GF to SPR's CIP project to support renovation of Eli's Park/Burke Gilman Playground Park**
- Attachments:* [SPR-5-A-1](#)
[Attachment 1 - CIP Amendment](#)
14. [SLI SPR-6-A-1](#) **Request progress report from SPR on Green Seattle Partnership Program**
- Attachments:* [SLI SPR-6-A-1](#)
15. [CBA](#)
[SPR-100-1-A-1](#) **Pass CB 119671 Parks Fee Ordinance**
- Attachments:* [CBA SPR-100-1-A-1](#)

III. DEPARTMENT OF FINANCE AND ADMINISTRATIVE SERVICES (FAS)

16. [CBA](#)
[FAS-1-A-1](#) **Add a new CIP page for FAS's Fire Station 31 Replacement project and amend the CIP pages for FAS's Fire Station 31 Improvements (MC-FA-FS31IMP), Seattle Police Department North Area Interim and Long-Term Facilities (MC-FA-SPDNFAC) and North Seattle Public Safety Facilities (MC-FA-SPSFDEBT)**
- Attachments:* [CBA FAS-1-A-1](#)
[Attachments A - D - CIP Amendments](#)
17. [CBA](#)
[FAS-2-A-1](#) **Add \$537,000 GF and three FTE to FAS to lower the Priority Hire program project threshold, and impose a proviso**
- Attachments:* [CBA FAS-2-A-1](#)

18. [CBA FAS-3-A-1](#) Add \$2.15 million Cumulative Reserve Subfund - Unrestricted and \$2.45 million GF to FAS for a City Hall child care facility, cut \$2.45 million from FG, and add a new CIP Project

Attachments: [CBA FAS-3-A-1 Attachment A - CIP Page](#)

19. [SLI FAS-5-A-1](#) Request FAS to report on a plan for adding voluntary questions to Title 6 business license applications

Attachments: [SLI FAS-5-A-1](#)

IV. TRANSPORTATION NETWORK COMPANIES (TNCs)

20. [CBA TNCFEE-101-A-1](#) Substitute CB 119685 vD2 for vD1a and pass as amended

Attachments: [CBA TNCFEE-101-A-1 Attachment 1- CB 119685 vD2](#)

21. [CBA TNCSPN-101-A-1](#) Amend Resolution 31914 to change the specified transportation and transit purposes identified as eligible uses of TNC tax revenues

Attachments: [CBA TNCSPN-101-A-1 Attachment 1 - Amendment to Resolution 31914](#)

22. [CBA TNCSPN-102-A-1](#) Amend Resolution 31914 to add a Transportation Assistance Voucher Program with up to \$1,000,000 in funding as an eligible use of TNC tax revenues

Attachments: [CBA TNCSPN-102-A-1 Attachment 1 - Amendment to Resolution 31914](#)

23. [SLI](#)
[TNCSPN-103-](#)
[A-1](#) Request that FAS report on the feasibility of a Transportation Assistance Voucher Program
- Attachments:* [SLI TNCSPN-103-A-1](#)
24. [CBA](#)
[TNCSPN-104-](#)
[A-1](#) Impose a proviso on Finance General Reserves related to a Transportation Assistance Voucher Program
- Attachments:* [CBA TNCSPN-104-A-1](#)
25. [CBA](#)
[TNCSPN-105-](#)
[A-1](#) Amend Resolution 31914 to lower household income maximums for rental housing funded with TNC tax revenues
- Attachments:* [CBA TNCSPN-105-A-1](#)
[Attachment 1 - Amendment to Resolution 31914](#)
26. [CBA](#)
[TNCSPN-106-](#)
[A-1](#) Substitute Resolution 31914 vD2 for vD1d and adopt as amended
- Attachments:* [CBA TNCSPN-106-A-1](#)
[Attachment 1 - Resolution 31914 vD2](#)
27. [CBA](#)
[TNCTAX-101-](#)
[A-1](#) Amend CB 119684 to change the specified transportation and transit purposes identified as intended uses of TNC tax revenues
- Attachments:* [CBA TNCTAX-101-A-1](#)
[Attachment 1 - Amendment to CB 119684](#)

28. [CBA
TNCTAX-102-
A-1](#) **Amend CB 119684 to add a Transportation Assistance Voucher Program to intended uses of TNC tax revenues**
- Attachments:* [CBA TNCTAX-102-A-1](#)
[Attachment 1 - Amendment to CB 119684](#)
29. [CBA
TNCTAX-103-
A-1](#) **Substitute CB 119684 vD3 for vD2e and pass as amended**
- Attachments:* [CBA TNCTAX-103-A-1](#)
[Attachment 1 - CB 119684 vD3](#)
30. [CBA
TNCMIN-101-A
-1](#) **Amend CB 119687 about areas of evaluation for the TNC driver minimum compensation standard; and pass CB 119687 as amended**
- Attachments:* [CBA TNCMIN-101-A-1](#)
[Attachment 1 - Amendment to CB 119687](#)
31. [CBA
TNCMIN-102-A
-1](#) **Amend CB 119687 to express an intent to consider future adjustments to the City's minimum compensation standard; and pass CB 119687 as amended**
- Attachments:* [CBA TNCMIN-102-A-1](#)
[Attachment 1 - Amendment to CB 119687](#)
32. [CBA
TNCDC-101-
A-1](#) **Amend CB 119686 to clarify when Panel arbitration proceedings are voluntary; and pass C.B. 119686 as amended**
- Attachments:* [CBA TNCDC-101-A-1](#)
[Attachment 1 - Amendment to CB 119686](#)

33. [CBA
TNCDCR-102-
A-1](#) Amend CB 119686 to clarify definition of Driver Resolution Center; and pass CB 119686 as amended

Attachments: [CBA TNCDCR-102-A-1](#)
[Attachment 1 - Amendment to CB 119686](#)

SESSION II - 2:00 p.m.

V. CRIMINAL JUSTICE (CJ)

34. [SLI CJ-1-A-1](#) Request the City Auditor conduct a review of Seattle Municipal Court's probation program

Attachments: [SLI CJ-1-A-1](#)

35. [CBA CJ-2-A-1](#) Impose a proviso on Finance General Reserves for LAW's staffing of a case conferencing pilot

Attachments: [CBA CJ-2-A-1](#)

36. [CBA CJ-3-A-1](#) Impose a proviso on Finance General Reserves for a rapid reentry connector pilot at the King County jail

Attachments: [CBA CJ-3-A-1](#)

37. [CBA CJ-4-A-1](#) Cut \$170,000 from Finance General Reserves for high-barrier probation and impose a proviso on Seattle Municipal Court's court operations Budget Summary Level

Attachments: [CBA CJ-4-A-1](#)

38. [CBA CJ-5-A-1](#) Impose a proviso on \$50,000 in OCR for community-based organizations to respond to hate violence

Attachments: [CBA CJ-5-A-1](#)

39. [SLI CJ-6-A-1](#) Request that OCR spend a portion of its \$1 million in its 2020 Proposed Budget on community-based organizations to create restorative justice approaches to individuals committing hate crimes
- Attachments:* [SLI CJ-6-A-1](#)
40. [SLI CJ-7-A-1](#) Request that Seattle Municipal Court report back to Council on how it would implement high-barrier probation
- Attachments:* [SLI CJ-7-A-1](#)
41. [SLI CJ-21-A-1](#) Request that Executive departments report on reentry recommendations regarding increasing economic opportunities
- Attachments:* [SLI CJ-21-A-1](#)
42. [SLI CJ-22-A-1](#) Request that Executive departments study the feasibility of developing City master leasing options in response to Reentry Workgroup recommendations
- Attachments:* [SLI CJ-22-A-1](#)
43. [SLI CJ-24-A-1](#) Request that LAW report on expanding prefiling diversion opportunities to those over age 25
- Attachments:* [SLI CJ-24-A-1](#)
44. [SLI CJ-26-A-1](#) Request that SPD develop a reporting mechanism that accurately captures race data
- Attachments:* [SLI CJ-26-A-1](#)
45. [CBA CJ-61-A-1](#) Add \$124,000 one-time GF for sex industry workers diversion program and impose a proviso
- Attachments:* [CBA CJ-61-A-1](#)

46. [CBA](#) Add \$522,600 ongoing GF for youth diversion and education
[CJ-62-A-1](#) programs

Attachments: [CBA CJ-62-A-1](#)

VI. OFFICE OF ECONOMIC DEVELOPMENT (OED)

47. [CBA](#) Add \$150,000 GF (one-time) to OED to conduct an analysis of
[OED-1-A-1](#) regional employment dependent on fossil fuels

Attachments: [CBA OED-1-A-1](#)

48. [SLI](#) Request that OED create strategies to connect developers with
[OED-2-A-1](#) small businesses and service providers

Attachments: [SLI OED-2-A-1](#)

49. [CBA](#) Add \$170,000 GF (ongoing) to OED to support high road
[OED-4-A-1](#) apprenticeships

Attachments: [CBA OED-4-A-1](#)

50. [CBA](#) Add \$50,000 GF (one-time) to OED to survey small businesses in
[OED-5-A-1](#) the Central District

Attachments: [CBA OED-5-A-1](#)

51. [SLI](#) Request that OED identify strategies and resources necessary to
[OED-7-A-1](#) support workers during a recession

Attachments: [SLI OED-7-A-1](#)

52. [CBA](#) Add \$116,291 admissions tax (ongoing) to OED for 1.0 FTE
[OED-8-A-1](#) Special Events Program Lead

Attachments: [CBA OED-8-A-1](#)

53. [CBA](#)
[OED-9-A-1](#) Impose a proviso on funding for the Creative Industry Policy Advisor position in OED

Attachments: [CBA OED-9-A-1](#)

54. [SLI](#)
[OED-10-A-1](#) Request that OED provide recommendations regarding the creation of a film commission

Attachments: [SLI OED-10-A-1](#)

55. [CBA](#)
[OED-11-A-1](#) Add \$150,000 GF (one-time) to OED to support small local manufacturers and producers

Attachments: [CBA OED-11-A-1](#)

56. [CBA](#)
[OED-19-A-1](#) Add \$200,000 GF (one-time) to OED to support redevelopment of the Seattle Vocational Institute

Attachments: [CBA OED-19-A-1](#)

57. [CBA](#)
[OED-20-A-1](#) Add \$50,000 GF (one-time) to OED to conduct outreach to businesses to improve OLS's investigative practices

Attachments: [CBA OED-20-A-1](#)

VII. OFFICE OF LABOR STANDARDS (OLS)

58. [CBA](#)
[OLS-1-A-1](#) Request OLS to provide report with recommendations for improving the labor standards investigation process

Attachments: [CBA OLS-1-A-1](#)

59. [CBA](#)
[OLS-2-A-1](#) Add \$1,000,000 GF (ongoing) to the Community Outreach and Education Fund (COEF), Business Outreach and Engagement Fund (BOEF), and OLS outreach

Attachments: [CBA OLS-2-A-1](#)

D. Public Comment**E. Adjournment****Related Budget Legislation:**

[CB 119671](#) **AN ORDINANCE relating to the Department of Parks and Recreation; establishing the 2019-2020 fee schedule for the use of park properties and other park and recreation facilities and services; and superseding previous park and recreation fee schedules.**

Attachments: [Att 1 – 2019 & 2020 Fees and Charges](#)

Supporting

Documents:

[Summary and Fiscal Note](#)

[Summary Att 1 – Changes from 2020 Endorsed Fee Schedule to 2020 Proposed Fee Schedule](#)

[CB 119684](#) **AN ORDINANCE relating to taxation; imposing a tax on transportation network companies; adding a new Chapter 5.39 to the Seattle Municipal Code; and amending Sections 5.30.010, 5.30.060, 5.55.010, 5.55.040, 5.55.060, 5.55.150, 5.55.165, 5.55.220, and 5.55.230 of the Seattle Municipal Code.**

Supporting

Documents:

[Summary and Fiscal Note](#)

[CB 119685](#) **AN ORDINANCE relating to transportation network company fees; changing the per-ride fee amount for trips originating in Seattle; deleting obsolete provisions; and amending Section 6.310.150 of the Seattle Municipal Code.**

Supporting

Documents:

[Summary and Fiscal Note](#)

[CB 119686](#) **AN ORDINANCE relating to transportation network company drivers; establishing deactivation protections for transportation network company drivers; amending Section 3.15.000 of the Seattle Municipal Code; and adding a new Chapter 14.32 to the Seattle Municipal Code.**

Supporting

Documents: [Summary and Fiscal Note](#)

[CB 119687](#) **AN ORDINANCE relating to transportation network company driver labor standards; concerning minimum compensation standards for transportation network company drivers; and adding a new Chapter 14.31 to the Seattle Municipal Code.**

Supporting

Documents: [Summary and Fiscal Note](#)

[Res 31914](#) **A RESOLUTION adopting a spending plan for the proceeds of the Seattle Transportation Network Company tax to provide support to affordable housing near frequent transit, transportation, and a driver conflict resolution center.**

Supporting

Documents: [Summary and Fiscal Note](#)



Legislation Text

File #: CBA OH-1-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	1	A	1

Budget Action Title: Add \$100,000 GF (one-time) to OH to implement affirmative marketing and community preference plans in neighborhoods at high risk of displacement

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$100,000	
Net Balance Effect	\$(100,000)	
Total Budget Balance Effect	\$(100,000)	

Budget Action Description:

This Council Budget Action adds \$100,000 GF (one-time) to the Office of Housing to support implementation of community preference and affirmative marketing plans for levy-funded affordable housing projects in neighborhoods at high risk of displacement. This funding will assist non-profit housing developers working with community partners to conduct outreach and affirmative marketing efforts that will lead to successful implementation of a community preference policy at specific city-funded affordable housing projects.

Background

In June 2019, the Council adopted amendments to the City's housing policies that includes a Community Preference policy. This policy includes guidance on how to develop and implement community preference plans for specific City-funded housing projects located in areas at high risk of displacement.

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	1	A	1

The Community Preference policy seeks to allow people to stay in or return to neighborhoods where they have long time social, cultural, faith and family ties.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add appropriation to implement affirmative marketing and community preference plans.		0	0	OH - HU000	OH - BO-HU-1000 - Leadership and Administration	00100 - General Fund	2020	\$0	\$100,000



Legislation Text

File #: CBA OH-2-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	2	A	1

Budget Action Title: Add \$220,000 GF (one-time) to OH for pre-development costs for an affordable housing project in Little Saigon

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$220,000	
Net Balance Effect	\$(220,000)	
Total Budget Balance Effect	\$(220,000)	

Budget Action Description:

This Council Budget Action adds \$220,000 GF (one-time) to the Office of Housing to fund pre-development costs for a proposed housing project in Little Saigon that will assist American Indian and Alaskan Native individuals and families. Pre-development costs are costs related to development of a project, including, but not limited to: preliminary plans, appraisals, environmental reports, and architectural designs. Housing developers typically use existing resources or loans or grants from other organizations to fund such costs.

Budget Action Transactions

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	2	A	1

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add appropriation for pre-development costs for housing project in Little Saigon		0	0	OH - HU000	OH - BO-HU-1000 - Leadership and Administration	00100 - General Fund	2020	\$0	\$220,000



Legislation Text

File #: CBA OH-3-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	3	A	1

Budget Action Title: Add \$150,000 GF (one-time) to OH for pre-development costs for an affordable housing project for low-income seniors in the Central District

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$150,000	
Net Balance Effect	\$(150,000)	
Total Budget Balance Effect	\$(150,000)	

Budget Action Description:

This Council Budget Action adds \$150,000 GF (one-time) to the Office of Housing to fund pre-development costs for a proposed affordable housing project for low-income seniors age 55 years and older in the Central District. Pre-development costs are costs related to development of a project, including, but not limited to: preliminary plans, appraisals, environmental reports, and architectural designs. Housing developers typically use existing resources or loans or grants from other organizations to fund such costs.

Budget Action Transactions

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	3	A	1

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add appropriation for pre-development costs for housing project in the Central District		0	0	OH - HU000	OH - BO-HU-1000 - Leadership and Administration	00100 - General Fund	2020	\$0	\$150,000



Legislation Text

File #: CBA OH-4-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	4	A	1

Budget Action Title: Add \$15 million for the 2019 Notice of Funding Availability by cutting \$7 million from the proposed affordable homeownership acquisition and ADU Loan pilot programs and cutting \$8 million from the Strategic Investment Fund

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date	Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	0									
Yes	0									
No	0									
Abstain	0									
Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$0	
Net Balance Effect	\$0	
Total Budget Balance Effect	\$0	

Budget Action Description:

This Council Budget Action adds \$15 million in funding (one-time) to the Office of Housing (OH) to make financing commitments to affordable rental housing projects (affordable to households with incomes between 30 percent and 60 percent of Area Median Income) that applied for funding in OH's 2019 Notice of Funding Availability (NOFA) process. This funding increase will be accomplished by:

- Redirecting \$15 million of the Mercer Sales Proceeds in 2020 as follows:
- cutting \$8 million from the proposed \$41.7 million Strategic Investment Fund in Finance General;
 - cutting \$3.5 million from the proposed \$6 million Accessory Dwelling Unit Loan Program;
 - cutting \$3.5 million from the proposed \$15 million Permanently Affordable Homeownership Program.

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	4	A	1

In addition, this CBA states the Council intent to appropriate \$7 million in additional REET II from 2021-2026. This additional \$7 million will be used to make financing commitments for housing projects seeking funding in OH's 2019 NOFA.

Background:

The Mayor's 2020 Endorsed Budget included \$45 million of funding to make financing commitments to projects applying to OH's 2019 NOFA. The 2020 Proposed Budget adds \$46 million for the NOFA. Of this \$46 million, \$21 million is supported by revenues from the new authorization granted by the State Legislature for local jurisdictions to implement a local sales tax to fund affordable housing and \$25 million is supported by a \$5 million appropriation of REET II funds annually from 2021 to 2025. This brings total funding available for the 2019 NOFA in the proposed budget to \$91 million. This budget action will increase this amount by \$22 million (as detailed above) for a total of \$113 million.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Cut funding to Strategic Investment Fund		0	0	FG - FG000	FG - BO-FG-2QD00 - Reserves	00100 - General Fund	2020	\$0	\$(8,000,000)
2	Add funding to rental production and preservation program		0	0	OH - HU000	OH - BO-HU-3000 - Multifamily Housing	00100 - General Fund	2020	\$0	\$15,000,000
3	Cut funding to homeownership acquisition and ADU pilot programs		0	0	OH - HU000	OH - BO-HU-2000 - Homeownership & Sustainability	00100 - General Fund	2020	\$0	\$(7,000,000)



Legislation Text

File #: CBA OH-6-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	6	A	1

Budget Action Title: Increase funding to OH for affordable housing through issuance of \$500 million LTGO Bond; add \$15 million for debt issuance costs; redirect \$22.45 million GF from one-time land sales proceeds for partial year debt service costs.

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Kshama Sawant

Council Members:

Staff Analyst: Tom Mikesell

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$(22,450,000)	
General Fund Expenditures	\$(22,450,000)	
Net Balance Effect	\$0	
Other Funds		
Low Income Housing Fund (16400)		
Revenues	\$22,450,000	
Expenditures	\$22,450,000	
Net Balance Effect	\$0	
2020 LTGO Taxable Bond Fund (36710)		
Revenues	\$515,000,000	
Expenditures	\$515,000,000	
Net Balance Effect	\$0	
Total Budget Balance Effect	\$0	

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	6	A	1

Budget Action Description:

This budget action adds \$500 million to the Office of Housing (OH) for development of affordable housing (meaning affordable to households with incomes less than 80 percent of Area Median Income). This will be funded by issuing \$500 million in Limited Tax General Obligation (LTGO) bonds in 2020.

In addition, this budget action appropriates \$22,450,000 GF (one-time) for partial year debt service payments on the bond issuance, using funds from the sale of the Mercer Mega block in the 2020 Proposed Budget reserved in Finance General to create a Strategic Investment Fund for mixed-use and mixed-income projects that include housing, and \$15 million to cover issuance costs that will be incurred. The entire \$500 million in LTGO bonds would be issued in 2020 if there are affordable housing projects identified. This will require funding to cover \$44,900,000 in debt service starting in 2021 and annually thereafter for the balance of the 20-year term.

This proposal will require amending Council Bill 119673, which authorizes the City's 2020 LTGO bond issuance.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase expenditure for bond issuance costs for LTGO bond sale for affordable housing.		0	0	FAS - FA000	FAS - BO-FA-DEBTISS-L - Debt Issuance Cost - LTGO	36710 - 2020 LTGO Taxable Bond Fund	2020	\$0	\$15,000,000
2	Reduce amount proposed for Strategic Investment Fund		0	0	FG - FG000	FG - BO-FG-2QD00 - Reserves	00100 - General Fund	2020	\$0	\$(22,450,000)
3	Reduce amount received in Finance General from Mercer Mega block.		0	0	FG - FG000	FG - BR-FG-REVENUE - Finance General - Revenue	00100 - General Fund	2020	\$(22,450,000)	\$0
4	Increase revenue for bond issuance costs for LTGO bond sale for affordable housing		0	0	FG - FG000	FG - BR-FG-REVENUE - Finance General - Revenue	36710 - 2020 LTGO Taxable Bond Fund	2020	\$15,000,000	\$0
5	Increase revenue from LTGO Bond sale for affordable housing		0	0	FG - FG000	FG - BR-FG-REVENUE - Finance General - Revenue	36710 - 2020 LTGO Taxable Bond Fund	2020	\$500,000,000	\$0
6	Increase expenditure for debt service Principal		0	0	OH - HU000	OH - BO-HU-3000 - Multifamily Housing	16400 - Low Income Housing Fund	2020	\$0	\$22,450,000
7	Increase revenue from Mercer Megablock		0	0	OH - HU000	OH - BR-HU-REVENUE - Office of Housing - Revenue	16400 - Low Income Housing Fund	2020	\$22,450,000	\$0
8	Increase OH spending on affordable housing		0	0	OH - HU000	OH - BO-HU-3000 - Multifamily Housing	36710 - 2020 LTGO Taxable Bond Fund	2020	\$0	\$500,000,000



Legislation Text

File #: CBA OH-7-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	7	A	1

Budget Action Title: Add \$67,000 GF (one-time) to OH for homebuyer counseling

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst:

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$67,000	
Net Balance Effect	\$(67,000)	
Total Budget Balance Effect	\$(67,000)	

Budget Action Description:

This Council Budget Action adds \$67,000 (one-time) in GF to the Office of Housing for homebuyer counseling for first-time low-income homebuyers who will be future owners at the Othello Square co-op project. This funding, in addition to the \$150,000 in one-time funding included in the Mayor's 2020 Proposed Budget, brings the total funding available for this activity to \$217,000.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add funding for homebuyer counseling		0	0	OH - HU000	OH - BO-HU-2000 - Homeownership & Sustainability	00100 - General Fund	2020	\$0	\$67,000

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	7	A	1



Legislation Text

File #: CBA OH-8-A-1, **Version:** 1

Impose a proviso on a \$2.5 million in OH for an Accessory Dwelling Unit (ADU) Loan Program, cut \$3.5 million from the ADU Loan Program and add \$3.5 million to the 2019 Notice of Funding Availability

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	8	A	1

Budget Action Title: Impose a proviso on a \$2.5 million in OH for an Accessory Dwelling Unit (ADU) Loan Program, cut \$3.5 million from the ADU Loan Program and add \$3.5 million to the 2019 Notice of Funding Availability

Ongoing: No Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Aly Pennucci

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$0	
Net Balance Effect	\$0	
Total Budget Balance Effect	\$0	

Budget Action Description:

The 2020 Proposed Budget adds \$6 million GF (one-time) to the Office of Housing (OH) for an Accessory Dwelling Unit (ADU) Loan Program using proceeds from the sale of the Mercer properties. This budget action:

- (1) Imposes a proviso on \$2.5 million of the proposed \$6 million. Prior to releasing the funds, OH is required to complete a Racial Equity Toolkit (RET) on the proposed program and prepare legislation amending the Housing Funding Policies that includes programmatic details to ensure that the Program is consistent with the Council's policy goals. The policy intent is to develop a loan program for ADUs that help stabilize low-income homeowners, particularly low-income homeowners in areas identified as having a high risk of displacement, and increases access to affordable rental housing in Single-family

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OH	8	A	1

zones; and

(2) Cuts the remaining \$3.5 million proposed for the ADU Loan Program and adds \$3.5 million to OH to make financing commitments to affordable rental housing projects (affordable to households with incomes between 30 percent and 60 percent of Area Median Income (AMI)) that applied for funding in OH's 2019 Notice of Funding Availability (NOFA) process.

Approximately \$5.4 million of the \$6 million added in the 2020 Proposed Budget for the ADU Loan Program would be directed to a loan fund to provide low cost loans to households with incomes at or below 120 percent of AMI and the additional \$600,000 would be used for other programmatic components (staffing, tenant screenings, landlord training, etc.). Any ADUs developed through this program would be rented to households with incomes at or below 80 percent of AMI for at least 10 years. However, a smaller City investment can be made and used to partner with a nonprofit lender to create a loan fund that could be leveraged by the lender. Any partnership with a nonprofit lender is expected to include contractual requirements to ensure that the loan program is designed to achieve the policy goals described above.

This proposal to decrease the investment from \$6 million to \$2.5 million is expected to provide sufficient resources to launch a pilot program. Approximately \$2 million is intended for the loan fund; this will require a competitive bid process. The remaining \$500,000 will support other programmatic requirements (e.g. funding for City staff or contracted services for tenant screenings, landlord training for homeowners, etc.).

This Council budget action would impose the following budget proviso:

“Of the appropriation in the 2020 budget for the Office of Housing, \$2,500,000 is appropriated solely for an Accessory Dwelling Unit Loan (ADU) Program and may be spent for no other purpose. Furthermore, none of the money so appropriated may be spent on the ADU Loan Program until authorized by future ordinance.”

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add funding to rental production and preservation program		0	0	OH - HU000	OH - BO-HU-3000 - Multifamily Housing	00100 - General Fund	2020	\$0	\$3,500,000
2	Cut funding for the ADU pilot program		0	0	OH - HU000	OH - BO-HU-2000 - Homeownership & Sustainability	00100 - General Fund	2020	\$0	\$(3,500,000)



Legislation Text

File #: CBA FG-1-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
FG	1	A	1

Budget Action Title: Impose a proviso on \$41.7 million Strategic Investment Fund in Finance General

Ongoing: No Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Mike O'Brien

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

Background:

The 2020 Proposed Budget adds \$41.7 million GF (one-time) from Mercer Sales Proceeds to Finance General to create a Strategic Investment Fund. Investment of these funds are intended to achieve multiple community benefits through development of mixed-use and mixed-income projects that include housing, affordable commercial and cultural space, public open space, and childcare.

An interdisciplinary team including relevant city departments (Office of Housing, Office of Planning and Community Development, Office of Economic Development, Department of Neighborhoods, and the City Budget Office) and community partners experienced in community organizing and development will establish criteria and principles regarding use of these funds. This team will assist with identifying potential priority acquisitions utilizing available funds. A proposed spending plan for the use of these funds will be developed and submitted to the City Council for approval. The Executive anticipates submitting a spending plan to the City Council in the first or second quarter of 2020

This Council Budget Action imposes the following proviso on the \$41.7 million Strategic Investment Fund in Finance General:

"None of the money appropriated in the 2020 budget for the Finance General Reserve Strategic Investment Fund may be spent until authorized by future ordinance. Council anticipates that such authority will not be granted until the Executive submits a proposed spending plan for this Fund."



Legislation Text

File #: SLI FG-2-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
FG	2	A	1

Budget Action Title: Request development of criteria and community participation for use of \$41.7 million Strategic Investment Fund

Ongoing: No

Primary Sponsor: Mike O'Brien

Council Members:

Staff Analyst: Traci Ratzliff

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent requests that the City Budget Office (CBO), in collaboration with Office of Housing (OH), Office of Planning and Community Development (OPCD), Department of Neighborhoods (DON), and Office of Economic Development (OED), develop criteria for expenditure of the Strategic Investment Fund that are similar to the criteria utilized by the Equitable Development Initiative (EDI), including the following:

- prioritize sites located in communities at risk of displacement;
- select sites that are identified by the community and will address the wholistic needs of the community, including but not limited to housing, affordable commercial space, child care, etc.; and
- address race and social justice outcomes, such as women, minority and business enterprise (WMBE), local hiring, and apprenticeship utilization goals, and accessibility requirements.

In addition, CBO is requested to include community members on the Interdisciplinary team (IDT) who have been involved in the EDI.

CBO will submit a report including the proposed criteria for the Fund and membership of the IDT to the Finance and Neighborhoods Committee, or it's successor Committee, and the Central Staff Executive Director by January 31, 2020.

Background:

The 2020 Proposed Budget adds \$41.7 million GF from proceeds from the Mercer properties sale to Finance General to create a Strategic Investment Fund. Investments of these funds are intended to achieve multiple community benefits through development of mixed-use and mixed-income projects that include housing, affordable commercial and cultural space, public open space, and childcare.

An IDT including relevant city departments (OH, OPCD, OED, DON and CBO) and community partners experienced in community organizing and development will establish criteria and principles regarding use of these funds. This team will assist with identifying potential priority acquisitions utilizing available funds. A

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
FG	2	A	1

proposed spending plan for the use of these funds will be developed and submitted to the City Council for approval. The Executive anticipates submitting a spending plan to the City Council in the first or second quarter of 2020.

Responsible Council Committee(s):

Finance & Neighborhoods

Date Due to Council:

January 31, 2020



Legislation Text

File #: CBA SPR-1-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	1	A	1

Budget Action Title: Add \$244,000 GF to SPR to provide additional shower services for homeless individuals at several community centers

Ongoing: Yes Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Sally Bagshaw

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date	Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	0									
Yes	0									
No	0									
Abstain	0									
Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$244,000	
Net Balance Effect	\$(244,000)	
Total Budget Balance Effect	\$(244,000)	

Budget Action Description:

This Council Budget Action adds \$244,000 GF to Seattle Parks and Recreation (SPR) to:

- (1) Expand hours for shower services for homeless individuals at two community centers, as recommended by SPR (\$169,000);
- (2) Implement a towel pilot program at SPR community centers providing shower services for homeless individuals (\$65,000); and
- (3) Make repairs and perform maintenance work related to the increased use of showers at the community centers providing shower services for homeless individuals (\$10,000).

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	1	A	1

This budget action anticipates SPR will schedule hours for these services as early in the morning as possible and explore the use of disposable, compostable towels as a potential cost-efficient, environment-friendly option for the towel pilot.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add funding for homeless shower services		0	0	SPR - PR000	SPR - BO-PR-10000 - Cost Center Maintenance and Repairs	00100 - General Fund	2020	\$0	\$10,000
2	Add funding for homeless shower services		0	0	SPR - PR000	SPR - BO-PR-50000 - Recreation Facility Programs	00100 - General Fund	2020	\$0	\$234,000



Legislation Text

File #: CBA SPR-2-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	2	A	1

Budget Action Title: Add \$150,000 GF in 2020 to SPR to fund a feasibility study for an Aurora-Licton Springs Community Center and amend the Community Center Rehabilitation & Development CIP project

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: Yes

Primary Sponsor: Debora Juarez

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date	Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	0									
Yes	0									
No	0									
Abstain	0									
Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$150,000	
Net Balance Effect	\$(150,000)	
Total Budget Balance Effect	\$(150,000)	

Budget Action Description:

This Council Budget Action adds \$150,000 GF to SPR to fund a feasibility study to assess the recreation and community gathering and meeting space needs of the Aurora-Licton Springs neighborhood located in Council Districts 5 and 6. In addition, the study would examine the type of facility that would best serve the neighborhood's needs and the cost of securing such a facility. This Council Budget Action also amends the Community Center Rehabilitation & Development Capital Improvement Program (CIP) project (MC-PR-41002) page as shown in Attachment 1.

Budget Action Transactions

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	2	A	1

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add \$150,000 for feasibility study for Aurora-Licton Springs Community Center.		0	0	SPR - PR000	SPR - BC-PR-40000 - Fix It First	00100 - General Fund	2020	\$0	\$150,000

ATTACHMENT 1

Community Center Rehabilitation & Development

Project No:	MC-PR-41002	BSL Code:	BC-PR-40000
Project Type:	Ongoing	BSL Name:	Fix It First
Project Category:	Rehabilitation or Restoration	Location:	Citywide
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Multiple
Total Project Cost:	N/A	Urban Village:	Multiple

This ongoing project provides funding for improvements at 27 community centers, the oldest of which is 103 years old. Typical improvements include renovation, upgrades, or replacement of major building systems, roof and building envelopes, seismic upgrades, painting, energy efficient lighting and other environmentally sustainable building components, Americans with Disabilities (ADA) access improvements, and related work. In some instances, facilities will be replaced or remodeled to improve programming space. The individual projects will address health and safety codes, extend the life of the asset, improve access for all, reduce energy costs, improve the overall community center experience for the public, and meet today's and future recreation needs. This project is part of the Metropolitan Parks District measure put before voters in 2014.

Resources	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
Real Estate Excise Tax II	1,274	4,125	2,284	3,508	3,596	3,686	3,778	3,872	26,124
Seattle Park District Revenues	2,498	9,392	377	244	250	256	263	270	13,550
<u>General Fund</u>			<u>150</u>						<u>150</u>
Total:	3,772	13,518	<u>2,661</u> <u>2,881</u>	3,752	3,846	3,942	4,041	4,142	<u>39,673</u> <u>39,823</u>
Fund Appropriations / Allocations ¹	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
REET II Capital Fund	1,274	4,125	2,284	3,508	3,596	3,686	3,778	3,872	26,124
Seattle Park District Fund	2,498	9,392	377	244	250	256	263	270	13,550
<u>General Fund</u>			<u>150</u>						<u>150</u>
Total:	3,772	13,518	<u>2,661</u> <u>2,881</u>	3,752	3,846	3,942	4,041	4,142	<u>39,673</u> <u>39,823</u>

O&M Impacts: NA



Legislation Text

File #: CBA SPR-4-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	4	A	1

Budget Action Title: Add \$818,000 GF and authority for 4.0 FTE Maintenance Laborers in SPR to open seven additional restrooms during the fall and winter and increase cleaning of restrooms

Ongoing: Yes Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$818,000	
Net Balance Effect	\$(818,000)	
Total Budget Balance Effect	\$(818,000)	

Budget Action Description:

This Council Budget Action would add \$818,000 GF and 4.0 FTE Maintenance Laborers positions in Seattle Parks and Recreation (SPR) to open seven more restrooms during the fall and winter, and increase cleaning of the seven restrooms and other restrooms year-round by adding two additional cleaning crews.

The cost of two additional restroom cleaning crews is approximately \$624,000, broken down as follows: 4.0 FTEs - \$314,000; vendor to dispose of needles - \$85,000; and supplies and temporary labor - \$70,000. An additional \$194,000 (one-time) would be needed for equipment and to winterize the additional year-round restrooms.

Consistent with the 2020 Endorsed Budget, SPR's 2020 Proposed Budget for restroom cleaning is

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	4	A	1

approximately \$1.4 million. This supports six cleaning crews consisting of 2.0 FTEs per crew (a total of 12.0 FTEs). SPR has 131 restrooms. Forty are opened and cleaned year-round and 91 are closed during the fall and winter. Frequency of restroom cleanings varies depending on the time of year; cleanings happen more frequently during peak seasons (spring, summer) and less frequently during non-peak (fall and winter).

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add funding to increase open restrooms and cleaning of restrooms in Fall and Winter		0	0	SPR - PR000	SPR - BO-PR-10000 - Cost Center Maintenance and Repairs	00100 - General Fund	2020	\$0	\$818,000
2	Pocket Adjustments	Maint Laborer	4	4	SPR - PR000	SPR - BO-PR-10000 - Cost Center Maintenance and Repairs	00100 - General Fund	2020	\$0	\$0



Legislation Text

File #: CBA SPR-5-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	5	A	1

Budget Action Title: Appropriate \$1 million GF to SPR's CIP project to support renovation of Eli's Park/Burke Gilman Playground Park

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: Yes

Primary Sponsor: Abel Pacheco

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$1,000,000	
Net Balance Effect	\$(1,000,000)	
Total Budget Balance Effect	\$(1,000,000)	

Budget Action Description:

This Council Budget Action adds \$1 million GF to SPR's Major Maintenance Backlog and Asset Management Capital Improvement Program (CIP) project (MC-PR-41001) to support renovation of Eli's Park/Burke Gilman Playground Park.

This renovation project creates a nature-based park that is accessible and inclusive for all ages and abilities. Total project cost is estimated at \$4 million. SPR is planning to use \$1 million of existing funds for this new park. Private fundraising is expected to raise \$2 million. Additional funding is expected to come from grants or other public sources. This budget action would provide the additional funds needed to complete this project.

Budget Action Transactions

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	5	A	1

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add \$1 million to renovate Burke Gilman Playground		0	0	SPR - PR000	SPR - BC-PR-40000 - Fix It First	00100 - General Fund	2020	\$0	\$1,000,000

ATTACHMENT 1

Seattle Parks and Recreation

CIP Project Page

Major Maintenance Backlog and Asset Management

Project No:	MC-PR-41001	BSL Code:	BC-PR-40000
Project Type:	Ongoing	BSL Name:	Fix It First
Project Category:	Rehabilitation or Restoration	Location:	Citywide
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Multiple
Total Project Cost:	N/A	Urban Village:	Multiple

This ongoing project provides funding for major maintenance projects for assets in all of the city parks and recreation facilities, including athletic fields, play areas, swimming pools, trails, buildings, accessibility elements, outdoor infrastructure, and related work. This project also funds a new integrated asset management and work order system to better track and forecast long-term asset and maintenance needs. The project also increases Parks' ability to remove property encroachments. Typical major maintenance improvements may include, but are not limited to renovating buildings, Americans with Disabilities (ADA) access improvements, replacing play area structures, forest, landscape, trail maintenance and improvements, swimming pool repairs, athletic field refurbishment, and installation of energy efficient lighting, and related major maintenance work. These projects will address health and safety codes, extend the life of the asset, improve access for all, reduce energy costs, reclaim Parks property, and improve the overall park experience for the public. This project is part of the Metropolitan Parks District measure put before voters in 2014.

Resources	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
King County Funds	-	75	-	-	-	-	-	-	75
Real Estate Excise Tax I	-	883	1,064	-	-	-	-	-	1,947
Real Estate Excise Tax II	-	4,808	4,854	4,962	5,086	5,213	7,743	10,477	43,143
Seattle Park District Revenues	23,604	44,012	14,854	15,371	15,686	16,078	16,480	16,892	162,977
<u>General Fund</u>			<u>1,000</u>						<u>1,000</u>
State Grant Funds	117	1,562	-	-	-	-	-	-	1,678
Total:	23,721	51,339	20,772	21,772	20,772	21,291	24,223	27,369	209,820

Fund Appropriations / Allocations ¹	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
Park And Recreation Fund	2	1,426	-	-	-	-	-	-	1,428
REET I Capital Fund	-	883	1,064	-	-	-	-	-	1,947
REET II Capital Fund	-	4,808	4,854	4,962	5,086	5,213	7,743	10,477	43,143
Seattle Park District Fund	23,604	44,012	14,854	15,371	15,686	16,078	16,480	16,892	162,977
<u>General Fund</u>			<u>1,000</u>						<u>1,000</u>
Unrestricted Cumulative Reserve Fund	115	211	-	-	-	-	-	-	325
Total:	23,721	51,339	20,772	21,772	20,772	21,291	24,223	27,369	209,820

O&M Impacts: NA



Legislation Text

File #: SLI SPR-6-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
SPR	6	A	1

Budget Action Title: Request progress report from SPR on Green Seattle Partnership Program

Ongoing: No

Primary Sponsor: Mike O'Brien

Council Members:

Staff Analyst: Traci Ratzliff

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

The Council requests Seattle Parks & Recreation (SPR) to provide a report on the status of the Green Seattle Partnership Program. This program is a collaborative effort between the City of Seattle and Forterra to restore 2500 acres of forested park lands in Seattle by 2025. The report should include the following information:

- (1) How many acres has the Green Seattle Partnership Program restored?
- (2) What are the challenges and barriers to completing the restoration of 2500 acres of park land?
- (3) How many volunteer hours have been leveraged to make this program successful?
- (4) What are the needs for maintenance or restored parks?
- (5) What ongoing maintenance is required for parks that have been restored?

Responsible Council Committee(s):

Civic Development, Public Assets & Native Communities

Date Due to Council: June 30, 2020



Legislation Text

File #: CBA SPR-100-1-A-1, **Version:** 1

Pass CB 119671 Parks Fee Ordinance

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
SPR	100	A	1

Budget Action Title: Pass CB 119671 Parks Fee Ordinance

Ongoing: Yes Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Budget Committee

Council Members:

Staff Analyst: Traci Ratzliff

Council Bill or Resolution: CB 119671

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Council Budget Action recommends passage of CB 119671. This legislation would adopt revisions to the 2020 Parks Fee Schedule that establishes charges for the use of certain park and recreation facilities and services. The proposed revisions include technical changes to address issues with the class and course registration system that is unable to process certain fee amounts. In addition, the legislation would eliminate low-income recreation swim fees. The legislation would allow low-income individuals to swim for free at City pools beginning January 1, 2020.

This change would result in a revenue reduction of \$45,000 annually. To backfill the revenue reduction, the 2020 Proposed Budget would reallocate a portion of the \$150,000 in funding that had been provided by the Council in the 2020 Endorsed Budget to expand the daily operation of an unspecified number of wading pools.



Legislation Text

File #: CBA FAS-1-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
FAS	1	A	1

Budget Action Title: Add a new CIP page for FAS's Fire Station 31 Replacement project and amend the CIP pages for FAS's Fire Station 31 Improvements (MC-FA-FS31IMP), Seattle Police Department North Area Interim and Long-Term Facilities (MC-FA-SPDNFAC) and North Seattle Public Safety Facilities (MC-FA-SPSFDEBT)

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: Yes

Primary Sponsor: Debora Juarez

Council Members:

Staff Analyst: Lish Whitson

Council Bill or Resolution:

Date	Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
Yes	0									
No	0									
Abstain	0									
Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$0	
Net Balance Effect	\$0	
Other Funds		
REET I Capital Fund (30010)		
Expenditures	\$2,000,000	
Net Balance Effect	\$(2,000,000)	
2021 Multipurpose LTGO Bond Fund (36800)		
Expenditures	\$8,900,000	
Net Balance Effect	\$(8,900,000)	
Total Budget Balance Effect	\$(10,900,000)	

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
FAS	1	A	1

Budget Action Description:

This Council Budget Action adds a new Fire Station 31 Replacement project (MC-FA-NEW1) to the Department of Finance and Administrative Services' (FAS) Proposed 2020-2025 Capital Improvement Program (CIP) and provides \$43.4 million REET 1 as shown in Attachment A. This Council Budget Action amends the title of FAS Fire Station 31 Improvements CIP Project (MC-FA-FS31IMP) to "Fire Station 31 Temporary Station" and provides a total of \$3.6 million for an interim fire station between 2019 and 2022 as shown in Attachment B. The Budget Action also amends the Fire Station Improvement Debt Service CIP Project (BC-FA-NBHFFIRE) (as shown in Attachment C), and North Seattle Public Safety Facilities CIP project (MC-FA-SPSFDEBT) (as shown in Attachment D).

Fire Station 31, located at 1319 N. Northgate Way, has been closed and the City of Seattle has temporarily relocated fire fighters and apparatuses from Fire Station 31 to neighboring fire stations to allow for the testing of mold, mycotoxins, and water intrusion in the facility. Due to structural conditions and physical capacity issues of an aging building, this budget action will replace the station instead of making repairs. A new state-of-the-art facility will preserve the health and safety of fire fighters, as well as provide better and faster emergency services for the neighborhoods surrounding this station.

This Council Budget Action envisions two phases: (1) creation of a temporary fire station using tents and trailers, estimated to cost \$3.6 million; and (2) replacing Fire Station 31 either in situ or in a new location, estimated to cost \$43.4 million. Cost estimates for the new station are based on the City's costs to build Fire Station 32, in West Seattle. Funding for the interim facility was included as a reserve in the Real Estate Excise Tax I (REET I) fund. This Council Budget Action reallocates \$800,000 from the REET I fund in 2020 to fully fund the Fire Station 31 Temporary Station CIP project. Funding for the permanent facility will come from REET funding set aside in the FAS CIP for North Seattle public safety facilities, future bonds, or a possible future levy. The new fire station is expected to be operational in five to seven years.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add REET I to fully fund temporary station		0	0	FAS - FA000	FAS - BC-FA-PSFACFIRE - Public Safety Facilities Fire	30010 - REET I Capital Fund	2020	\$0	\$2,000,000
2	Pay for 2022-2025 bond issuances for the Fire Station 31 project		0	0	FAS - FA000	FAS - BC-FA-SPSFDEBT - Seattle Public Safety Facilities Debt Service	30010 - REET I Capital Fund	2020	\$0	\$0
3	Fire Station 31 Debt Service		0	0	FAS - FA000	FAS - BC-FA-NBHFFIRE - Neighborhood Fire Stations	36800 - 2021 Multipurpose LTGO Bond Fund	2020	\$0	\$0

Fire Station 31 Replacement

Project No:	MC-FA-NEW1	BSL Code:	BC-FA-PSFACFIRE
Project Type:	Discrete	BSL Name:	Public Safety Facilities Fire
Project Category:	New Facility	Location:	TBD
Current Project Stage:	Stage 1 - Pre-Project Development	Council District:	Council District 5
Start/End Date:	2020 - 2025	Neighborhood District:	Northwest
Total Project Cost:	\$43,400	Urban Village:	Aurora Licton Springs

This project provides \$43.4 million for design, construction and either acquisition of a new site or demolition of the existing fire station in order to replace Fire Station 31, which is currently located at 1319 N Northgate Way.

Resources	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
LTGO Bond Proceeds	-	-	8,900	3,000	3,500	17,000	10,000	1,000	43,400
Total:	-	-	8,900	3,000	3,500	17,000	10,000	100	43,400
Fund Appropriations / Allocations¹	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
2021 Multipurpose LTGO Bond Fund	-	-	8,900	3,000	3,500	17,000	10,000	1,000	43,400
Total:	-	-	8,900	3,000	3,500	17,000	10,000	100	43,400

O&M Impacts: TBD

Fire Station 31 ~~Improvements~~ Temporary Station

Project No:	MC-FA-FS31IMP	BSL Code:	BC-FA-PSFACFIRE
Project Type:	Discrete	BSL Name:	Public Safety Facilities Fire
Project Category:	Improved <u>New</u> Facility	Location:	1319 N Northgate Way
Current Project Stage:	Stage 5 -- Construction 2 -- Initiation, <u>Project Definition & Planning</u>	Council District:	Council District 5
Start/End Date:	2014 -- 2019 <u>2019-2021</u>	Neighborhood District:	Northwest
Total Project Cost:	\$3,6504,935	Urban Village:	Aurora Licton Springs

This project provides resources to ~~ensure the long-term functioning of~~ provide an interim location for Fire Station 31. ~~An assessment of the final project scope is underway and additional funding may be required to complete the necessary improvements.~~ The project includes leasing an interim site for the fire station and providing tents and trailers to house the fire fighters and equipment.

Resources	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
Real Estate Excise Tax I	1,335	815 <u>500</u>	1,500 <u>2,000</u>	1,100 <u>-</u>	-	-	-	-	3,6504,935
Total:	1,335	815 <u>500</u>	1,500 <u>2,000</u>	1,100 <u>-</u>	-	-	-	-	3,6504,935
Fund Appropriations / Allocations ¹	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
REET I Capital Fund	1,335	815 <u>500</u>	1,500 <u>2,000</u>	1,100 <u>-</u>	-	-	-	-	3,6504,935
Total:	1,335	815 <u>500</u>	1,500 <u>2,000</u>	1,100 <u>-</u>	-	-	-	-	3,6504,935

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

Fire Station Improvement Debt Service

Project No:	MC-FA-FSDEBTSV	BSL Code:	BC-FA-NBHFIRE
Project Type:	Debt Service	BSL Name:	Neighborhood Fire Stations
Project Category:	Improved Facility	Location:	N/A
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	2008 - 2037	Neighborhood District:	Not in a Neighborhood District
Total Project Cost:	\$91,588	Urban Village:	Not in an Urban Village

This project provides for the payment of debt service on bonds issued to cover a portion of the costs associated with the 2003 Fire Facilities and Emergency Response Levy and associated asset preservation expenses.

Resources	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
Real Estate Excise Tax I	35,626	3,413 3,394	3,387	3,397 3,887	3,397 4,582	3,388 5,384	3,385 6,515	3,385 3,609	59,378 66,385
Total:	35,626	3,4133,394	3,387	3,3973,887	3,3974,582	3,3885,384	3,3856,515	3,3853,609	59,37866,385
Fund Appropriations / Allocations ¹	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
<u>2021 Multipurpose LTGO Bond Fund</u>	=	=	=	491	1,185	1,996	3,130	3,609	10,410
REET I Capital Fund	35,626	3,413 3,394	3,387	3,397	3,397	3,388	3,385	3,385	59,378 55,974
Total:	35,626	3,4133,394	3,387	3,3973,887	3,3974,582	3,3885,384	3,3856,515	3,3853,609	59,37866,385

O&M Impacts: N/A

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

North Seattle Public Safety Facilities

Project No:	MC-FA-SPSFDEBT	BSL Code:	BC-FA- SPSFDEBT
Project Type:	Ongoing	BSL Name:	Seattle Public Safety Facilities Debt Service
Project Category:	Improved Facility	Location:	Multiple
Current Project Stage:	Stage 1 - Pre-Project Development	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Multiple
Total Project Cost:	N/A	Urban Village:	Multiple

This project provides funding for long term public safety facility needs in North Seattle. These funds are for planning, design, and possible construction of facilities, as well as potential debt service for larger bond funded projects. Due to the current age of both police and fire facilities, along with expected growth in Northgate and other areas in North Seattle, planning for future improvements is critical to maintaining emergency response.

Resources	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
Real Estate Excise Tax I	-	-	-	-	4,6003,415	11,7009,704	12,2009,070	17,25013,641	45,75035,830
Total:	-	-	-	-	3,4154,600	9,70411,700	9,07012,200	13,64117,250	35,83045,750
Fund Appropriations / Allocations ¹	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
REET I Capital Fund	-	-	-	-	3,4154,600	9,70411,700	9,07012,200	13,64117,250	35,83045,750
Total:	-	-	-	-	3,4154,600	9,70411,700	9,07012,200	13,64117,250	35,83045,750

O&M Impacts:

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars



Legislation Text

File #: CBA FAS-2-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
FAS	2	A	1

Budget Action Title: Add \$537,000 GF and three FTE to FAS to lower the Priority Hire program project threshold, and impose a proviso

Ongoing: Yes Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Lish Whitson

Council Bill or Resolution:

Date	Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0								
	No	0								
	Abstain	0								
	Absent	0								

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$536,970	
Net Balance Effect	\$(536,970)	
Other Funds		
Finance and Administrative Services Fund (50300)		
Revenues	\$536,970	
Expenditures	\$536,970	
Net Balance Effect	\$0	
Total Budget Balance Effect	\$(536,970)	

Budget Action Description:

This Council Budget Action would add \$537,000 GF to the FAS Fund and 3 FTE Senior Contract Analysts to support reducing the project size threshold of the Priority Hire program from \$5 million to \$2.5 million. A proviso would restrict funding and hiring until the Executive consults with the Priority Hire

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
FAS	2	A	1

Advisory Committee (PHAC) on a recommendation regarding a lower project size threshold and the City Council adopts an ordinance to amend Seattle Municipal Code Chapter 20.37 to lower the threshold and lift the proviso. Funding is provided to start the Contract Specialists on April 1, 2020.

Using the current project threshold of \$5 million, the City's 2020 Proposed Budget includes \$2.6 million to manage an average of 10 projects participating in the Priority Hire program. Funds are spent both on City staff to manage the construction contracts and contracts with nonprofits to support job-seekers and recruit for construction jobs. Lowering the threshold to \$2.5 million is expected to add six to twelve projects a year. Managing these additional projects is expected to require 3.0 FTE Senior Contract Analysts. This Council Budget Action assumes that these staff will start on April 1, 2020, costing \$286,308 in 2020, including benefits. Starting in 2021, the positions would cost \$364,819. Half of the time of the new positions would be spent drafting and negotiating Community Workforce Agreements and the other half of their time would be used to monitor contract compliance.

This Council Budget Action provides \$112,300 to contract with community-based organizations to provide support to job-seekers, connecting them to these projects. FAS currently spends approximately \$700,000 a year to fund community-based organizations who recruit, train and provide worker retention support services to priority workers in the construction industry.

The Council Budget Action also includes \$138,400 for FAS indirect costs to support this body of work and staff.

This Council Budget Action would impose the following budget proviso:

“Of the appropriation in the 2020 budget for the Department of Finance and Administrative Services, \$536,970 is appropriated solely to facilitate an increase in the number of projects participating in the Priority Hire program by changing the definition of covered project from \$5 million to \$2.5 million. None of the money so appropriated may be spent until authorized by a future ordinance. The City Council anticipates that such authority will not be granted until after the Priority Hire Advisory Committee has made a recommendation about amending the Seattle Municipal Code to change the threshold. If the Priority Hire Advisory Committee recommends making the change from \$5 million to \$2.5 million, the City Council anticipates that language to lift the proviso will be included in a Council Bill that also amends the Seattle Municipal Code to lower the threshold.”

Background

Priority Hire promotes access to construction careers for women, people of color and others with social and economic disadvantages. Using City-funded and public/private partnership projects, the Priority Hire Program prioritizes the hiring of residents that live in economically distressed areas, particularly in Seattle and King County. In addition, projects included in the Priority Hire program have apprentice utilization requirements and aspirational goals for participation by women and people of color.

The City receives advice on priority hire implementation and effectiveness from the PHAC. The Priority Hire project threshold is set by Seattle Municipal Code Chapter 20.37, which would need to be amended prior to the threshold being lowered. Consequently, this Council Budget Action includes a proviso that restricts spending of these funds and hiring the new positions until the PHAC makes a recommendation about changing the threshold and the City Council adopts an ordinance codifying the new threshold.

Budget Action Transactions

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
FAS	2	A	1

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add funding for indirect and overhead costs to FAS for changes to Priority Hire		0	0	FAS - FA000	FAS - BO-FA-CPCS - City Purchasing and Contracting Services	50300 - Finance and Administrative Services Fund	2020	\$0	\$138,361
2	Add funding to provide support to job-seekers through community-based organizations		0	0	FAS - FA000	FAS - BO-FA-CPCS - City Purchasing and Contracting Services	50300 - Finance and Administrative Services Fund	2020	\$0	\$112,300
3	Increase revenue from GF to FAS fund for Priority Hire		0	0	FAS - FA000	FAS - BO-FA-CPCS - City Purchasing and Contracting Services	50300 - Finance and Administrative Services Fund	2020	\$536,970	\$0
4	Pocket Adjustments		0	0	FAS - FA000	FAS - BO-FA-CPCS - City Purchasing and Contracting Services	50300 - Finance and Administrative Services Fund	2020	\$0	\$286,309
5	Pocket Adjustments	Contract Anlyst,Sr	3	3	FAS - FA000	FAS - BO-FA-CPCS - City Purchasing and Contracting Services	50300 - Finance and Administrative Services Fund	2020	\$0	\$0
6	Increase GF support to FAS for priority hire		0	0	FG - FG000	FG - BO-FG-2QA00 - Appropriation to Special Funds	00100 - General Fund	2020	\$0	\$536,970



Legislation Text

File #: CBA FAS-3-A-1, **Version:** 1

Add \$2.15 million Cumulative Reserve Subfund - Unrestricted and \$2.45 million GF to FAS for a City Hall child care facility, cut \$2.45 million from FG, and add a new CIP Project

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
FAS	3	A	1

Budget Action Title: Add \$2.15 million Cumulative Reserve Subfund - Unrestricted and \$2.45 million GF to FAS for a City Hall child care facility, cut \$2.45 million from FG, and add a new CIP Project

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: Yes

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Lish Whitson

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$2,450,000	
Net Balance Effect	\$(2,450,000)	
Other Funds		
Unrestricted Cumulative Reserve Fund (00164)		
Revenues	\$0	
Expenditures	\$2,150,000	
Net Balance Effect	\$(2,150,000)	
Finance and Administrative Services Fund (50300)		
Revenues	\$4,600,000	
Expenditures	\$4,600,000	
Net Balance Effect	\$0	
Total Budget Balance Effect	\$(4,600,000)	

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
FAS	3	A	1

Budget Action Description:

This Council Budget Action would add \$2.15 million CRS-U and \$2.45 million GF to the Department of Finance and Administrative Services (FAS), cut \$2.45 million GF from Finance General, and add a new CIP project (MC-FA-NEW2) in order to build a child care center on the first floor of City Hall as shown in the attached CIP project (Attachment A).

During 2019, the City conducted a study to find viable sites of childcare at City Hall. Estimated total costs are \$4.6 million. These costs include \$2.84 million construction costs; 40% of total project costs in soft costs (architecture, permitting and other non-construction costs); 10% sales tax; and the costs of relocating the Customer Service Bureau and CityGrind, the current tenants.

These funds would enable the development of a four-room child care facility on the first floor of City Hall. The facility could be ready to accept children in 2022. A four-room child care facility would serve between 58 and 69 children. It would have a capital cost-to-child served ratio in line with that of other facilities that the City is currently considering funding through the Child Care Facilities Financing program.

The Council Budget Action would use:

- (1) \$2.15 million CRS-U resulting from street vacation fees that were included in the 2020 Proposed Budget for the Child Care Facilities Financing program; and
- (2) \$2.45 million GF resulting from the sale of the Mercer MegaBlock and proposed to be used for a new strategic investment fund.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase revenue from CRS-U for City Hall child care center construction		0	0	FAS - FA000	FAS - BC-FA-GOVTFAC - General Government Facilities - General	00164 - Unrestricted Cumulative Reserve Fund	2020	\$0	\$2,150,000
2	Increase revenue from GF and CR-U for City Hall child care center construction		0	0	FAS - FA000	FAS - BC-FA-GOVTFAC - General Government Facilities - General	50300 - Finance and Administrative Services Fund	2020	\$4,600,000	\$0
3	Cut funds from Finance General reserve for Strategic Investment Fund to Address Displacement		0	0	FG - FG000	FG - BO-FG-2QD00 - Reserves	00100 - General Fund	2020	\$0	\$2,450,000

City Hall Child Care

Project No:	MC-FA-NEW2	BSL Code:	BC-FA-GOVTFAC
Project Type:	Discrete	BSL Name:	General Government Facilities - General
Project Category:	Improved Facility	Location:	600 4th Ave
Current Project Stage:	Stage 1 - Pre-Project Development	Council District:	Council District 7
Start/End Date:	2020 - 2021	Neighborhood District:	Downtown
Total Project Cost:	\$4,600	Urban Village:	Downtown

This project provides funding to design and construct a four-room child care facility on the first floor of City Hall. Funding may also be used for leasing impacts to and/or relocation expenses of businesses and City operations currently occupying the proposed site of the child care facility.

Resources	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
South Lake Union Property Sale Proceeds	-	-	2,450	-	-	-	-	-	2,450
Street Vacations - CRSU	-	-	2,150	-	-	-	-	-	2,150
Total:	-	-	4,600	-	-	-	-	-	4,600
Fund Appropriations / Allocations¹	LTD Actuals	2019 Revised	2020	2021	2022	2023	2024	2025	Total
Finance and Administrative Services Fund	-	-	4,600	-	-	-	-	-	4,600
Total:	-	-	4,600	-	-	-	-	-	4,600

O&M Impacts: TBD



Legislation Text

File #: SLI FAS-5-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
FAS	5	A	1

Budget Action Title: Request FAS to report on a plan for adding voluntary questions to Title 6 business license applications

Ongoing: No

Primary Sponsor: Mike O'Brien

Council Members:

Staff Analyst: Karina Bull

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Council Budget Action requests Finance and Administrative Services (FAS), in consultation with the Office of Labor Standards (OLS), to provide the Council with a plan for adding voluntary questions to the City's registration process for Title 6 business license applications. Information collected from these questions would support the City's policy development and outreach for labor standards and other laws covering businesses operating in Seattle.

The Council requests FAS to consider adding voluntary questions that address business characteristics and preferred contacts for outreach, including but not limited to:

- (1) number of employees in Seattle;
- (2) number of employees worldwide;
- (3) franchise status;
- (4) NAICS Code;
- (5) preferred contact information for City outreach and education; and
- (6) an annually updated email address associated with the business that includes the ability to opt-out of receiving City communications.

The Council requests FAS to develop a plan for adding these voluntary questions that includes but is not limited to:

- (1) methods for encompassing paper and on-line registrations;
- (2) content of questions;
- (3) ability for the City to add questions if necessary;
- (4) ability for businesses to update information on a rolling and annual basis;
- (5) language access;
- (6) cost;
- (7) timeline;
- (8) compliance; and
- (9) any necessary legislation to implement these changes.

The Council requests FAS to submit this plan to the Finance and Neighborhoods Committee, or successor

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
FAS	5	A	1

committee, by June 30, 2020.

Sample questions:

1. Number of employees in Seattle

- 0
- 1 to 4
- 5 to 19
- 20 to 49
- 50 to 249
- 250 to 499
- 500 and more

2. Number of employees worldwide (including employees in franchise network)

- 0
- 1 to 4
- 5 to 19
- 20 to 49
- 50 to 249
- 250 to 499
- 500 and more

Responsible Council Committee(s):

Finance & Neighborhoods

Date Due to Council:

June 30, 2020



Legislation Text

File #: CBA TNCFEE-101-A-1, **Version:** 1

Substitute CB 119685 vD2 for vD1a and pass as amended

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCFEE	101	A	1

Budget Action Title: Substitute CB 119685 vD2 for vD1a and pass as amended

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Budget Committee

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution: CB 119685

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This action substitutes version D2 of Council Bill (CB) 119685, shown in Attachment 1, for version D1a. The substitute bill corrects a drafting error in the Seattle Municipal Code (SMC) by removing a \$20 affiliation change fee and associated footnote from the table found in Section 6.310.150 SMC.

This action passes CB 119685 which reduces the current Finance and Administrative Services (FAS) Licensing Fee to \$0.08 per TNC ride. Currently the fee is set at \$0.10 in the Seattle Municipal Code (SMC) 6.310.150, but the Licensing Fee was raised to \$0.14 per ride on July 1, 2016 by Director’s Rule CPU-10-2016.

This Licensing Fee reduction included in CB 119685 is based on a determination by the FAS director that the cost to administer and enforce the TNC regulations has decreased on a per ride basis due to the rapid increase in number of TNC rides. SMC 6.310.150 authorizes the FAS Director to adjust the fee based on actual costs for administration and enforcement. The fee reduction to \$0.08 per ride would go into effect on July 1, 2020.

Attachment 1:

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title

AN ORDINANCE relating to transportation network company fees; changing the per-ride fee amount for trips originating in Seattle; deleting obsolete provisions; and amending Section 6.310.150 of the Seattle Municipal Code.

..body

WHEREAS, the Director of the Department of Finance and Administrative Services (FAS) has reviewed the revenue from transportation network company (TNC) per-ride regulatory fees and the costs for FAS to operate, regulate, and enforce the TNC regulatory scheme; and

WHEREAS, the Director of FAS has determined that the per-ride cost should be adjusted downward to offset FAS's current and anticipated TNC operational, regulatory, and enforcement costs; and

WHEREAS, several provisions of Seattle Municipal Code Section 6.310.150 apply only to 2014-2015 and are now obsolete; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 6.310.150 of the Seattle Municipal Code, last amended by Ordinance 124524, is amended as follows:

6.310.150 Fees

The following nonrefundable fees shall apply:

A. ~~((Upon the effective date of this ordinance, taxicab))~~ Taxicab association, taxicab, and for-hire vehicle license and for-hire driver fees (excluding ~~((Transportation Network~~

1 ~~Company)) transportation network company (TNC) for-hire drivers) ((for the 2014-2015 vehicle~~
 2 ~~licensing year)) shall be:~~

1. Taxicab Association	
a. Annual fee	\$1,000
b. Late renewal fee	\$100
2. Taxicab or for-hire vehicle fees	
a. Annual license fee	\$500
b. Wheelchair accessible taxicab annual license fee	Waived
c. Late fee (license renewal)	\$60
d. Change of vehicle licensee:	
i. July—December	\$500
ii. January—June (half year)	\$250
iii. May 16—June 30*	
e. Replace taxicab plate	\$25
f. Special inspection fee**	\$100/hour (1/2 hour minimum)
g. Inspection rescheduling fee (non-City licensed vehicles only)	\$25
h. Taxicab change of association affiliation	\$100
i. Change of licensee corporation, limited liability company, or partnership members	\$100
j. Taximeter test (when not part of annual inspection)	\$50
((k. This section 6.310.150.A.2 shall take effect and be in force retroactively as of May 1, 2014 in order to apply to all taxicab and for-hire vehicle fees for the 2014-15 vehicle licensing year July 1, 2014 through June 30, 2015:))	
*No change of taxicab licensee or for-hire vehicle licensee fee is due if the transfer occurs between May 16—June 30. During this period, the change of taxicab or for-hire vehicle licensee and the annual license renewal are accomplished together and only one fee will be assessed.	
**For testing of taxicab meter or taxicab inspections provided to other municipalities.	
3. For-hire driver license fees:	
a. Annual fee	\$50
Late fee	\$15
(((Add/change affiliation***	(\$20)))
b. Replacement license	\$5
c. Other training and licensing fees (fingerprinting, ID photo, background check): Charge as determined by Director to cover costs.	

~~((~~***For hire drivers may only be affiliated with a maximum of three taxicab associations at any given time. This fee is only charged when the driver is affiliated with three associations and now wants to delete one association and add another.***))~~~~

1 B. Transportation (~~(Network Company (TNC) License, Vehicle Endorsement)~~)
2 ~~network company license, vehicle endorsement, and for-hire ((For Hire Driver's License Fees))~~
3 driver's license fees shall be:

4 (~~(Upon the effective date of this ordinance,))~~ TNCs shall pay (~~(\$0.10)~~) \$0.08 per ride for
5 all trips originating in Seattle to cover the estimated enforcement and regulatory costs of TNC
6 licensing, vehicle endorsements and driver licensing. (~~(After six months or any time thereafter,~~
7 ~~the))~~ The Director may adjust this per-ride fee based on the number of new TNC licenses, for-
8 hire driver's licenses and vehicle endorsements issued, and (~~(total))~~ quarterly number of TNC
9 trips originating in Seattle. (~~(provided in the previous quarter, as reported pursuant to Section~~
10 ~~6.310.540.))~~ The purpose of any adjustment is to ensure that the per-ride fee covers the estimated
11 enforcement and regulatory costs of TNC licensing, vehicle endorsements, and driver licensing.
12 (~~(Total TNC industry fees shall not exceed \$525,000 in year one. Unless the Director finds that a~~
13 ~~TNC has not paid its proportional fees covering the cost of enforcement and regulatory costs for~~
14 ~~the prior year, at))~~ At the time of renewing the TNC license, the fees for the current TNC license,
15 vehicle endorsements, and for-hire driver licenses shall be renewed upon approval of completed
16 renewal applications and upon the condition that the TNC is current on the per-ride fee and
17 continues to submit quarterly per-ride fees.

18 C. The Director may adjust any of the fees in (~~(subsection A after the ordinance's~~
19 ~~effective date, and any of the fees in subsection B six months after the ordinance's effective~~
20 ~~date,))~~ this Section 6.310.150 following consideration of the following nonexclusive factors: the
21 projected costs and annual budget allotted for enforcement and regulatory costs across the for-

1 hire transportation industry, the need for increased street inspection in order to reduce illegal
2 activity, the total number of trips originating in Seattle across the for-hire transportation industry,
3 and the administrative burden of issuing additional taxicab licenses, TNC licenses, for-hire
4 driver's licenses, and TNC vehicle endorsements. The purpose of any adjustment is to ensure
5 that the fees cover the Director's enforcement and regulatory costs.

1 Section 2. Section 1 of this ordinance shall take effect on July 1, 2020.

2 Section 3. This ordinance shall take effect and be in force 30 days after its approval by
3 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it
4 shall take effect as provided by Seattle Municipal Code Section 1.04.020.

5 Passed by the City Council the _____ day of _____, 2019,
6 and signed by me in open session in authentication of its passage this ____ day of
7 _____, 2019.

8 _____
9 President _____ of the City Council

10 Approved by me this _____ day of _____, 2019.

11 _____
12 Jenny A. Durkan, Mayor

13 Filed by me this _____ day of _____, 2019.

14 _____
15 Monica Martinez Simmons, City Clerk

16 (Seal)



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: CBA TNCSPN-101-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCSPN	101	A	1

Budget Action Title: Amend Resolution 31914 to change the specified transportation and transit purposes identified as eligible uses of TNC tax revenues

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution: Res 31914

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This action amends Resolution 31914 to remove Center City Streetcar Connector from the specified eligible uses of TNC tax revenues, as shown in Attachment 1. The action also adds the purchase of transit service and/or third party funding for the Sound Transit West Seattle and Ballard Link Extensions as specified eligible uses. The total funding for transportation projects would remain the same (\$3.5 million in 2020) but would be spent on other transportation or transit projects.

To effectuate this change, Council should also pass CBA TNCTAX-101-A-1, which makes a similar change to the list of intended uses of the TNC tax funds in Council Bill 119684.

Attachment 1 to Council Budget Action TNCSPN-101-A-1

Sponsor: Councilmember Herbold

Amend Resolution 31914 to change the specified transportation and transit purposes identified as eligible uses of TNC tax revenues.

Notes:

Double underlines indicate new language proposed to be added.

~~Double strikethroughs~~ indicate language proposed to be removed.

1. Remove fourth and fifth recitals of Resolution 31914 as follows:

WHEREAS, Seattle is one of the fastest-growing major cities in the country, gaining 100,000 new residents and more than 50,000 jobs in the last 20 years, and this growth is a boon to our economy and a test for our transportation system; and

WHEREAS, Seattle families' transportation-related spending is second only to their spending on housing, and a well-functioning transportation system that provides many alternatives to the expense of car ownership makes living and working in Seattle more affordable; and

WHEREAS, public transit provides affordable and critical transportation services to all consumers; and

~~WHEREAS, the Seattle streetcar network has seen an increase in ridership of 18 percent in 2018, totaling a combined system-wide ridership of 1,673,000 riders; and~~

~~WHEREAS, the Center City Connector Streetcar line will provide a critical link in the Seattle streetcar network, connecting residents and visitors to regional bus lines, ferries at Coleman Docks, and light rail connections; and~~

WHEREAS, existing sources of funding for affordable housing are insufficient to meet the needs of all individuals and families experiencing a housing cost burden; and

WHEREAS, investments in affordable housing provide access to opportunity for low-wage workers and their families, increase mobility from poverty, and foster inclusive communities accessible to all; and

WHEREAS, individuals and families making in the range of \$15 to \$25 per hour are especially dependent on transit for commuting to centrally located destinations such as their jobs, schools, grocery stores, libraries, and clinics; and

WHEREAS, co-locating affordable housing investments near transit infrastructure amplifies investments' capacity to simultaneously address Seattle's mobility and affordability challenges; and

WHEREAS, transportation network companies (TNCs) provide application dispatch services that allow passengers to directly request the dispatch of drivers via the internet using mobile interfaces such as smartphone applications; and

WHEREAS, TNCs are major hiring entities, with 31,676 TNC drivers issued permits by King County in 2018 as recorded by the King County Department of Licensing; and

WHEREAS, in the pursuit of economic opportunity, many TNC drivers are immigrants and people of color who have taken on debt or invested their savings to purchase and/or lease vehicles and for-hire licenses; and

WHEREAS, TNC drivers who have access to a driver conflict resolution center for education and representation in cases such as unwarranted deactivation will be more likely to remain in their positions over time, and such experienced drivers will improve the safety

and reliability of the TNC services provided to passengers and thus reduce the safety and reliability problems created by frequent turnover in the TNC industry; and

WHEREAS, research shows TNCs contribute to growing traffic congestion in large U.S. cities; and

WHEREAS, over 24 million TNC trips were taken in Seattle in 2018, showing consistent growth year over year; and

WHEREAS, The City of Seattle intends to exercise its taxing authority, as granted by the Washington State Constitution and as authorized by the Washington State Legislature, and impose a tax on TNCs operating in Seattle; and

WHEREAS, Mayor Durkan has proposed further investments in affordable housing near transit, transportation, and a driver conflict resolution center using proceeds from a tax on TNC companies providing 1,000,000 rides per quarter or more on a per-ride basis; and

WHEREAS, the purpose of this plan is to effectuate Seattle's vision to provide housing and transit opportunities for all, and support drivers in the TNC community by bringing educational tools and representation that is afforded to other sectors;

NOW, THEREFORE,

2. Amend Section 1 of Resolution 31914 as follows:

Section 1. **Spending Plan.** The City shall use the proceeds of the transportation network company (TNC) tax imposed by Chapter 5.39 of the Seattle Municipal Code to accelerate affordable housing production for low-wage workers and their families at locations that are

within the frequent transit network, make investments in transportation, including transit, and provide for workplace protections. Eligible expenditures include:

A. Funding of the administration of the TNC tax and regulations related to TNC drivers up to \$2,000,000 in the first year, for the second year and each year after up to \$1,500,000. Beginning in year five, this amount may increase each year to reflect the rate of inflation, consistent with the Consumer Price Index, and subject to appropriations.

B. Up to \$3,500,000 per year shall fund a Driver Resolution Center to provide driver resolution services and costs related to administering driver protection.

C. After administrative costs related to the tax and regulations of TNC drivers, as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, up to 50 percent of revenue from the tax over its first six full years shall be used to finance acquisition, construction, rehabilitation, operations, and maintenance of property to provide housing that serves low-income households and provide for the housing needs of low-income households within the frequent transit network, as defined by the Seattle Department of Transportation's Transit Master Plan. The low-income housing funded hereby should serve households making up to 80 percent of the annual median family income for the statistical area or division thereof including Seattle, for which median family income is published from time to time by the U.S. Department of Housing and Urban Development, or successor agency, with adjustments according to household size in a manner determined by the Director of Housing. Beginning in the seventh full year after adoption of this tax, up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) per year shall be used to provide operating support for Office of Housing (OH)-funded housing affordable to households with incomes at or below 30 percent of the median family income.

D. After administrative costs related to the tax and regulations of TNC drivers as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, and after the funding for affordable housing as described in subsection C of this section, the remainder of revenue collected in the first six full years that the tax is imposed shall be used to support projects related to transportation and transit, including ~~the Center City Streetcar~~ the purchase of transit service and/or third party funding for the Sound Transit West Seattle and Ballard Link Extensions. Beginning in the seventh full year after adoption of this tax, after the administrative costs, funding the Driver Resolution Center, and after up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) used to support for OH-funded housing affordable to households with incomes at or below 30 percent of the median family income per year, the remainder of the net proceeds shall be used to support projects related to transportation improvements and transit.

Effect: Removes Center City Connector Streetcar from recitals and specified eligible uses for TNC tax revenues. Adds the purchase of transit service and Sound Transit West Seattle and Ballard Link Extension as specified eligible uses.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: CBA TNCSPN-102-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCSPN	102	A	1

Budget Action Title: Amend Resolution 31914 to add a Transportation Assistance Voucher Program with up to \$1,000,000 in funding as an eligible use of TNC tax revenues

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution: Res 31914

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Council Budget Action (CBA) amends Resolution 31914 to add the Transportation Assistance Voucher Program to the list of eligible uses of TNC tax revenues, as shown in Attachment 1. The program would provide vouchers to persons with limited mobility, seniors and/or low-income households to be used on transportation services provided by City of Seattle for-hire licensed operators.

To effectuate this change, Council should also pass CBA TNCSPN-103-A-1, which creates a Statement of Legislative Intent requesting FAS develop the program; pass CBA TNCSPN-104-A-1, which imposes a proviso on \$1,000,000 of finance general appropriations to fund the program; and pass CBA TNCTAX 102-A-1, which adds the Transportation Assistance Voucher Program to the list of intended uses of the Transportation Network Companies (TNC) tax revenues in Council Bill 119684.

Attachment 1 to Council Budget Action TNCSPN-102-A-1

Sponsor: Council President Harrell

Amend Resolution 31914 to add a Transportation Assistance Voucher Program with up to \$1,000,000 in funding as an eligible use of TNC tax revenues.

Notes:

Double underlines indicate new language proposed to be added.

~~Double strikethroughs~~ indicate language proposed to be removed.

Amendment

1. Amend Section 1 of Resolution 31914 as follows:

Section 1. **Spending Plan.** The City shall use the proceeds of the transportation network company (TNC) tax imposed by Chapter 5.39 of the Seattle Municipal Code to accelerate affordable housing production for low-wage workers and their families at locations that are within the frequent transit network, make investments in transportation, including transit, and provide for workplace protections. Eligible expenditures include:

A. Funding of the administration of the TNC tax and regulations related to TNC drivers up to \$2,000,000 in the first year, for the second year and each year after up to \$1,500,000. Beginning in year five, this amount may increase each year to reflect the rate of inflation, consistent with the Consumer Price Index, and subject to appropriations.

B. Up to \$3,500,000 per year shall fund a Driver Resolution Center to provide driver resolution services and costs related to administering driver protection.

C. After administrative costs related to the tax and regulations of TNC drivers, as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, up to 50 percent of revenue from the tax over its first six full years shall be used to finance acquisition, construction, rehabilitation, operations, and maintenance of property to provide housing that serves low-income households and provide for the housing needs of low-income households within the frequent transit network, as defined by the Seattle Department of Transportation's Transit Master Plan. The low-income housing funded hereby should serve households making up to 80 percent of the annual median family income for the statistical area or division thereof including Seattle, for which median family income is published from time to time by the U.S. Department of Housing and Urban Development, or successor agency, with adjustments according to household size in a manner determined by the Director of Housing. Beginning in the seventh full year after adoption of this tax, up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) per year shall be used to provide operating support for Office of Housing (OH)-funded housing affordable to households with incomes at or below 30 percent of the median family income.

D. After administrative costs related to the tax and regulations of TNC drivers as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, and after the funding for affordable housing as described in subsection C of this section, the remainder of revenue collected in the first six full years that the tax is imposed shall be used to support projects related to transportation and transit, including up to \$1,000,000 per year (in 2020 dollars, indexed to reflect the rate of inflation) for a Transportation Assistance Voucher Program, and the Center City Streetcar. Beginning in the seventh full year after adoption of this tax, after the

administrative costs, funding the Driver Resolution Center, and after up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) used to support for OH-funded housing affordable to households with incomes at or below 30 percent of the median family income per year, the remainder of the net proceeds shall be used to support projects related to transportation improvements and transit, including up to \$1,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) per year for a Transportation Assistance Voucher Program.

Effect: Adds up to \$1,000,000 per year (indexed to inflation) for a Transportation Assistance Voucher Program to eligible uses of TNC tax revenues.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: SLI TNCSPN-103-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
TNCSPN	103	A	1

Budget Action Title: Request that FAS report on the feasibility of a Transportation Assistance Voucher Program

Ongoing: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Amy Gore

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent (SLI) requests that Finance and Administrative Services (FAS) provide a report to the Governance, Equity & Technology Committee (or successor committee) on the feasibility of a City of Seattle Transportation Assistance Voucher Program to be funded by Transportation Network Company (TNC) Tax revenues. This report will be due on or before March 31, 2020.

The program would provide vouchers to persons with limited mobility, seniors and/or low-income households to be used on transportation services provided by City of Seattle for-hire licensed operators.

The intent is that the report requested in this SLI will be the basis of a new Seattle Transportation Assistance Voucher Program that would be created by Council in 2020 and funded with \$1,000,000 in TNC tax revenues each year.

To effectuate this change, Council should also pass Council Budget Action (CBA) TNCSPN-102-A-1 which adds the Transportation Assistance Voucher Program to the list of eligible uses of TNC tax revenues in Resolution 31914; pass CBA TNCSPN-104-A-1, which imposes a proviso on \$1,000,000 of finance general appropriations; and pass CBA TNCTAX 102-A-1, which adds the Transportation Assistance Voucher Program to the list of intended uses of the TNC tax revenues in Council Bill 119684.

Responsible Council Committee(s):

Governance, Equity & Technology

Date Due to Council: March 31, 2020



Legislation Text

File #: CBA TNCSPN-104-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCSPN	104	A	1

Budget Action Title: Impose a proviso on Finance General Reserves related to a Transportation Assistance Voucher Program

Ongoing: No Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Council Budget Action imposes a proviso on \$1,000,000 of 2020 appropriations to Finance General from Transportation Network Companies (TNC) Tax revenues. Council intends to create a new Transportation Assistance Voucher Program after reviewing the report requested in Statement of Legislative Intent TNCSPN 103-A-1. The Transportation Assistance Voucher Program would provide vouchers to persons with limited mobility, seniors, and/or low-income households; vouchers would be used on transportation services provided by for-hire licensed operators in the City of Seattle.

In particular, this Council Budget Action imposes the following proviso:

“Of the appropriation in the 2020 Budget for Finance General from Transportation Network Companies (TNC) Tax revenues, \$1,000,000 is appropriated solely for the Transportation Assistance Voucher Program and may be used for no other purpose.”

To effectuate this change, Council should also pass CBA TNCSPN-102-A-1 which adds the Transportation Assistance Voucher Program to the list of eligible uses of TNC tax revenues in Resolution 31914; pass CBA TNCSPN-103-A-1, which creates a SLI requesting FAS develop the program; and pass CBA TNCTAX 102-A-1, which adds the Transportation Assistance Voucher Program to the list of intended uses of the TNC tax revenues in Council Bill 119684.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: CBA TNCSPN-105-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCSPN	105	A	1

Budget Action Title: Amend Resolution 31914 to lower household income maximums for rental housing funded with TNC tax revenues

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution: Res 31914

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Council Budget Action (CBA) amends Resolution 31914 to change the maximum income made by families for affordable housing funded with Transportation Network Companies (TNC) Tax revenues, as shown in Attachment 1.

As transmitted, Resolution 31914 would specify that the housing funded with TNC tax revenues should be affordable to households earning up to 80 percent of Area Family Median Income (AMFI). This action would amend the resolution to state that the rental housing funded with TNC tax revenues should be affordable to households earning up to 60 percent of AMFI and ownership housing will remain at 80 percent of AMFI.

In 2019, this would change the target income eligibility for the rental housing for a household of four from \$86,900 per year to \$65,150 per year.

The total funding for affordable housing would remain the same, however the total number of units produced with the tax revenues may decrease due to the deeper subsidy required to meet the lower AMFI requirement.

Attachment 1 to Council Budget Action TNCSPN-105-A-1

Sponsor: Councilmember Mosqueda

Amend Resolution 31914 to lower household income maximums for rental housing funded
with TNC tax revenues

Notes:

Double underlines indicate new language proposed to be added.

~~Double strikethroughs~~ indicate language proposed to be removed.

Amendment

1. Amend Section 1 of Resolution 31914 as follows:

Section 1. **Spending Plan.** The City shall use the proceeds of the transportation network company (TNC) tax imposed by Chapter 5.39 of the Seattle Municipal Code to accelerate affordable housing production for low-wage workers and their families at locations that are within the frequent transit network, make investments in transportation, including transit, and provide for workplace protections. Eligible expenditures include:

A. Funding of the administration of the TNC tax and regulations related to TNC drivers up to \$2,000,000 in the first year, for the second year and each year after up to \$1,500,000. Beginning in year five, this amount may increase each year to reflect the rate of inflation, consistent with the Consumer Price Index, and subject to appropriations.

B. Up to \$3,500,000 per year shall fund a Driver Resolution Center to provide driver resolution services and costs related to administering driver protection.

C. After administrative costs related to the tax and regulations of TNC drivers, as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, up to 50 percent of revenue from the tax over its first six full years shall be used to finance acquisition, construction, rehabilitation, operations, and maintenance of property to provide housing that serves low-income households and provide for the housing needs of low-income households within the frequent transit network, as defined by the Seattle Department of Transportation's Transit Master Plan. The low-income housing funded hereby should serve renter households making up to 60 percent of the annual median family income and owner households making up to 80 percent of the annual median family income for the statistical area or division thereof including Seattle, for which median family income is published from time to time by the U.S. Department of Housing and Urban Development, or successor agency, with adjustments according to household size in a manner determined by the Director of Housing. Beginning in the seventh full year after adoption of this tax, up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) per year shall be used to provide operating support for Office of Housing (OH)-funded housing affordable to households with incomes at or below 30 percent of the median family income.

D. After administrative costs related to the tax and regulations of TNC drivers as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, and after the funding for affordable housing as described in subsection C of this section, the remainder of revenue collected in the first six full years that the tax is imposed shall be used to support projects related to transportation and transit, including the Center City Streetcar. Beginning in the seventh full year after adoption of this tax, after the administrative costs, funding the Driver Resolution

Center, and after up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) used to support for OH-funded housing affordable to households with incomes at or below 30 percent of the median family income per year, the remainder of the net proceeds shall be used to support projects related to transportation improvements and transit.

Effect: Changes AMI limit for affordable housing from 80 percent for all housing to 60 percent for renter households and 80 percent for owner households.



Legislation Text

File #: CBA TNCSPN-106-A-1, **Version:** 1

Substitute Resolution 31914 vD2 for vD1d and adopt as amended

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCSPN	106	A	1

Budget Action Title: Substitute Resolution 31914 vD2 for vD1d and adopt as amended

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Budget Committee

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution: Res 31914

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This action substitutes version D2 of RES 31914, shown in Attachment 1, for version D1d. The substitute resolution includes clarifying corrections, technical changes, and adds language to allow for an increase in appropriations for the Driver Resolution Center and costs related to administering driver protections if the cost of those uses increases.

This action adopts Resolution 31914 as amended. The non-binding resolution outlines the proposed spending plan for TNC tax revenues. It includes four eligible expenditures: (1) funding the administration of the TNC tax and regulations, (2) a driver resolution center and costs related to administering driver protections, (3) housing affordable to households earning up to 80% of area median income to be located near frequent transit service, and (4) projects related to transportation and transit.

The TNC tax would generate approximately \$8.9 million in 2020. Based on the spending plan in Resolution 31914, \$1.5 million would be appropriated to FAS to set up the tax, \$250,000 would go to FAS to establish a new Driver Resource Center and \$3.5 million would be used for affordable housing near transit and \$3.5 million would be spent on transportation and transit, including the Center City Streetcar connector. Only \$1.5 million is appropriated in the 2020 Proposed Budget (for FAS to set up the tax); the remaining \$7.3 million in 2020 revenue is appropriated to Finance General Reserves to be held for planned appropriations in a future ordinance for SDOT, OH, OLS and FAS as described in the spending plan in Resolution 31914.

CITY OF SEATTLE

RESOLUTION _____

..title

A RESOLUTION adopting a spending plan for the proceeds of the Seattle Transportation Network Company tax to provide support to affordable housing near frequent transit, transportation, and a driver conflict resolution center.

..body

WHEREAS, Seattle is one of the fastest-growing major cities in the country, gaining 100,000 new residents and more than 50,000 jobs in the last 20 years, and this growth is a boon to our economy and creates greater demand for our transportation system; and

WHEREAS, Seattle families' transportation-related spending is second only to their spending on housing, and a well-functioning transportation system that provides many alternatives to the expense of car ownership makes living and working in Seattle more affordable; and

WHEREAS, public transit provides affordable and critical transportation services to all consumers; and

WHEREAS, the Seattle streetcar network has seen an increase in ridership of 18 percent in 2018, totaling a combined system-wide ridership of 1,673,000 riders; and

WHEREAS, the Center City Streetcar Connector line will provide a critical link in the Seattle streetcar network, connecting residents and visitors to regional bus lines, ferries at Coleman Docks, and light rail connections; and

WHEREAS, existing sources of funding for affordable housing are insufficient to meet the needs of all individuals and families experiencing a housing cost burden; and

WHEREAS, investments in affordable housing provide access to opportunity for low-wage workers and their families, increase mobility from poverty, and foster inclusive communities accessible to all; and

1 WHEREAS, individuals and families making in the range of \$15 to \$25 per hour are especially
2 dependent on transit for commuting to centrally located destinations such as their jobs,
3 schools, grocery stores, libraries, and clinics; and

4 WHEREAS, co-locating affordable housing investments near transit infrastructure amplifies
5 investments' capacity to simultaneously address Seattle's mobility and affordability
6 challenges; and

7 WHEREAS, transportation network companies (TNCs) provide application dispatch services
8 that allow passengers to directly request the dispatch of drivers via the internet using
9 mobile interfaces such as smartphone applications; and

10 WHEREAS, TNCs are major hiring entities, with 31,676 TNC drivers issued permits by King
11 County in 2018 as recorded by the King County Department of Licensing; and

12 WHEREAS, in the pursuit of economic opportunity, many TNC drivers are immigrants and
13 people of color who have taken on debt or invested their savings to purchase and/or lease
14 vehicles and for-hire licenses; and

15 WHEREAS, TNC drivers who have access to a driver conflict resolution center for education
16 and representation in cases such as unwarranted deactivation will be more likely to
17 remain in their positions over time, and such experienced drivers will improve the safety
18 and reliability of the TNC services provided to passengers and thus reduce the safety and
19 reliability problems created by frequent turnover in the TNC industry; and

20 WHEREAS, research shows TNCs contribute to growing traffic congestion in large U.S. cities;
21 and

22 WHEREAS, over 24 million TNC trips were taken in Seattle in 2018, showing consistent growth
23 year over year; and

1 WHEREAS, The City of Seattle intends to exercise its taxing authority, as granted by the
2 Washington State Constitution and as authorized by the Washington State Legislature,
3 and impose a tax on TNCs operating in Seattle; and

4 WHEREAS, Mayor Durkan has proposed further investments in affordable housing near transit,
5 transportation, and a driver conflict resolution center using proceeds from a tax on TNC
6 companies providing 1,000,000 rides per quarter or more on a per-ride basis; and

7 WHEREAS, the purpose of this plan is to effectuate Seattle's vision to provide housing and
8 transit opportunities for all, and support drivers in the TNC community by bringing
9 educational tools and representation that is afforded to other sectors;

10 NOW, THEREFORE,

11 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
12 **MAYOR CONCURRING, THAT:**

13 Section 1. **Spending Plan.** The City shall use the proceeds of the transportation network
14 company (TNC) tax imposed by Chapter 5.39 of the Seattle Municipal Code to accelerate
15 affordable housing production for low-wage workers and their families at locations that are
16 within the frequent transit network, make investments in transportation, including transit, and
17 provide for workplace protections. Eligible expenditures include:

18 A. Funding of the administration of the TNC tax and regulations related to TNC
19 drivers up to \$2,000,000 in the first year and up to \$1,500,000 in the second, third and fourth
20 years. Beginning in year five, this amount may increase each year to reflect the cost of
21 administering the TNC tax and regulations, and subject to appropriations.

22 B. Up to \$3,500,000 per year shall fund a Driver Resolution Center to provide driver
23 resolution services and costs related to administering driver protections. Beginning in year five,

1 this amount may increase each year to reflect the cost of operating a Driver Resolution Center
2 and costs related to administering driver protections, and subject to appropriations.

3 C. After administrative costs related to the tax and regulations of TNC drivers, as
4 described in subsection A of this section, and after funding the Driver Resolution Center and
5 other driver protections as described in subsection B of this section, up to 50 percent of revenue
6 from the tax over its first six full years shall be used to finance acquisition, construction,
7 rehabilitation, operations, and maintenance of property to provide housing that serves low-
8 income households and provide for the housing needs of low-income households within the
9 frequent transit network, as defined by the Seattle Department of Transportation's Transit Master
10 Plan. The low-income housing funded hereby should serve households making up to 80 percent
11 of the annual median family income for the statistical area or division thereof including Seattle,
12 for which median family income is published from time to time by the U.S. Department of
13 Housing and Urban Development, or successor agency, with adjustments according to household
14 size in a manner determined by the Director of Housing. Beginning in the seventh full year after
15 adoption of this tax, up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) per
16 year shall be used to provide operating support for Office of Housing (OH)-funded housing
17 affordable to households with incomes at or below 30 percent of the median family income.

18 D. After administrative costs related to the tax and regulations of TNC drivers as
19 described in subsection A of this section, and after funding the Driver Resolution Center and
20 other driver protections as described in subsection B of this section, and after the funding for
21 affordable housing as described in subsection C of this section, the remainder of revenue
22 collected in the first six full years that the tax is imposed shall be used to support projects related
23 to transportation and transit, including the Center City Streetcar Connector. Beginning in the

1 seventh full year after adoption of this tax, after the administrative costs, funding the Driver
2 Resolution Center, and after up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of
3 inflation) used to support for OH-funded housing affordable to households with incomes at or
4 below 30 percent of the median family income per year, the remainder of the net proceeds shall
5 be used to support projects related to transportation improvements and transit.

6 Section 2. Every year, or at such other intervals as the City Council may specify, the
7 Executive shall prepare a report to include total revenue collected per year and the cost of
8 administration of the tax and regulatory oversight related to the TNC tax.

9 Section 3. Accountability and Oversight Committees. For the purpose of overseeing the
10 funding for low-income housing with access to the frequent transit network, the Housing Levy
11 Oversight Committee shall provide a report to the City Council as to the progress of funding
12 received from the TNC tax. The Director of the Office of Housing, or the Director's designee,
13 will prepare and submit to the Oversight Committee, City Council, and Mayor an annual
14 progress report on the implementation of funds from the TNC tax.

15 For the purpose of overseeing the spending of tax proceeds related to transportation
16 improvements, the Levy to Move Seattle Oversight Committee (or its successor) shall oversee
17 and monitor the progress of funding received from the tax. The Director of the Department of
18 Transportation, or assigned designee, will prepare and submit to the Oversight Committee, City
19 Council, and Mayor an annual report on the implementation of programs receiving funding from
20 the tax.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: CBA TNCTAX-101-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCTAX	101	A	1

Budget Action Title: Amend CB 119684 to change the specified transportation and transit purposes identified as intended uses of TNC tax revenues

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution: CB 119684

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This action amends Council Bill (CB) 119684 to remove Center City Streetcar Connector from the list of intended uses of Transportation Network Company (TNC) tax revenues, as shown in Attachment 1. The action also adds the purchase of transit service and/or third-party funding for the Sound Transit West Seattle and Ballard Link Extensions as intended uses. The total intended funding for transportation projects would remain the same, \$3.5 million in 2020.

To effectuate this change, Council should also pass Council Budget Action TNCSPN-101-A-1, which makes a similar change to the list of eligible uses of the TNC tax funds in Resolution 31914.

Attachment 1 to Council Budget Action TNCTAX-101-A-1

Sponsor: Councilmember Herbold

Amend CB 119684 to change the specified transportation and transit purposes identified as intended uses for TNC tax revenues.

Notes:

Double underlines indicate new language proposed to be added.

~~Double strikethroughs~~ indicate language proposed to be removed.

1. Remove third recital of Council Bill 119684 as follows:

WHEREAS, transportation network companies (TNCs) provide application dispatch services that allow passengers to directly request the dispatch of drivers via the internet using mobile interfaces such as smartphone applications; and

WHEREAS, over 24 million TNC trips were taken in Seattle in 2018; and

~~WHEREAS, the Mayor and City Council seek to invest in affordable housing near transit, transportation and transit investments including the Center City Connector Streetcar, and a driver conflict resolution center using proceeds from a tax on TNC companies providing 1,000,000 rides per quarter or more on a per ride basis; and~~

WHEREAS, the Director of Finance and Administrative Services (FAS) assesses a per-ride regulatory fee for the costs to FAS of operating and enforcing the TNC regulatory scheme; and

WHEREAS, as of the date of submitting this ordinance to establish a tax on TNC rides, the fee to regulate TNCs was \$0.14; and

WHEREAS, The City of Seattle intends to exercise its taxing authority, as granted by the Washington State Constitution and as authorized by the Washington State Legislature, and impose a tax on TNCs operating in Seattle; NOW, THEREFORE,

2. Amend Section 12 of Council Bill 119684 as follows:

Section 12. It is the intent of the Mayor and the Council through the annual budget process to use the proceeds of the tax imposed by Seattle Municipal Code Section 5.39.030 for the following purposes:

- A. Administrative costs related to the tax and regulations of TNC drivers;
- B. Investment in affordable housing near transit;
- C. Transportation and transit investments, including ~~the Center City Connector Streetcar~~, the purchase of transit service and/or third party funding for the Sound Transit West Seattle and Ballard Link Extensions; and
- D. A driver conflict resolution center.

Effect: Removes Center City Connector Streetcar from recitals and list of purposes which the Mayor and the Council intend to fund with TNC tax revenues. Adds the purchase of transit service and Sound Transit West Seattle and Ballard Link Extension as intended uses.



Legislation Text

File #: CBA TNCTAX-102-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCTAX	102	A	1

Budget Action Title: Amend CB 119684 to add a Transportation Assistance Voucher Program to intended uses of TNC tax revenues

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution: CB 119684

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This action amends Council Bill (CB) 119684 to add the Transportation Assistance Voucher Program to the list of intended uses of Transportation Network Company (TNC) tax revenues, as shown in Attachment 1. The program would provide vouchers to persons with limited mobility, seniors and/or low-income households to be used on transportation services provided by City of Seattle for-hire licensed operators.

To effectuate this change, Council should also pass Council Budget Action (CBA) TNCSPN-102-A-1 which adds the Transportation Assistance Voucher Program to the list of eligible uses of TNC tax revenues in Resolution 31914, pass CBA TNCSPN-103-A-1, which creates a Statement of Legislative Intent requesting Finance and Administrative Services develop the program, and pass CBA TNCSPN-104-A-1, which imposes a proviso on \$1,000,000 of Finance General Reserves.

Attachment 1 to Council Budget Action TNCTAX-102-A-1

Sponsor: Council President Harrell

Amend C.B. 119684 to add Transportation Assistance Voucher Program as an intended use of
TNC tax revenues.

Notes:

Double underlines indicate new language proposed to be added.

~~Double strikethroughs~~ indicate language proposed to be removed.

1. Amend Section 12 of Council Bill 119684 as follows:

Section 12. It is the intent of the Mayor and the Council through the annual budget process to use the proceeds of the tax imposed by Seattle Municipal Code Section 5.39.030 for the following purposes:

- A. Administrative costs related to the tax and regulations of TNC drivers;
- B. Investment in affordable housing near transit;
- C. Transportation and transit investments, including the Center City Connector

Streetcar; ~~and~~

D. A Transportation Assistance Voucher Program; and

~~D. E.~~ A driver conflict resolution center.

Effect: Adds a Transportation Assistance Voucher Program to the list of purposes which the Mayor and the Council intend to fund with TNC tax revenues.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: CBA TNCTAX-103-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCTAX	103	A	1

Budget Action Title: Substitute CB 119684 vD3 for vD2e and pass as amended

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Budget Committee

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution: CB 119684

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This action substitutes version D3 of Council Bill (CB) 119684, shown in Attachment 1, for version D2e. The substitute bill includes clarifying corrections, technical changes, and removes the supplemental tax of six cents and increases the base Transportation Network Company (TNC) tax by six cents.

This action also passes CB 119684 as amended which creates a \$0.57 per ride tax for TNC trips originating anywhere within the City of Seattle operated by TNC companies that provided at least 1 million rides in the preceding quarter. The tax will go into effect on July 1, 2020; revenues are anticipated beginning in October 2020.

Based on the estimated number of rides, a tax rate of \$0.57, and a July 1, 2020 effective date, the proposed tax would generate an estimated \$8.9 million in 2020. Only \$1.5 million is appropriated to FAS in the 2020 Proposed Budget; and the remaining \$7.3 million in revenue is in Finance General Reserves to be appropriated through a separate ordinance to SDOT, OH, OLS and FAS as described in the spending plan in Resolution 31914.

The legislation also amends several sections of Seattle Municipal Code (SMC) 5.55 to add the proposed TNC tax to existing general administrative provisions of the SMC, such as records preservation, rulemaking, and applicable violations and penalties, so that these provisions would also apply to the TNC tax.

CB 119684 includes a list of intended uses for the TNC tax revenues, including administrative costs, investments in affordable housing near transit, transportation and transit investments, and a driver conflict resolution center.

Attachment 1:

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title

AN ORDINANCE relating to taxation; imposing a tax on transportation network companies; adding a new Chapter 5.39 to the Seattle Municipal Code; and amending Sections 5.30.010, 5.30.060, 5.55.010, 5.55.040, 5.55.060, 5.55.150, 5.55.165, 5.55.220, and 5.55.230 of the Seattle Municipal Code.

..body

WHEREAS, transportation network companies (TNCs) provide application dispatch services that allow passengers to directly request the dispatch of drivers via the internet using mobile interfaces such as smartphone applications; and

WHEREAS, over 24 million TNC trips were taken in Seattle in 2018; and

WHEREAS, the Mayor and City Council seek to invest in affordable housing near transit, transportation and transit investments including the Center City ~~Connector~~ Streetcar Connector, and a driver conflict resolution center using proceeds from a tax on TNC companies providing 1,000,000 rides per quarter or more on a per-ride basis; and

WHEREAS, the Director of Finance and Administrative Services (FAS) assesses a per-ride regulatory fee for the costs to FAS of operating and enforcing the TNC regulatory scheme; and

WHEREAS, as of the date of submitting this ordinance to establish a tax on TNC rides, the fee to regulate TNCs was \$0.14; and

WHEREAS, ~~The~~the City of Seattle intends to exercise its taxing authority, as granted by the Washington State Constitution and as authorized by the Washington State Legislature, and impose a tax on TNCs operating in Seattle; NOW, THEREFORE,

1 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

2 Section 1. A new Chapter 5.39 is added to the Seattle Municipal Code as follows:

3 **Chapter 5.39 TRANSPORTATION NETWORK COMPANY TAX**

4 **5.39.010 Administrative provisions**

5 All provisions contained in Chapter 5.55 shall have full force and application with respect to
6 taxes imposed under this Chapter 5.39 except as may be expressly stated to the contrary herein.

7 **5.39.020 Definitions**

8 The definitions contained in Chapter 5.30 shall be fully applicable to this Chapter 5.39 except as
9 may be expressly stated to the contrary herein. The following additional definitions shall apply
10 throughout this Chapter 5.39:

11 “Application dispatch” means technology that allows consumers to directly request
12 dispatch of drivers for trips and/or allows drivers or TNCs to accept payments for trips via the
13 internet using mobile interfaces such as, but not limited to, smartphone and tablet applications.

14 “For-hire vehicle” has the same meaning as given in Section 6.310.110.

15 “Motor vehicle” has the same meaning as given in Section 6.310.110.

16 “Operating in Seattle” means, with respect to a TNC, providing application dispatch
17 services to any affiliated driver at any time for the transport of any passenger for compensation
18 from a point within the geographical confines of Seattle.

19 “Personal vehicle” means a motor vehicle that is not a taxicab or for-hire vehicle, that is
20 subject to regulation under Chapter 6.310, and that is used by a driver to provide trips arranged
21 through a TNC application dispatch system.

22 “Taxicab” has the same meaning given in Section 6.310.110.

23 “TNC” means a transportation network company.

1 “TNC dispatched trip” or “trip” means the provision of transportation by a transportation
2 network company driver to a passenger in a TNC vehicle through the use of a TNC’s application
3 dispatch system. The term “TNC dispatched trip” does not include transportation provided by
4 taxicabs or for-hire vehicles:

5 “TNC driver” or “driver” means a driver, licensed or required to be licensed under
6 Chapter 6.310, affiliated with, and accepting dispatched trips from, a TNC.

7 “TNC vehicle” means a personal motor vehicle used for the transportation of passengers
8 for compensation that is affiliated with a TNC.

9 “Transportation network company” means a person, licensed or required to be licensed
10 under Chapter 6.310, operating in Seattle that offers prearranged transportation services for
11 compensation using an online-enabled application or platform to connect passengers with drivers
12 using their personal vehicles.

13 “Trip that originates in Seattle” means a TNC dispatched trip where a passenger enters a
14 TNC vehicle within Seattle city limits.

15 **5.39.030 Tax imposed—Rates**

16 ~~—A.—~~ There is imposed a tax on every TNC operating in Seattle. The amount of the tax
17 due shall be ~~the tax rate under subsection 5.39.030.B.~~\$0.57 per trip that originates in Seattle.

18 ~~—B.—~~ **The tax rate shall be:**

19 ~~1.—~~ **Fifty-one seven57-cents per trip;** and

20 ~~2.—~~ **In addition to the tax rate per trip imposed under subsection 5.39.030.B.1,**
21 **the taxpayer shall pay a supplemental rate per trip in an amount to be set by the Director. For the**
22 **period from July 1, 2020, through December 31, 2020, the Director shall set the supplemental**
23 **rate under this subsection 5.39.030.B.2 at an amount equal to \$0.14 minus the total fees per ride**

~~imposed under subsection 6.310.150.B. If the total fees per ride imposed under subsection 6.310.150.B exceed \$0.14, then the supplemental rate shall be zero. For the period after December 31, 2020, the Director shall set the supplemental rate under this subsection 5.39.030.B.2 at \$0.06.~~

5.39.040 Deductions

A taxpayer may deduct from the measure of the tax any trip that originates in Seattle and terminates outside the state of Washington.

5.39.050 Tax threshold

No tax shall be due under Section 5.39.030 from a TNC that reports fewer than 1,000,000 trips that originate in Seattle in the prior calendar quarter. Any TNC below this threshold shall complete and file a return and declare no tax due on the return. The TNC shall enter on the tax return the number of trips originating in Seattle even though no tax may be due.

5.39.060 Transportation network company tax—When due

The tax imposed by this Chapter 5.39 shall be due and payable in accordance with Section 5.55.040. The transportation network company tax shall be due and payable in quarterly installments. The Director may use discretion to assign businesses to a monthly or annual reporting period. Forms for such filings shall be prescribed by the Director. Persons discontinuing their business activities in Seattle shall report and pay the transportation network company tax at the same time as they file their final business license tax return.

5.39.070 Excise tax in addition to other license fees and taxes—Part of operating overhead

A. The tax imposed by Chapter 5.39 is a general excise tax on the privilege of conducting certain business within Seattle and shall be in addition to any license fee or tax

1 imposed or levied under any other law, statute, or ordinance whether imposed or levied by the
2 City, state, or other governmental entity or political subdivision.

3 B. It is not the intention of this Chapter 5.39 that the tax imposed herein be construed
4 as a tax upon the purchasers or customer, but that tax shall be levied upon, and collectible from,
5 the person engaging in the business activities herein designated and that such tax shall constitute
6 a part of the operating overhead or cost of doing business of such persons.

7 **5.39.080 Transportation network company tax—Constitutional limitation**

8 Notwithstanding anything to the contrary in this Chapter 5.39, if imposition of the tax under this
9 Chapter 5.39 would place an undue burden upon interstate commerce or violate constitutional
10 requirements, a taxpayer shall be allowed a credit to the extent necessary to preserve the validity
11 of the tax, and still apply the tax to as much of the taxpayer’s activities as may be subject to the
12 City’s taxing authority.

13 Section 2. Section 5.30.010 of the Seattle Municipal Code, last amended by Ordinance
14 125324, is amended as follows:

15 **5.30.010 Definition provisions**

16 The definitions contained in this Chapter 5.30 shall apply to the following chapters of the Seattle
17 Municipal Code: Chapters 5.32 (Amusement Devices), 5.35 (Commercial Parking Tax), 5.39
18 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax),
19 5.46 (Square Footage Tax), 5.48 (Business Tax—Utilities), 5.50 (Firearms and Ammunition
20 Tax), 5.52 (Gambling Tax), 5.53 (Sweetened Beverage Tax), and 5.55 (General Administrative
21 Provisions) unless expressly provided for otherwise therein, and shall also apply to other
22 chapters and sections of the Seattle Municipal Code in the manner and to the extent expressly

1 indicated in each chapter or section. Words in the singular number shall include the plural and
2 the plural shall include the singular. Words in one gender shall include ~~((the))~~ all other genders.

3 Section 3. Subsection 5.30.060.C of the Seattle Municipal Code, which section was last
4 amended by Ordinance 125324, is amended as follows:

5 **5.30.060 Definitions, T—Z**

6 * * *

7 C. “Taxpayer” means any “person,” as herein defined, required by Chapter 5.55 to
8 have a business license tax certificate, or liable for any license, tax, or fee, or for the collection of
9 any tax or fee, under Chapters 5.32 (Revenue Code), 5.35 (Commercial Parking Tax), 5.39
10 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax),
11 5.46 (Square Footage Tax), 5.48 (Business Tax—Utilities), 5.50 (Firearms and Ammunition
12 Tax), 5.52 (Gambling Tax), and 5.53 (Sweetened Beverage Tax), or who engages in any
13 business or who performs any act for which a tax or fee is imposed under those chapters.

14 * * *

15 Section 4. Section 5.55.010 of the Seattle Municipal Code, last amended by Ordinance
16 125324, is amended as follows:

17 **5.55.010 Application of chapter stated**

18 Unless expressly stated to the contrary in each chapter, the provisions of this Chapter 5.55 shall
19 apply with respect to the licenses and taxes imposed under this Chapter 5.55 and Chapters 5.32
20 (Amusement Devices), 5.35 (Commercial Parking Tax), ~~((5.37 (Employee Hours Taxes),))~~ 5.39
21 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax),
22 5.46 (Square Footage Tax), 5.48 (Business Tax—Utilities), 5.50 (Firearms and Ammunition

1 Tax), 5.52 (Gambling Tax), 5.53 (Sweetened Beverage Tax), and under other titles, chapters, and
2 sections in such manner and to such extent as indicated in each such title, chapter, or section.

3 Section 5. Subsection 5.55.040.A of the Seattle Municipal Code, which section was last
4 amended by Ordinance 125324, is amended as follows:

5 **5.55.040 When due and payable—Reporting periods—Monthly, quarterly, and annual**
6 **returns—Threshold provisions—Computing time periods—Failure to file returns**

7 A. Other than any annual license fee or registration fee assessed under this Chapter
8 5.55, the taxes imposed by Chapters 5.32 (Amusement Devices), 5.35 (Commercial Parking
9 Tax), 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business
10 License Tax), 5.46 (Square Footage Tax), 5.48 (Business Tax—Utilities), 5.50 (Firearms and
11 Ammunition Tax), 5.52 (Gambling Tax), and 5.53 (Sweetened Beverage Tax) shall be due and
12 payable in quarterly installments. The Director may use discretion to assign businesses to a
13 monthly or annual reporting period depending on the tax amount owing or type of tax. Taxes
14 imposed by subsections 5.52.030.A.2 and 5.52.030.B.2 for ((~~punchboards~~)) punch boards and
15 pull-tabs shall be due and payable in monthly installments. Tax returns and payments are due on
16 or before the last day of the next month following the end of the assigned reporting period
17 covered by the return.

18 * * *

19 Section 6. Subsection 5.55.060.A of the Seattle Municipal Code, which section was last
20 amended by Ordinance 125324, is amended as follows:

1 **5.55.060 Records to be preserved—Examination—Inspection—Search warrants—Estoppel**
2 **to question assessment**

3 A. Every person liable for any fee or tax imposed by this Chapter 5.55 and Chapters
4 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53 shall keep and preserve, for a period
5 of five years after filing a tax return, such records as may be necessary to determine the amount
6 of any fee or tax for which the person may be liable; which records shall include copies of all
7 federal income tax and state tax returns and reports made by the person. All books, records,
8 papers, invoices, ticket stubs, vendor lists, gambling games, and payout information, inventories,
9 stocks of merchandise, and other data, including federal income tax and state tax returns, and
10 reports needed to determine the accuracy of any taxes due, shall be open for inspection or
11 examination at any time by the Director or a duly authorized agent. Every person’s business
12 premises shall be open for inspection or examination by the Director or a duly authorized agent.
13 For the purposes of this Section 5.55.060, for the tax imposed by Chapter 5.53, “business
14 premises” means wherever the person’s business records and tax documents are maintained and
15 does not mean every site owned or operated by the person.

16 * * *

17 Section 7. Subsection 5.55.150.E of the Seattle Municipal Code, which section was last
18 amended by Ordinance 125324, is amended as follows:

19 **5.55.150 Appeal to the Hearing Examiner**

20 * * *

21 E. The Hearing Examiner shall ascertain the correct amount of the tax, fee, interest,
22 or penalty due either by affirming, reversing, or modifying an action of the Director. Reversal or
23 modification is proper if the Director’s assessment or refund denial violates the terms of this

1 Chapter 5.55, or Chapters 5.30, 5.32, 5.35, (~~5.37~~) 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or
2 5.53.

3 Section 8. Section 5.55.165 of the Seattle Municipal Code, last amended by Ordinance
4 125324, is amended as follows:

5 **5.55.165 Director of Finance and Administrative Services to make rules**

6 The Director of Finance and Administrative Services shall have the power and it shall be the
7 Director's duty, from time to time, to adopt, publish, and enforce rules and regulations not
8 inconsistent with this Chapter 5.55, with Chapters 5.30, 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48,
9 5.50, 5.52, or 5.53, or with law for the purpose of carrying out the provisions of such chapters,
10 and it shall be unlawful to violate or fail to comply with any such rule or regulation.

11 Section 9. Subsections 5.55.220.A and 5.55.220.B of the Seattle Municipal Code, which
12 section was last amended by Ordinance 125324, are amended as follows:

13 **5.55.220 Unlawful actions—Violation—Penalties**

14 A. It shall be unlawful for any person subject to the provisions of this Chapter 5.55
15 or Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53:

16 1. To violate or fail to comply with any of the provisions of this Chapter
17 5.55, or Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53, or any lawful rule
18 or regulation adopted by the Director;

19 2. To make or manufacture any license required by this Chapter 5.55 except
20 upon authority of the Director;

21 3. To make any false statement on any license, application, or tax return;

22 4. To aid or abet any person in any attempt to evade payment of a license fee
23 or tax;

1 Section 10. Subsection 5.55.230.A of the Seattle Municipal Code, which section was last
2 amended by Ordinance 125324, is amended as follows:

3 **5.55.230 Denial, revocation of, or refusal to renew business license tax certificate**

4 A. The Director, or the Director’s designee, has the power and authority to deny,
5 revoke, or refuse to renew any business license tax certificate or amusement device license
6 issued under the provisions of this Chapter 5.55. The Director, or the Director’s designee, shall
7 notify such applicant or licensee in writing by mail in accordance with Section 5.55.180 of the
8 denial of, revocation of, or refusal to renew the license and on what grounds such a decision was
9 based. The Director may deny, revoke, or refuse to renew any business license tax certificate or
10 other license issued under this Chapter 5.55 on one or more of the following grounds:

- 11 1. The license was procured by fraud or false representation of fact.
- 12 2. The licensee has failed to comply with any provisions of this Chapter 5.55.
- 13 3. The licensee has failed to comply with any provisions of Chapters 5.32,
14 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53.
- 15 4. The licensee is in default in any payment of any license fee or tax under
16 Title 5 or Title 6.

17 Section 11. Severability. If any part, provision, or section of this ordinance is held to be
18 void or unconstitutional, all other parts, provisions, and sections of this ordinance not expressly
19 so held to be void or unconstitutional shall continue in full force and effect.

20 Section 12. It is the intent of the Mayor and the Council through the annual budget
21 process to use the proceeds of the tax imposed by Seattle Municipal Code Section 5.39.030 for
22 the following purposes:

- 23 A. Administrative costs related to the tax and regulations of TNC drivers;

- 1 B. Investment in affordable housing near transit;
- 2 C. Transportation and transit investments, including the Center City ~~Connector~~
- 3 Streetcar Connector, and
- 4 D. A driver conflict resolution center.
- 5

1 _____ Section 13. Sections 1 through 12 of this ordinance shall take effect on July 1,
2 2020.

3

1 Section 14. This ordinance shall take effect and be in force 30 days after its approval by
2 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it
3 shall take effect as provided by Seattle Municipal Code Section 1.04.020.

4 Passed by the City Council the _____ day of _____, 2019,
5 and signed by me in open session in authentication of its passage this _____ day of
6 _____, 2019.

7 _____
8 President _____ of the City Council

9 Approved by me this _____ day of _____, 2019.

10 _____
11 Jenny A. Durkan, Mayor

12 Filed by me this _____ day of _____, 2019.

13 _____
14 Monica Martinez Simmons, City Clerk

15 (Seal)



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: CBA TNCCMIN-101-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCMIN	101	A	1

Budget Action Title: Amend CB 119687 about areas of evaluation for the TNC driver minimum compensation standard; and pass CB 119687 as amended

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Karina Bull

Council Bill or Resolution: CB 119687

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

Amend Council Bill (CB) 119687 about areas of evaluation for the TNC driver minimum compensation standard as shown in Attachment 1; and pass CB 119687 as amended.

This Council Budget Action would strike one area of evaluation and add two areas of evaluation for determining the TNC driver minimum compensation standard.

Attachment 1 to Council Budget Action TNCMIN 101-A-1 (C.B. 119687)

Sponsor: CM Mosqueda

Amend language in C.B. 119687 about areas of evaluation for the TNC driver minimum compensation standard

On page 8, line 1:

14.31.060 Evaluation of TNC driver minimum compensation

A. The Agency, in coordination with the Office of Labor Standards, shall conduct an evaluation to determine a minimum compensation standard for TNC drivers that is comprised of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses. The Agency is authorized to consider a minimum compensation standard that provides compensation for available platform time, dispatch platform time, passenger platform time, and reasonable expenses.

B. In conducting its evaluation, the Agency shall consider the best available sources of data, which may include, but are not limited to: TNC driver surveys or interviews, data provided by TNCs, data provided by TNC drivers, data provided by passengers, data from other jurisdictions, data available through academic, policy, or community based organizations, public forums, academic research, and stakeholder interviews. The Agency shall coordinate with the Office of Labor Standards to determine the best available sources of data as well as to conduct outreach with and elicit input from relevant stakeholders. Areas of evaluation may include, but are not limited to:

1. The “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19;

2. The number of TNC drivers who provide TNC services for more than one TNC and the frequency with which TNC drivers are available to provide TNC services for more than one TNC at the same time;

3. The average and mean number of trips per hour driven by TNC drivers;

4. The average and mean number of pick-ups per hour completed by TNC drivers;

5. The average and mean amount of available platform time, dispatch platform time, and passenger platform time for TNC drivers;

6. The average and mean mileage driven by TNC drivers during available platform time, dispatch platform time, and passenger platform;

~~7. The average and mean mileage driven by TNC drivers in a TNC endorsed vehicle for personal purposes;~~

~~8. 7.~~ The average and mean number of hours driven by TNC drivers each week;

~~9. 8.~~ Incentives for TNCs to reduce available platform time;

~~10. 9.~~ The impact of TNC drivers providing shared or pooled trips on TNC driver earnings, work hours, or working conditions under any proposed minimum compensation standard;

~~11. 10.~~ The reasonable expenses incurred by TNC drivers to provide TNC services, including non-mileage expenses and mileage expenses. Mileage expenses may include, but are not limited to:

a. Depreciation;

b. Lease payments;

c. Maintenance and repairs;

d. Tires;

- e. Gasoline (including all taxes thereon);
- f. Oil;
- g. Insurance; and
- h. License and vehicle registration fees; ~~and~~

~~12.~~ 11. The impacts of any proposed minimum compensation standard on TNCs, TNC passengers, and TNC drivers, including TNC driver earnings and work hours.

12. The average and mean percentage of the passenger price that is retained by TNCs on each trip, as compared to the percentage of passenger price that is retained by TNC drivers on each trip; and

13. Access to benefits, such as medical, disability, and life insurance, retirement benefits, paid leave, and other benefits for TNC drivers.

Effect: This amendment would strike one area of evaluation and add two areas of evaluation for determining TNC driver minimum compensation.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: CBA TNCCMIN-102-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCMIN	102	A	1

Budget Action Title: Amend CB 119687 to express an intent to consider future adjustments to the City's minimum compensation standard; and pass CB 119687 as amended

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Karina Bull

Council Bill or Resolution: CB 119687

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

Amend Council Bill (CB) 119687 to state the City's intent to consider adjustments to the City's minimum compensation standard as shown in Attachment 1; and pass CB 119687 as amended.

This Council Budget Action would state the City's intent to consider adjustments to the City's minimum compensation standard if elements of such standard are mandated for a TNC driver through federal or state law.

Attachment 1 to Council Budget Action TNCMIN 102-A-1 (C.B. 119687)

Sponsor: CM Mosqueda

**Amend C.B. 119687 to express an intent to consider future adjustments to the City's
minimum compensation standard**

On page 8, line 1:

14.31.60 Evaluation of TNC driver minimum compensation

...

F. If elements of the minimum compensation standard, considered and adopted by the Council, are mandated for a TNC driver through federal or state law, or other applicable City policy, the City intends to consider adjustments to the minimum compensation standard.

Effect: This amendment would state the City's intent to consider adjustments to the minimum compensation standard if elements of such standard are mandated for a TNC driver through federal or state law, or other applicable City policy.



Legislation Text

File #: CBA TNCDRC-101-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCDRC	101	A	1

Budget Action Title: Amend CB 119686 to clarify when Panel arbitration proceedings are voluntary; and pass CB 119686 as amended

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Karina Bull

Council Bill or Resolution: CB 119686

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

Amend Council Bill (CB) 119686 to clarify when Panel arbitration proceedings are voluntary as shown in Attachment 1; and pass CB 119686 as amended.

The amendment in this Council Budget Action would clarify that the Panel arbitration proceeding is voluntary unless there is no private arbitration agreement between a TNC driver and a TNC, in which event the TNC driver could mandate the Panel arbitration proceeding as a means for challenging a deactivation.

Attachment 1 to Council Budget Action TNCDCRC 101-A-1 (C.B. 119686)

Sponsor: CM Mosqueda

Amend C.B. 119686 to clarify when Panel arbitration proceedings are voluntary

On page 7, after line 17

14.32.050 Protection from unwarranted deactivation

A. TNC driver deactivation rights

1. No TNC shall subject a TNC driver to unwarranted deactivation, as defined by Director's rule.
2. Subject to driver eligibility standards created by Director's rule, a TNC driver shall have a right to challenge all permanent deactivations and temporary deactivations, as defined by Director's rule.
3. The TNC driver has the right to elect between representing themselves during any deactivation challenge or being represented by a representative, including an advocate from the Driver Resolution Center. The Driver Resolution Center shall have discretion to determine whether to represent a TNC driver.
4. Upon deactivation, every TNC shall furnish to the TNC driver a written statement of the reasons for and effective date of deactivation and provide notice, in a form and manner designated by the Agency, of the TNC driver's right to challenge such deactivation under this Section 14.32.050. The Agency shall create and distribute the notice in English and other languages as provided by rules issued by the Director.

B. The TNC driver and TNC may, by mutual agreement, proceed to arbitration through the Deactivation Appeals Panel arbitration ("Panel arbitration") proceeding created by

this Chapter 14.32 instead of proceeding under any applicable arbitration agreement between the TNC driver and the TNC (“private arbitration agreement”). In the absence of a private arbitration agreement between a TNC driver and a TNC, the TNC driver shall have an absolute right to challenge the deactivation pursuant to subsections 14.32.050.C and 14.32.050.D, regardless of agreement by the TNC.

C. Deactivation Appeals Panel process

1. If the TNC driver and TNC agree to proceed to arbitration through the Deactivation Appeals Panel arbitration proceeding created by this Chapter 14.32, the TNC driver and/or a representative must provide notice to the TNC of intent to challenge the deactivation no later than 60 days after the deactivation.

2. The TNC and the TNC driver and/or a representative shall attempt to resolve the challenge informally no later than 15 days after the notice of intent to challenge has been provided to the TNC, or within a time frame mutually agreed by the parties.

3. If the parties resolve the challenge informally pursuant to subsection 14.32.050.C.2, they must memorialize that resolution in a written agreement.

4. The TNC driver and/or representative must provide notice of intent to arbitrate to the TNC no later than 15 days after the notice of intent to challenge has been provided to the TNC under subsection 14.32.050.C.1.

5. If a TNC driver demonstrates that a TNC failed to engage in the informal appeals process under this subsection 14.32.050.C, there shall be a presumption, rebuttable by clear and convincing evidence, before the Deactivation Appeals Panel that the deactivation is unwarranted.

D. Deactivation Appeals Panel

1. The City shall establish a “Deactivation Appeals Panel” (“Panel”) for purposes of hearing TNC driver challenges to deactivations. The Agency shall contract with one or more persons or entities (“neutral arbitrator”) to conduct arbitration proceedings to hear deactivation challenges. The neutral arbitrator shall be one member of the Panel. The remaining Panel members shall consist of an equal number of partisan panel members, representing the interests of the TNC driver and the TNC, respectively. The partisan panel members shall not be compensated by the City.

2. The utilization of the Panel arbitration proceeding created by this Chapter 14.32 is voluntary upon agreement by both parties except as provided for under subsection 14.32.050.B and shall be of no cost to the TNC driver. If utilized, the Panel shall be the sole arbitration proceeding for challenging the deactivation.

Effect: This amendment would clarify that the Panel arbitration proceeding is voluntary unless there is no private arbitration agreement between a TNC driver and a TNC, in which event the TNC driver could mandate the Panel arbitration proceeding as a means for challenging a deactivation.



Legislation Text

File #: CBA TNCDRC-102-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
TNCDRC	102	A	1

Budget Action Title: Amend CB 119686 to clarify definition of Driver Resolution Center; and pass CB 119686 as amended

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Karina Bull

Council Bill or Resolution: CB 119686

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

Amend CB 119686 to clarify definition of Driver Resolution Center as shown in Attachment 1; and pass CB 119686 as amended.

This Council Budget Action would amend the definition of “Driver Resolution Center” to include experience advocating for underrepresented groups in social equity, economic power, and worker rights.

Attachment 1 to Council Budget Action TNCDCR 102-A-1 (C.B. 119686)

Sponsor: CM Harrell

Amend C.B. 119686 to clarify definition of Driver Resolution Center

On page 5, line 7:

14.32.020 Definitions

“Driver Resolution Center” means a non-profit organization registered with the Washington Secretary of State that contracts with the Agency to provide culturally competent TNC driver representation services, outreach, and education, that is affiliated with an organization that has experience advocating for the civil and economic rights of drivers, contractors and workers from disadvantaged socioeconomic groups; participating in grievance proceedings; representing workers in grievance proceedings and whose administration and/or formation was/is not funded, excessively influenced, or controlled by a TNC. This organization shall have a proven commitment to worker rights and experience in the re-tooling of drivers, contractors and workers that allow them to compete in the current business environment. The Driver Resolution Center should consider contractual partnerships among entities to achieve the direct participation of organizations primarily focused on diversity and the factors contained herein.

Effect: This amendment would amend the definition of “Driver Resolution Center” to include experience advocating for underrepresented groups in social equity, economic power, and worker rights.



Legislation Text

File #: SLI CJ-1-A-1, **Version:** 1

Request the City Auditor conduct a review of Seattle Municipal Court's probation program

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	1	A	1

Budget Action Title: Request the City Auditor conduct a review of Seattle Municipal Court's probation program

Ongoing: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Asha Venkataraman

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent (SLI) requests that the City Auditor conduct a review of the Seattle Municipal Court's (SMC's) probation program. This assessment should focus on the impacts of probation on people of color who are currently or have previously been under the Court's jurisdiction as part of probation and the racial proportionality of the imposition, conditions of compliance, length, and successful completion of probation, as well as early release from probation.

The audit should also identify gaps in the collection, analysis, and use of data as well as recommendations on how to fill these gaps.

Before initiating this work, the City Auditor should consult with the Chair of the committee with jurisdiction over public safety (currently Gender Equity, Safe Communities, New Americans, and Education) about the review's scope and objectives to ensure that it is informed by the Vera Institute of Justice's report on probation. The report is anticipated for completion in November 2019.

Responsible Council Committee(s):

Gender Equity, Safe Communities, New Americans & Education

Date Due to Council: September 15, 2020



Legislation Text

File #: CBA CJ-2-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	2	A	1

Budget Action Title: Impose a proviso on Finance General Reserves for LAW's staffing of a case conferencing pilot

Ongoing: No Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Asha Venkataraman

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Council Budget Action would impose the following proviso:

"None of the money appropriated in the 2020 Budget in Finance General Reserves may be spent on a case conferencing pilot for high-barrier individuals until the Mayor's Office has presented an analysis and detailed implementation plan to the Chair of the committee with jurisdiction over public safety. The analysis and plan should be developed in conjunction with the City Attorney's Office, the Criminal Justice Equity Team, and communities most impacted by the criminal legal system and should include: a discussion of whether and how the pilot aligns with the reentry recommendations, a description of unintended consequences and plan to mitigate them, proposed metrics of success, a racial equity analysis, and how the program will be taken to scale."

Background:

The Mayor's 2020 Proposed Budget includes \$2.9M in Finance General Reserves for four pilots proposed by the High-Barrier Individuals Working Group that are intended to address high-barrier individuals and their involvement in the criminal justice system. Of this amount, \$149,500 is intended to support an Assistant City Prosecutor in the City Attorney's Office (LAW) to provide dedicated staffing to case conferencing about high-barrier individuals. It is anticipated that the position would be added to LAW when the supporting funds are transferred out of Finance General Reserves. The proviso in this Council Budget Action restricts all spending that would support the case conferencing pilot.



Legislation Text

File #: CBA CJ-3-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	3	A	1

Budget Action Title: Impose a proviso on Finance General Reserves for a rapid reentry connector pilot at the King County jail

Ongoing: No Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Asha Venkataraman

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Council Budget Action would impose the following proviso:

"None of the money appropriated in the 2020 Budget in Finance General Reserves may be spent on a rapid reentry connector pilot for high-barrier individuals until the Mayor's Office has presented an analysis and detailed implementation plan to the Chair of the committee with jurisdiction over public safety. The analysis and plan should be developed in conjunction with the King County jail, the Criminal Justice Equity Team, and communities most impacted by the criminal legal system and should include: a discussion of whether and how the pilot aligns with the reentry recommendations, a description of unintended consequences and plan to mitigate them, proposed metrics of success, a racial equity analysis, an analysis of how to reduce jail populations that are being held at the King County jail for under 72 hours, and how the program will be taken to scale."

Background:

The Mayor's 2020 Proposed Budget includes \$2.9M in Finance General Reserves for four pilots proposed by the High-Barrier Individuals Working Group that are intended to address high-barrier individuals and their involvement in the criminal justice system. Of this amount, \$213,000 is intended to support a rapid reentry connector position at the King County jail to provide reentry services for high-barrier individuals who are at the jail for under 72 hours. The proviso in this Council Budget Action restricts all spending that would support the rapid reentry connector pilot.



Legislation Text

File #: CBA CJ-4-A-1, **Version:** 1

Cut \$170,000 from Finance General Reserves for high-barrier probation and impose a proviso on Seattle Municipal Court's court operations Budget Summary Level

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	4	A	1

Budget Action Title: Cut \$170,000 from Finance General Reserves for high-barrier probation and impose a proviso on Seattle Municipal Court's court operations Budget Summary Level

Ongoing: Yes Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Asha Venkataraman

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$(170,000)	
Net Balance Effect	\$170,000	
Total Budget Balance Effect	\$170,000	

Budget Action Description:

This Council Budget Action would cut \$170,000 in Finance General Reserves (FG) intended to support creation of a probation pilot for high-barrier individuals in Seattle Municipal Court (SMC). The Council Budget Action would also impose a proviso.

The Mayor's 2020 Proposed Budget includes \$2.9 million in Finance General Reserves for four pilots proposed by the High-Barrier Individuals Working Group that are intended to address high-barrier individuals and their involvement in the criminal justice system. Of this amount, \$170,000 is intended to support a high-barrier individuals probation program.

This Council Budget Action would also impose the following proviso:

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	4	A	1

"None of the money appropriated in the 2020 Budget in the Seattle Municipal Court's Court Operations Budget Summary Level may be spent on a probation pilot for high-barrier individuals until both (a) Seattle Municipal Court has submitted to the Chair of the committee with jurisdiction over public safety the report requested in Council Budget Action CJ-7-A-1 and (b) the City Auditor has submitted the report requested in CJ-1-A-1."

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Cut high barrier probation pilot support		0	0	FG - FG000	FG - BO-FG-2QD00 - Reserves	00100 - General Fund	2020	\$0	\$(170,000)



Legislation Text

File #: CBA CJ-5-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	5	A	1

Budget Action Title: Impose a proviso on \$50,000 in OCR for community-based organizations to respond to hate violence

Ongoing: No Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Asha Venkataraman

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Council Budget Action would impose the following proviso:

"Of the appropriation in the 2020 budget for the Office for Civil Rights, \$50,000 is appropriated solely for grants to community-based organizations responding to hate violence and creating a mechanism for sharing hate crime data reported to these organizations and may be spent for no other purpose."

The City Auditor's "Review of Hate Crime Prevention, Response, and Reporting in Seattle: Phase 2 Report" showed that hate crimes are a significant issue and under-reported, and also identified a need to engage with community based organizations to supplement the information that the Seattle Police Department receives through formal reporting. The \$50,000 of restricted spending in this Council Budget Action would provide small grant funding to organizations doing work to create responses to hate crimes and mechanisms for sharing data.

The proviso placed on \$50,000 in the Office for Civil Rights' (OCR's) existing budget is intended to apply to funds added in the 2018 budget in Green Sheet 276-1-B-1, originally planned for contracting with an organization providing supportive and secure housing alternatives to detention for youth. However, the funding could not be spent for that purpose. These funds were transferred from Finance General to the Human Services Department (HSD) in 2018 and carried forward to 2019; it is anticipated that the funds will be transferred back to OCR in the 2019 fourth quarter supplemental ordinance and be included in the 2020 carryforward ordinance to be used for the purpose described in the proviso.



Legislation Text

File #: SLI CJ-6-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	6	A	1

Budget Action Title: Request that OCR spend a portion of its \$1 million in its 2020 Proposed Budget on community-based organizations to create restorative justice approaches to individuals committing hate crimes

Ongoing: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Asha Venkataraman

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent (SLI) requests that the Office for Civil Rights (OCR) spend some portion of the \$1,080,000 included in the 2020 Proposed Budget on community-based organizations to develop or provide restorative justice programs for individuals who commit hate or bias crimes. OCR is currently developing a process to equitably distribute these funds in 2020.

Preliminary research shows that there are no existing community-based programs, trainings or community services rooted in harm reduction or restorative justice related to the commission of hate crimes to which a person who has committed a hate crime can participate. The grant of this funding is intended to fill that gap.

Consistent with the 2020 Endorsed Budget, the 2020 Proposed Budget includes \$1,080,000 for community-based organizations providing alternatives to or addressing harm created by the criminal justice system. The funding is expected to support organizations focused on achieving safety, health, healing, and reconciliation through alternatives to the criminal legal system. This SLI asks that OCR add an additional purpose of creating restorative justice programs for individuals committing hate and bias crimes.



Legislation Text

File #: SLI CJ-7-A-1, **Version:** 1

Request that Seattle Municipal Court report back to Council on how it would implement high-barrier probation

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	7	A	1

Budget Action Title: Request that Seattle Municipal Court report back to Council on how it would implement high-barrier probation

Ongoing: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Asha Venkataraman

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent requests that the Seattle Municipal Court (SMC) partner with the Criminal Justice Equity Team to provide a report that includes:

- (1) a racial equity analysis identifying racial equity outcomes for a high-barrier probation program;
- (2) an analysis of existing evidence and data about the elements of high-barrier probation and whether it increases or decreases involvement in the criminal justice system in the long term;
- (3) the parameters, performance metrics, and desired outcomes for high-barrier individuals participating in the program, including more than just recidivism and compliance with court conditions, such as whether the individuals successfully access permanent housing, are successful in meeting the goals they set for themselves; and
- (4) whether the program as a whole reduces racial disproportionality.

The report should be submitted to the Chair of the committee with jurisdiction over public safety by July 1, 2020.

Responsible Council Committee(s):

Gender Equity, Safe Communities, New Americans & Education

Date Due to Council: July 1, 2020



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: SLI CJ-21-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	21	A	1

Budget Action Title: Request that Executive departments report on reentry recommendations regarding increasing economic opportunities

Ongoing: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Carlos Lugo

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent (SLI) requests reports from the Executive addressing recommendations made by the Seattle Reentry Workgroup on increasing economic opportunity for those living with criminal histories. Specifically, this SLI requests that:

1. The Office of Economic Development (OED) and the Office for Civil Rights (OCR) work with formally incarcerated community members to develop a plan that supports small businesses owned by those with criminal histories. This support could include identifying and facilitating connections with business consultants, technical assistance to secure financing and navigating regulations, and grants for seed money to establish new businesses.
2. The Seattle Department of Human Resources (SDHR), Seattle Information Technology (SIT), and OED develop recommendations to increase hiring opportunities for those with criminal histories who have completed technological training from OED's TechHire partners.
3. OED and Finance and Administrative Services (FAS) prepare a report on how the City can increase the number of Requests for Proposals (RFP), Requests for Qualifications (RFQ), and public works projects awarded to businesses owned or led by formally incarcerated individuals.
4. SDHR and OED's Workforce Equity Team develop a report on how the City can increase hiring opportunities for formally incarcerated individuals.

The Executive is requested to submit the reports to the Council, the Chair of the Gender Equity, Safe Communities and New Americans Committee (or successor committee) and the Director of Council Central Staff by July 1, 2020.

Background

In December 2015, the City Council established a Prisoner and Community Corrections Re-entry

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	21	A	1

Workgroup (sometimes referred to as the Seattle Reentry Workgroup) to coordinate and strengthen the City's efforts to assist the reentry process for people returning from incarceration (Resolution 31637). The Seattle Reentry Workgroup included representatives from community organizations, individuals living with criminal histories, as well as King County departmental staff (Public Defense and Community & Human Services) and City of Seattle staff (Seattle Municipal Court, City Council, Executive departments, and the City Attorney's Office).

As part of its mandate, the Seattle Reentry Workgroup was tasked with developing a set of policies, ordinances, strategies, or programs that the City can implement to facilitate reentry and remove unnecessary barriers to employment, housing, and other benefits. The Seattle Reentry Workgroup released its final report in October 2018. It contained a series of recommendations, including several related to increasing economic opportunity for individuals with criminal histories.

Responsible Council Committee(s):

Gender Equity, Safe Communities, New Americans & Education

Date Due to Council:

July 1, 2020



Legislation Text

File #: SLI CJ-22-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	22	A	1

Budget Action Title: Request that Executive departments study the feasibility of developing City master leasing options in response to Reentry Workgroup recommendations

Ongoing: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Carlos Lugo

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent (SLI) requests a report from the Executive addressing recommendations made by the Seattle Reentry Workgroup on increasing housing for those living with criminal histories. Specifically, this SLI requests that:

- (1) The Human Services Department (HSD) work with the Office of Housing (OH) and the Office of Planning and Community Development (OPCD) to study the feasibility of developing a City master leasing option, with a focus on the provision of housing for those experiencing re-entry; and
- (2) The Executive submit a report by July 01, 2020 on findings and recommendations to the Chair of the Gender Equity, Safe Communities and New Americans Committee (or successor committee) and the Director of Council Central Staff.

Background:

In December 2015, the City Council established a Prisoner and Community Corrections Re-entry Workgroup (sometimes referred to as the Seattle Reentry Workgroup) to coordinate and strengthen the City's efforts to assist the reentry process for people returning from incarceration (Resolution 31637). The Seattle Reentry Workgroup included representatives from community organizations, individuals living with criminal histories, as well as King County departmental staff (Public Defense and Community & Human Services) and City of Seattle staff (Seattle Municipal Court, City Council, Executive departments, and the City Attorney's Office).

As part of its mandate, the Seattle Reentry Workgroup was tasked with developing a set of policies, ordinances, strategies, or programs that the City can implement to facilitate reentry and remove unnecessary barriers to employment, housing, and other benefits. The Seattle Reentry Workgroup released its final report in October 2018. It contained a series of recommendations, including several related to increasing housing accessibility for individuals with criminal histories. Among the recommendations regarding housing, the Seattle Reentry Workgroup asked that the City "examine the

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	22	A	1

feasibility of developing City master leasing options from private landlords with a goal of increasing housing for individuals living with criminal history and/or those exiting from incarceration.”

Responsible Council Committee(s):

Gender Equity, Safe Communities, New Americans & Education

Date Due to Council:

July 1, 2019



Legislation Text

File #: SLI CJ-24-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	24	A	1

Budget Action Title: Request that LAW report on expanding prefiling diversion opportunities to those over age 25

Ongoing: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Carlos Lugo

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent (SLI) requests a report from the City Attorney's Office (LAW) addressing a recommendation made by the Seattle Reentry Workgroup on expanding prefiling diversion opportunities for individuals age 25 and older. Specifically, this SLI requests that LAW evaluate the staffing, costs, and additional resources that would be required to:

- (1) Expand the current young adult prefiling diversion program to serve individuals over the age of 25 while maintaining other eligibility criteria, such as type of crime; or
- (2) Create a new prefiling diversion program for individuals over the age of 25 with different criteria, such as expanding the type of eligible crimes.

LAW's report should include its recommendation on which option the City should pursue. The report shall be submitted to the Council, the Chair of the Gender Equity, Safe Communities and New Americans Committee (or successor committee), and the Director of Council Central Staff by May 15, 2020.

Background:

In December 2015, the City Council established a Prisoner and Community Corrections Re-entry Workgroup (sometimes referred to as the Seattle Reentry Workgroup) to coordinate and strengthen the City's efforts to assist the reentry process for people returning from incarceration (Resolution 31637). The Seattle Reentry Workgroup included representatives from community organizations, individuals living with criminal histories, as well as King County departmental staff (Public Defense and Community & Human Services) and City of Seattle staff (Seattle Municipal Court, City Council, Executive departments, and the City Attorney's Office).

As part of its mandate, the Seattle Reentry Workgroup was tasked with developing a set of policies, ordinances, strategies, or programs that the City can implement to facilitate reentry and remove unnecessary barriers to employment, housing, and other benefits. The Seattle Reentry Workgroup released its final report in October 2018.

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	24	A	1

Responsible Council Committee(s):

Gender Equity, Safe Communities, New Americans & Education

Date Due to Council:

May 15, 2020



Legislation Text

File #: SLI CJ-26-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	26	A	1

Budget Action Title: Request that SPD develop a reporting mechanism that accurately captures race data

Ongoing: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Carlos Lugo

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent (SLI) requests that the Seattle Police Department (SPD) work with the Seattle Municipal Court (SMC), and the City Attorney’s Office (LAW) to develop alternate reporting mechanisms that accurately capture race data and ethnicity, including but not limited to accurately capturing information on the Latinx community.

This SLI requests that SPD submit a report to the Council, the Chair of the Gender Equity, Safe Communities and New Americans Committee (or successor committee) and the Director of Council Central Staff by July 1, 2020. The report should include:

- (1) The evaluation of one or more alternative reporting mechanisms that are developed;
- (2) A recommendation for which alternative reporting mechanism should be used and an explanation of why; and
- (3) Any resources needed to implement the recommended approach.

Background:

In December 2015, the City Council established a Prisoner and Community Corrections Re-entry Workgroup (sometimes referred to as the Seattle Reentry Workgroup) to coordinate and strengthen the City’s efforts to assist the reentry process for people returning from incarceration (Resolution 31637). The Seattle Reentry Workgroup included representatives from community organizations, individuals living with criminal histories, as well as King County departmental staff (Public Defense and Community & Human Services) and City of Seattle staff (Seattle Municipal Court, City Council, Executive departments, and the City Attorney’s Office).

As part of its mandate, the Seattle Reentry Workgroup was tasked with developing a set of policies, ordinances, strategies, or programs that the City can implement to facilitate reentry and remove unnecessary barriers to employment, housing, and other benefits. The Seattle Reentry Workgroup

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
CJ	26	A	1

released its final report in October 2018. In its findings, the Workgroup stated that SPD officers do not consistently use the ethnicity field in the National Incident-Based Reporting System (NIBRS). This results in Latinx community members being labeled under racial categories such as White, Black, or Unknown. As this data is then used by SPD, SMC, and LAW, the current reporting mechanism does not allow for an accurate assessment how the criminal legal system impacts the Latinx community or whether the community is disproportionately represented in the system.

Responsible Council Committee(s):

Gender Equity, Safe Communities, New Americans & Education

Date Due to Council:

July 1, 2020



Legislation Text

File #: CBA CJ-61-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	61	A	1

Budget Action Title: Add \$124,000 one-time GF for sex industry workers diversion program and impose a proviso

Ongoing: No Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Lorena González

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$124,000	
Net Balance Effect	\$(124,000)	
Total Budget Balance Effect	\$(124,000)	

Budget Action Description:

This action allocates \$124,000 one-time GF to the Mayor’s Office of Domestic Violence/Sexual Assault (MODVSA) to contract with a provider organization to facilitate Sex Industry Workers Diversion classes. This contract would go to an organization with subject matter expertise such as Organization for Prostitution Survivors (OPS), Real Escape from the Sex Trade (REST), or Aurora Commons of YWCA.

The program would provide a post-booking diversion option for prostitution arrests consistent with the requirements in Seattle Municipal Code 12A.10.110. This diversion program was funded through the Sexual Exploitation Victims Service project from 2014 to 2018. Funding ended in 2018, in part due to a decrease in prostitution arrests. According to the Seattle Police Department, there has been an increase in prostitution arrests in 2019.

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	61	A	1

Consistent with the 2020 Endorsed Budget, there is no funding for the Sexual Exploitation Victims Service project in the 2020 Proposed Budget. This action would restore 13 percent of the 2018 contract funding of \$955,671.

This action adds the following proviso on the HSD budget:

"Of the appropriations in the 2020 budget for the Human Services Department, \$124,000 is appropriated solely for the sex industry workers diversion program and may be spent for no other purpose."

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add GF for sex industry workers diversion program		0	0	HSD - HS000	HSD - BO-HS-H4000 - Supporting Safe Communities	00100 - General Fund	2020	\$0	\$124,000



Legislation Text

File #: CBA CJ-62-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	62	A	1

Budget Action Title: Add \$522,600 ongoing GF for youth diversion and education programs

Ongoing: Yes Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Kshama Sawant

Council Members:

Staff Analyst: Amy Gore

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$522,600	
Net Balance Effect	\$(522,600)	
Total Budget Balance Effect	\$(522,600)	

Budget Action Description:

This action allocates \$522,600 ongoing GF to the Human Services Department (HSD) to contract with non-profit organizations to fund educational, community building, and youth diversion programs. The funding in this action is for three separate purposes as described below:

(1) This action allocates \$300,000 to HSD for a contract with a community-based organization such as Youth Consortium to fund youth diversion programming. The City of Seattle funded a \$25,000 contract with some member organizations of the Youth Consortium in the 2018 budget. Consistent with the 2020 Endorsed Budget, there was not funding included in the 2020 Proposed Budget for this purpose.

(2) This action allocates \$122,600 to HSD for a contract with a community-based organization such as Creative Justice to fund an arts-based alternative to secure detention for young people in Seattle. Creative Justice provides twice-weekly sessions over a three- to four-month period for youth referred to

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
CJ	62	A	1

the program. In that time period, youth work with a mentor on a unique project. In exchange for their work, Creative Justice youth receive community service credit and stipends that help pay court fines. Program participation is considered as mitigation in cases filed with King County Juvenile Court.

(3) This action allocates \$100,000 to HSD for a contract supporting youth outreach services with a community-based organization such as the Rainier Beach Action Coalition's Corner Greeters program. The program is a non-arrest crime reduction safety project that is led by community members. This project focuses on transforming spaces that are most prevalent for youth crime by employing youth from the neighborhood to create engaging events with food, music, and information about local resources.

The 2020 Proposed Budget includes \$1.8 million in GF for Youth Development and Education contracts. This action would increase the total to \$2.3 million, an increase of 29.5 percent.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add ongoing GF for youth diversion and education programs		0	0	HSD - HS000	HSD - BO-HS-H2000 - Preparing Youth for Success	00100 - General Fund	2020	\$0	\$522,600



Legislation Text

File #: CBA OED-1-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	1	A	1

Budget Action Title: Add \$150,000 GF (one-time) to OED to conduct an analysis of regional employment dependent on fossil fuels

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Mike O'Brien

Council Members:

Staff Analyst: Yolanda Ho

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$150,000	
Net Balance Effect	\$(150,000)	
Total Budget Balance Effect	\$(150,000)	

Budget Action Description:

This Budget Action adds \$150,000 GF (one-time) to the Office of Economic Development (OED) for a consultant study of employment dependent on fossil fuels in the Seattle metropolitan area. The Green New Deal for Seattle (Resolution 31895), adopted by Council in August 2019, established a goal of making Seattle climate pollution-free by 2030, and committed the City to ensuring a just transition for workers whose jobs currently depend on the fossil fuel industry. However, the City lacks data on how many jobs in the region currently depend on the fossil fuel industry, and it is not clear what resources or actions will be required to achieve a just transition.

The goals of the study are to: (1) understand the potential impact to workers as the City acts to reduce reliance on fossil fuels; (2) analyze where job growth is anticipated in clean energy and related industries; and (3) identify strategies for supporting small businesses and their workers as the City

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	1	A	1

transitions away from fossil fuels. This study should include, but not be limited to:

1. An analysis of jobs and wages of those directly employed by the fossil fuel industry as well as related industries, such as pipefitters, natural gas appliance businesses, and auto mechanics;
2. A forecast of regional job growth in clean energy and related industries;
3. Interviews and/or focus groups with key stakeholders, including labor unions, workforce training providers, and small business owners; and
4. Recommendations for strategies that the City and its partners can implement to: (a) ensure a just transition for workers, with a particular focus on how to equip workers with the necessary skills to move from jobs reliant on fossil fuels to jobs in the clean energy sector; (b) accelerate and expand job growth in the clean energy sector, if necessary; and (c) ensure that jobs created are family-wage jobs.

The report should be presented to the Sustainability and Transportation Committee, or successor committee, and submitted to the Council Central Staff Executive Director and the Green New Deal Oversight Board by June 30, 2020.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase GF support to fund fossil fuel employment study		0	0	OED - ED000	OED - BO-ED-X1D00 - Business Services	00100 - General Fund	2020	\$0	\$150,000



Legislation Text

File #: SLI OED-2-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
OED	2	A	1

Budget Action Title: Request that OED create strategies to connect developers with small businesses and service providers

Ongoing: Yes

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Yolanda Ho

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent requests that the Office of Economic Development (OED) collaborate with the Office of Housing (OH), Seattle Department of Construction and Inspections (SDCI), and the Office of Planning and Community Development to identify strategies and develop tools that will help connect building owners and developers with small businesses and service providers that are seeking commercial tenancies. This could include, but is not limited to: (1) developing a database of small businesses that are either at risk of displacement or have already been displaced, and an inventory of existing vacant commercial spaces and commercial space under development; (2) information on potential funding opportunities for commercial space, such as the Equitable Development Initiative, Seattle Preschool Program, and child care facilities program; and (3) information on permitting, leasing, licensing, and other applicable processes, rules and other requirements. SDCI and OH should provide these resources to all developers pursuing mixed-use residential projects (both affordable and market-rate) at pre-application meetings.

OED, SDCI, and OH should submit the materials and provide a progress report to the Housing, Health, Energy, and Workers' Rights Committee, or successor committee, and the Council Central Staff Executive Director by May 29, 2020.

Responsible Council Committee(s):

Housing, Health, Energy & Workers' Rights

Date Due to Council: May 29, 2020



Legislation Text

File #: CBA OED-4-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	4	A	1

Budget Action Title: Add \$170,000 GF (ongoing) to OED to support high road apprenticeships

Ongoing: Yes Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Yolanda Ho

Council Bill or Resolution:

Date	Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0								
	No	0								
	Abstain	0								
	Absent	0								

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$170,000	
Net Balance Effect	\$(170,000)	
Total Budget Balance Effect	\$(170,000)	

Budget Action Description:

This Budget Action adds \$170,000 GF (ongoing) to the Office of Economic Development (OED) to contract with a non-profit organization that has a history of partnering with municipal governments and businesses to develop career pathways, such as the Workforce Development Council of Seattle-King County (WDC), to support high road apprenticeships. These apprenticeships offer living wages, full benefits, flexibility, participative management, career advancement pathways, and a voice on the job. While OED and the WDC have invested in developing and promoting apprenticeship opportunities, neither has specifically focused on high road apprenticeships.

This action funds a high road apprenticeship coordinator within a non-profit organization dedicated to engaging with existing high road training programs and developing new programs. OED should collaborate with the selected non-profit organization and the MLK Labor to determine specific responsibilities for this new role.

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	4	A	1

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase GF support for high road apprenticeships		0	0	OED - ED000	OED - BO-ED-X1D00 - Business Services	00100 - General Fund	2020	\$0	\$170,000



Legislation Text

File #: CBA OED-5-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	5	A	1

Budget Action Title: Add \$50,000 GF (one-time) to OED to survey small businesses in the Central District

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Kshama Sawant

Council Members:

Staff Analyst: Yolanda Ho

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$50,000	
Net Balance Effect	\$(50,000)	
Total Budget Balance Effect	\$(50,000)	

Budget Action Description:

This Budget Action adds \$50,000 GF (one-time) to the Office of Economic Development (OED) to fund a survey of small businesses in the Central District by a community-based organization that has experience working with these businesses, such as the Central Area Chamber of Commerce. This survey should collect information, including but not limited to: business owner demographics; how long businesses have been in operation; number of employees; specific challenges businesses have experienced; feedback on the impacts of gentrification, displacement, and commercial rent increases; and recommendations for how the City can support small businesses, particularly those owned by historically marginalized people.

OED should provide a report on the survey results, the recommendations suggested by survey respondents, and what actions the City could take to address these findings to the Human Services, Equitable Development, and Renters Rights Committee, or successor committee, and the Council

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	5	A	1

Central Staff Executive Director by July 31, 2020.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase GF support for survey of small businesses in the Central District		0	0	OED - ED000	OED - BO-ED-X1D00 - Business Services	00100 - General Fund	2020	\$0	\$50,000



Legislation Text

File #: SLI OED-7-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
OED	7	A	1

Budget Action Title: Request that OED identify strategies and resources necessary to support workers during a recession

Ongoing: Yes

Primary Sponsor: Abel Pacheco

Council Members:

Staff Analyst: Yolanda Ho

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent requests that the Office of Economic Development (OED) assess the types of strategies and amount of funding that would be needed to support residents experiencing unemployment and underemployment in the event of a recession. This assessment should include, but not be limited to, the following: (1) examples of strategies that have effectively alleviated unemployment and underemployment in other cities similar to Seattle; (2) anticipated impacts of a recession on employment in Seattle, with a specific focus on populations that would be disproportionately impacted; (3) identification of existing programs that could be expanded and/or new programs that could be created to support job/entrepreneurial training and education as well as small business development, prioritizing programs that would assist those most vulnerable to the impacts of a recession; and (4) estimated costs of expanding or creating these programs.

OED should submit a report to the Civil Rights, Utilities, Economic Development, and Arts Committee, or successor committee, and the Council Central Staff Executive Director, by March 31, 2020.

Responsible Council Committee(s):

Civil Rights, Utilities, Economic Development & Arts

Date Due to Council: March 31, 2020



Legislation Text

File #: CBA OED-8-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	8	A	1

Budget Action Title: Add \$116,291 admissions tax (ongoing) to OED for 1.0 FTE Special Events Program Lead

Ongoing: Yes Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Yolanda Ho

Council Bill or Resolution:

Date	Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0								
	No	0								
	Abstain	0								
	Absent	0								

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$0	
Net Balance Effect	\$0	
Other Funds		
Arts and Culture Fund (12400)		
Revenues	\$0	
Expenditures	\$116,291	
Net Balance Effect	\$(116,291)	
Total Budget Balance Effect	\$(116,291)	

Budget Action Description:

This Budget Action adds \$116,291 in ongoing admissions tax revenue to the Office of Economic Development (OED) for a Special Events Program Lead (Strategic Advisor 1, exempt) to focus on managing special events program functions. Since 2012, management of the film and special events functions has been undertaken by a Film and Special Events Program Lead (1.0 FTE Strategic Advisor

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	8	A	1

1). OED has found this dual film and special events managerial role to be inadequate for each of the programs, with the position allocating about 85 percent of its time to special events and 15 percent to film. Separating the duties into two assignments gives OED greater staff capacity to focus on both the film industry as well as the special events industry.

The responsibility of the Special Events Program Lead position includes, but is not be limited to:

1. Overseeing coordination of over 500 special event permits annually;
2. Providing leadership to interdepartmental teams as an authoritative representative of OED and the Special Events Committee to achieve important City objectives related to the special event permitting program and services;
3. Influencing the restructuring and scope of the special event permitting processes;
4. Serving as a technical expert in special event production to provide direct economic, cultural, and community development impact to the City;
5. Assisting in the development of policies affecting the City's ability to fund and deliver permitting programs and services to drive economic, cultural, and community growth for Seattle;
6. Advising the OED Director, the Special Events Committee, and manager on policies which may involve long-term impacts to the City, City services, partners, or the public;
7. Providing policy direction related to the Creative Economy and Special Events, including representing the Special Events Office, and participating in or leading and interdepartmental team, task force, and other public or internal-facing groups or processes; and
8. Leading one administrative staff member in the day-to-day aspects of processing and approving permit applications, such as collecting payment for permits and events, issuing materials, receipts, and deposit returns.

The addition of this Special Events Program Lead allows OED to convert the existing Film and Special Events Program Lead to a Film and Music Program Lead. In addition to the film industry duties already assigned, the Film and Music Program Lead position should also include the following duties:

1. Dedicated permitting support for both film and music events;
2. Creating a system for alerting people who may be impacted by filming activities, such as an email or United States Postal Service mail program;
3. Creating City-issued identification badges for location scouting;
4. Providing assistance with obtaining Occupational Safety and Health Administration safety passports when required by federal law; and
5. Creating pre-approved signage and documentation communicating the planned timing for film shoots that may be posted in the vicinity of the filming location.

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	8	A	1

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Pocket Adjustments		0	0	OED - ED000	OED - BO-ED-X1D00 - Business Services	12400 - Arts and Culture Fund	2020	\$0	\$116,291
2	Pocket Adjustments	StratAdvsr1,Exempt	1	1	OED - ED000	OED - BO-ED-X1D00 - Business Services	12400 - Arts and Culture Fund	2020	\$0	\$0



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: CBA OED-9-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	9	A	1

Budget Action Title: Impose a proviso on funding for the Creative Industry Policy Advisor position in OED

Ongoing: Yes Has Budget Proviso: Yes

Has CIP Amendment: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Yolanda Ho

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Budget Action imposes the following budget proviso:

"None of the \$164,000 appropriated in the 2020 budget for the Creative Industry Policy Advisor (Strategic Advisor 2, exempt) in the Office of Economic Development's Business Services BSL may be spent until authorized by a future ordinance. It is anticipated that such authorization will not occur until the Chair of the Civil Rights, Utilities, Economic Development, and Arts Committee, or successor committee, receives and approves a report on how this position will support the diversity of workers in the Creative Industries sector, including those in the film and music industries."

Under the leadership of its new Director, OED will be implementing an Inclusive Economy Agenda, which centers racial equity in the office's core functions. Part of this initiative is OED's Creative Industry Cluster strategy, a new concept still under development. This position added in the 2020 Proposed Budget will report to the Creative Industry Director position that has not yet been filled, and is intended to support the implementation of OED's Creative Industry sector strategy with marketing, stakeholder management, and policy research and development. This proviso is intended to ensure that OED engages with film and music industry stakeholders as it develops the responsibilities for this new position and that the Creative Industry initiative prioritizes these industries.



Legislation Text

File #: SLI OED-10-A-1, **Version:** 1

2020 Seattle City Council Statement of Legislative Intent

Agenda

Tab	Action	Option	Version
OED	10	A	1

Budget Action Title: Request that OED provide recommendations regarding the creation of a film commission

Ongoing: Yes

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Yolanda Ho

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Statement of Legislative Intent:

This Statement of Legislative Intent requests that the Office of Economic Development (OED) provide recommendations regarding the creation of a film commission to serve as an independent advisory body to the City Council and Mayor on issues related to the film industry in Seattle. In the 2020 Proposed Budget, the resources previously located within the Office of Film and Music (OFM) will be repurposed to advance OED's new Creative Industry strategy. While the key functions of OFM, such as the permitting support for special events and filming, will remain unchanged, OED's broader strategy may result in a diminished focus on the film industry.

OED should determine if a film commission is necessary, and if so, describe the purpose of the commission, desired qualifications of commission members, and what resources would be needed to support the commission. To develop these recommendations, OED should consult with film industry stakeholders and the Office of Arts and Culture, as needed, and provide a report to the Civil Rights, Utilities, Economic Development, and Arts Committee, or successor committee, and the Council Central Staff Executive Director by March 2, 2020.

Responsible Council Committee(s):

Civil Rights, Utilities, Economic Development & Arts

Date Due to Council: March 2, 2020



Legislation Text

File #: CBA OED-11-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	11	A	1

Budget Action Title: Add \$150,000 GF (one-time) to OED to support small local manufacturers and producers

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Lisa Herbold

Council Members:

Staff Analyst: Yolanda Ho

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$150,000	
Net Balance Effect	\$(150,000)	
Total Budget Balance Effect	\$(150,000)	

Budget Action Description:

This Budget Action adds \$150,000 GF (one-time) to the Office of Economic Development (OED) to contract with an organization that promotes and supports small local manufacturers and producers, such as the Seattle Good Business Network. While OED supports Seattle's manufacturing industry generally, it does not currently have a focus on small-scale manufacturers. This organization will connect small manufacturers with technical and financial resources, and foster collaboration among businesses. Additionally, it will provide a support network for local makers from groups traditionally underrepresented in the small manufacturing industry, such as people of color and members of immigrant and refugee communities, and promote opportunities in urban manufacturing and entrepreneurship to youth from these groups. This funding will cover the costs of program administration and communication materials for outreach and engagement with small manufacturers and local makers.

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OED	11	A	1

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase GF support for assistance to small local manufacturers and producers		0	0	OED - ED000	OED - BO-ED-X1D00 - Business Services	00100 - General Fund	2020	\$0	\$150,000



Legislation Text

File #: CBA OED-19-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Review Complete

Tab	Action	Option	Version
OED	19	A	1

Budget Action Title: Add \$200,000 GF (one-time) to OED to support redevelopment of the Seattle Vocational Institute

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Yolanda Ho

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$200,000	
Net Balance Effect	\$(200,000)	
Total Budget Balance Effect	\$(200,000)	

Budget Action Description:

This Budget Action adds \$200,000 GF (one-time) to the Office of Economic Development (OED) to provide funding to the Central District Preservation and Development Authority (CD CPDA) for costs associated with the redevelopment of the Seattle Vocational Institute (SVI) building in the Central District.

As part of the 2019 Adopted and 2020 Endorsed Budgets, the Council adopted Green Sheet 13-4-B-1-2019, which added \$100,000 GF to Finance General to support a feasibility study for the proposed CD CPDA. The funds were used to match funding from the State of Washington and King County to conduct initial planning and outreach work for the CD CPDA that is expected to be completed at the end of December 2019. Earlier this year, the Washington State Legislature passed and the Governor signed House Bill 1918, establishing the CD CPDA.

2020 Seattle City Council Budget Action

Review Complete

Tab	Action	Option	Version
OED	19	A	1

The intended source of ongoing revenue for the CD CPDA is rental income from the building currently occupied by SVI, which is owned by Seattle Colleges. Title to the property will be transferred from Seattle Colleges to the CD CPDA following the appointment of its Board of Directors around the end of 2019. The CD CPDA is requesting \$21.5 million in capital construction funding from the State of Washington and \$2 million from King County for design, engineering, construction, and operating costs for an 18-month period before, during, and after construction. This funding will match and support these costs.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase GF support for Seattle Vocational Institute pre-development costs		0	0	OED - ED000	OED - BO-ED-X1D00 - Business Services	00100 - General Fund	2020	\$0	\$200,000



Legislation Text

File #: CBA OED-20-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Review Complete

Tab	Action	Option	Version
OED	20	A	1

Budget Action Title: Add \$50,000 GF (one-time) to OED to conduct outreach to businesses to improve OLS's investigative practices

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Yolanda Ho

Council Bill or Resolution:

Date	Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	0									
Yes	0									
No	0									
Abstain	0									
Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$50,000	
Net Balance Effect	\$(50,000)	
Total Budget Balance Effect	\$(50,000)	

Budget Action Description:

This Budget Action adds \$50,000 GF (one-time) to the Office of Economic Development (OED) to contract with a consultant to conduct a survey of businesses that have been investigated by the Office of Labor Standards (OLS). OLS is responsible for enforcement of labor standards for employees working within Seattle city limits. Since its formation as an Executive office in 2017, OLS has conducted investigations of about 600 employers and resolved over 400 of these cases. Resolution of these investigations can result in remedies to be paid to the City and workers, which totaled over \$2.1 million in 2018. As OLS begins enforcing an increasing number of labor laws, this survey is intended to help OLS modify their labor standards investigation process to increase transparency and foster more efficient ways to mediate and resolve good faith disputes between parties.

Information collected by the survey should include, but not be limited to: (1) general information about

2020 Seattle City Council Budget Action

Review Complete

Tab	Action	Option	Version
OED	20	A	1

each business, including demographics of the business owner(s), number of employees, type of business, length of time business has been in operation; (2) the type of information received from OLS throughout the investigative process, including an explanation of the investigation and appeal process, a description of evidence showing a violation and the OLS Director's method for determining monetary remedies (if applicable), and compliance assistance; (3) experience interacting with OLS investigators; (4) recommendations for improvements to the process, such as establishing an option for mediation.

OED should consult with OLS during development of the survey to ensure that the information collected is relevant to OLS's investigative practices and possible areas for improvement. The survey should be completed by May 1, 2020, and be used as the basis for OLS to develop improvements to its investigative practices and processes (see Council Budget Action OLS-1-A-1).

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Increase GF support to conduct survey of OLS investigative process		0	0	OED - ED000	OED - BO-ED-X1D00 - Business Services	00100 - General Fund	2020	\$0	\$50,000



Legislation Text

File #: CBA OLS-1-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OLS	1	A	1

Budget Action Title: Request OLS to provide report with recommendations for improving the labor standards investigation process

Ongoing: No Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Bruce Harrell

Council Members:

Staff Analyst: Karina Bull

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Budget Action Description:

This Statement of Legislative Intent requests the Office of Labor Standards (OLS) to submit a report with recommendations for modifying their labor standards investigation process to increase transparency and foster more efficient ways to mediate and resolve good faith disputes between parties. The Council requests the recommendations to address findings from an Office of Economic Development (OED) survey of businesses that have been subject to OLS investigations (see Council Budget Action OED-20-A-1); describe plans to resolve issues raised in the survey; provide a timeline for next steps; and identify any additional resources or legislation that may be necessary for implementation. The Council requests OLS to consult with OED in the development of recommendations for improving the labor standards investigation process and to submit a report to the Housing, Health, Energy and Workers' Rights Committee, or successor committee, by September 1, 2020.



Legislation Text

File #: CBA OLS-2-A-1, **Version:** 1

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OLS	2	A	1

Budget Action Title: Add \$1,000,000 GF (ongoing) to the Community Outreach and Education Fund (COEF), Business Outreach and Engagement Fund (BOEF), and OLS outreach

Ongoing: Yes Has Budget Proviso: No

Has CIP Amendment: No

Primary Sponsor: Teresa Mosqueda

Council Members:

Staff Analyst: Karina Bull

Council Bill or Resolution:

Date		Total	LH	BH	KS	AP	DJ	MO	SB	TM	LG
	Yes	0									
	No	0									
	Abstain	0									
	Absent	0									

Summary of Dollar Effect

See the following pages for detailed technical information

	2020 Increase (Decrease)	2021 Increase (Decrease)
General Fund		
General Fund Revenues	\$0	
General Fund Expenditures	\$0	
Net Balance Effect	\$0	
Other Funds		
Office of Labor Standards Fund (00190)		
Revenues	\$0	
Expenditures	\$1,000,000	
Net Balance Effect	\$(1,000,000)	
Total Budget Balance Effect	\$(1,000,000)	

Budget Action Description:

This Council Budget Action would add a total of \$1,000,000 GF (ongoing) to the Office of Labor Standards (OLS) for the Community and Outreach Education Fund (COEF), the Business Outreach and Education Fund (BOEF), and OLS outreach spending in 2020. The COEF and BOEF are programs that partner with community-based and business organizations to provide outreach, education, and technical

2020 Seattle City Council Budget Action

Agenda

Tab	Action	Option	Version
OLS	2	A	1

assistance to low-wage workers and small businesses. OLS also provides outreach including but not limited to posters, informational materials, mailers, trainings, and roll-out campaigns for new laws.

In the 2015 Adopted Budget, the Council appropriated \$1,000,000 for COEF spending as a two-year contract cycle; and in the 2016 Adopted Budget, the Council appropriated \$475,000 for BOEF spending as one-year contract cycle. In the 2017 Adopted Budget, the Council increased appropriations to \$1,500,000 per year for the COEF and to \$800,000 per year for the BOEF. Since then, the funding for these programs has not changed; and both the 2020 Endorsed Budget and the 2020 Proposed Budget include this same level of planned spending. The Council recently passed five new labor standards and the State passed additional worker protection laws.

This budget action would support contracted services and outreach projects that increase awareness and understanding of Seattle labor standards and recently passed state worker protection laws. Of the \$1,000,000, the Council intends that \$650,000 would be apportioned to the COEF, \$200,000 would be apportioned to the BOEF, and \$150,000 would be apportioned to OLS to support contract administration and additional outreach projects.

Consistent with the 2020 Endorsed Budget, the 2020 Proposed Budget includes \$2,300,000 combined for the COEF and BOEF (out of OLS' total proposed \$6.9 million of spending in 2020). With this budget action, the COEF, BOEF and OLS outreach would comprise \$3,300,000 of a total budget of \$7.9 million.

Budget Action Transactions

#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BSL	Fund	Year	Revenue Amount	Expenditure Amount
1	Add \$1,000,000 (GF) ongoing to the Community Outreach and Education Fund (COEF) and Business Outreach and Education Fund (BOEF)		0	0	OLS - LS000	OLS - BO-LS-1000 - Office of Labor Standards	00190 - Office of Labor Standards Fund	2020	\$0	\$1,000,000



Legislation Text

File #: CB 119671, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the Department of Parks and Recreation; establishing the 2019-2020 fee schedule for the use of park properties and other park and recreation facilities and services; and superseding previous park and recreation fee schedules.

WHEREAS, on November 19, 2018, the Seattle City Council approved Ordinance 125724, which established the 2019 fee schedule for the use of park properties and other park and recreation facilities and services, superseded previous park and recreation fee schedules, and amended Section 18.28.010 of the Seattle Municipal Code; and

WHEREAS, the City Council wishes to adopt a 2020 Seattle Parks and Recreation Fee Schedule effective January 1, 2020; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Effective January 1, 2020, the Superintendent of the Department of Parks and Recreation is authorized to charge the fees substantially in the form set forth in the “Seattle Parks and Recreation Fee Schedule,” attached as Attachment 1 to this ordinance. All prior Seattle Parks and Recreation fee schedules are superseded.

Section 2. The provisions of this ordinance and of Attachment 1 to this ordinance are declared to be separate and severable. If one or more of the provisions of this ordinance or of Attachment 1 shall be declared by any court of competent jurisdiction to be contrary to law, then such provision or provisions shall be null and void and severed from the rest of the ordinance or from Attachment 1, and all other provisions shall remain.

Section 3. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if

not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2019, and signed by me in open session in authentication of its passage this _____ day of _____, 2019.

President _____ of the City Council

Approved by me this _____ day of _____, 2019.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2019.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:
Attachment 1 - Seattle Parks and Recreation Fee Schedule: 2019 & 2020 Fees and Charges

**SEATTLE
PARKS AND RECREATION
FEE SCHEDULE**

2019 & 2020 Fees and Charges



**Seattle
Parks & Recreation**
healthy people healthy environment strong communities

**2019 RATES EFFECTIVE JANUARY 1, 2019
2020 RATES EFFECTIVE JANUARY 1, 2020**

ORDINANCE_____

ATTENTION: All fees include taxes where applicable, unless otherwise indicated. If additional taxes are assessed, fees may be increased by the amount of the tax. MasterCard, Visa and American Express credit cards are accepted at selected facilities as a form of payment for 2019 & 2020 Fees and Charges.

NOTE: Call (206) 684-4075 for additional information where phone numbers are not provided in this document. The Seattle Parks and Recreation website also provides complete fee information at <http://www.seattle.gov/parks>

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SEATTLE PARKS AND RECREATION FEES AND CHARGES

AUTHORITY AND GENERAL PROVISIONS

- **Authority**

Fees and charges are necessary to provide financial support to the Seattle Parks and Recreation (the Department) for the operation and maintenance of programs, facilities, and park grounds. The revenue generated by these fees constitutes only a portion of funds required for operating and maintaining the Park System. All fees collected from park and recreation activities and concessions are used exclusively for the Park System, as these funds are deposited in the Park and Recreation Fund, not the City General Fund. Fees and charges are proposed each year by the Department as a part of the annual budget process. Both the Mayor and City Council review and, by ordinance, authorize the Department to collect these fees and charges.

- **General Provisions**

The Superintendent of the Seattle Parks and Recreation is authorized to establish a fee for requested uses not included in this schedule, keeping the Mayor and the City Council advised thereof. The Superintendent of the Seattle Parks and Recreation is authorized, as provided in Seattle Municipal Code (SMC) Chapter 18.28, to waive or reduce any fees in this Schedule.

The Superintendent of the Seattle Parks and Recreation is authorized, as provided in SMC Chapter 18.28, to establish experimental rates, and to engage in special promotional and marketing activities to enhance Departmental programs. These include, but are not limited to, use of 2 for 1 coupons, 50% discount coupons and free admission days for children. Discounts for Senior Adults (age 65 and over) vary per program. These types of activities may occur at various Department facilities throughout the year.

The Superintendent of the Seattle Parks and Recreation is authorized, as provided in SMC Section 18.24.010, to operate for fee parking without recourse to commercial or private operators such parking lots under the Department's jurisdiction as are deemed desirable with the concurrence of the City Council by resolution as to location and fee schedule, consistent with provisions of RCW 35.86.010 and 35.86.040 which so permit such owner operation.

The Superintendent of the Seattle Parks and Recreation is authorized, as provided in SMC Chapters 18.04 and 18.28, to approve the free use of Department facilities by the Associated Recreation Council, recognized recreation advisory councils, and other organizations that are open to the public, that further Department goals and programs, and that apply any proceeds to Park and Recreation services.

In addition to the fees and charges identified herein, the user may be required to pay any additional Department costs resulting from such use, and to pay a reasonable portion of the City's costs for traffic control and police services when the user's event requires them. Cancellation of reservations for Parks and Recreation facilities or services may result in loss of payment or a service charge (see Appendix D). For further information, contact Seattle Parks and Recreation at (206) 684-4075.

Fees contained in this Fee Schedule shall not apply to permits issued pursuant to SMC Chapter 15.35 "Filming."

STAFFING FEES

Rentals are required to have at least one staff in attendance. If additional staff are required due to the nature of the event or the anticipated attendance, a fee of \$30.00 in 2020 will be multiplied by the number of staff required for the event. Additionally, staff rates increase 1½ times per hour on holidays.

Staffing fees are applicable at:

- Tateuchi Community Room
- Shoseian Tea House
- West Seattle Stadium
- Interbay Stadium
- Lower Woodland #1 Field, when using scoreboard
- Gymnasium rentals
- Boathouse, Bathhouse, Shelterhouse, and Pumphouse Rentals
- Magnuson Park (Event attendants)
- Park Area Ceremonies (Ceremony attendants) – Additional staff fees will be charged when wedding or ceremony is large and/or complex

ADMISSION FEES

QUICK CARDS

- **Seattle Parks and Recreation “Quick Cards”**

This reusable card features a barcode and photo of the participant. It allows fast, easy, self-service access to a variety of selected fee-based or free programs (recreational swims, fitness swims, weight room access, teen centers, etc.) at various facilities. This non-refundable, non-transferrable card can be reloaded, renewed, or added with new features/programs as desired or as they become available. There is a \$5.00 replacement fee for lost or stolen cards. For further information, call the Business Service Center at (206) 684-5177.

GOLF COURSES

- **Interbay, Jackson, Jefferson and West Seattle Golf Courses**

The Superintendent of the Seattle Parks and Recreation is authorized to establish all greens fees and all other golf facility or service fees (including, but not limited to, driving range, carts, cars, play cards, lessons, and room rentals) consistent with and subject to the contract entered into with Premier Golf Centers, LLC (Premier), as authorized by separate ordinance. Golf program fees will be prominently posted at all times in each clubhouse. Call the following for further information:

Interbay	(206) 285-2200
Jackson	(206) 363-4747
Jefferson	(206) 762-4513
West Seattle	(206) 935-5187

- **Green Lake Pitch & Putt**

Green Lake Pitch & Putt is operated through a concessions contract. Therefore, fees for participation at this facility are not governed by City Ordinance. You may contact Green Lake Pitch & Putt directly at (206) 632-2280, or the Business Resources Unit of the Seattle Parks and Recreation at (206) 684-8008, to obtain specific information related to this facility.

SEATTLE AQUARIUM

- **Aquarium Fees**

All admissions, services rendered or sales made to the public or otherwise at the Aquarium (including, but not limited to, admission fees, annual memberships, rentals, education program fees, and discounts/other programs) will be established by the Seattle Aquarium Society (“SEAS”), consistent with and subject to City Ordinance 123205 and Article 13 of the Seattle Aquarium Operations and Management Agreement. You may contact the Seattle Aquarium directly at (206) 386-4300 to obtain further information or by visiting their web page at “seattleaquarium.org”.

VOLUNTEER PARK CONSERVATORY

- **Weddings / Photography Permits**

Weddings and special ceremonies may be scheduled (see page 29) and/or Photography Permits (to be used outside of public hours) may be obtained (see page 33) through the Parks Event Scheduling unit by calling (206) 684-4081.

• **Admissions Fee**

2019	2020	<i>Note: Classroom sessions scheduled during open hours <u>must</u> be scheduled in advance. Contact the Conservatory for scheduling and fee information.</i>
\$4.00	\$4.00	Adult/Senior Admission Fee
\$2.00	\$2.00	Youth Admission Fee (6-17 years)
Free	Free	Children (0-5 years)

• **Annual Passes**

2019	2020	<i>Note: *A \$5.00 service fee will be retained by the “Friends of the Conservatory” group</i>
\$20.00*	\$20.00*	Individual Annual Pass
\$30.00*	\$30.00*	Family Annual Pass

• **Group Rates**

2019	2020	
\$25.00 per group	\$25.00 per group	Group rate for pre-registered educational K-12 groups of 25 students; includes up to 5 adults chaperoning the group
\$25.00 per group	\$25.00 per group	Group guided tours, limited to 20 persons per group

JAPANESE GARDEN (Arboretum)

• **Admission Fees**

2019	2020	
\$6.00	\$6.00	Adult Resident (18-64)
\$8.00	\$8.00	Adult Non-Resident (18-64)
\$4.00	\$4.00	Youth (6-17 years)
\$4.00	\$4.00	College/University students (with valid ID) Senior Adult (65 & over)
FREE	FREE	Children (0-5 years)

• **Public/Private School Group Rate for Grades K through 12**

Organized groups of children attending an educational institution with grades K through 12 are entitled to this group fee during the regular school year, if advance reservations are made (a minimum of two weeks’ notice is required for advanced reservations). Group rates are not extended to colleges, universities, or day-care facilities.

One responsible adult is required for every group of students, as indicated in the following ratios:

1:5 for grades K – 2 2:24 for grades 7 – 8
 1:10 for grades 3 – 6 1:24 for grades 9 - 12

2019	2020	
\$25.00	\$25.00	Group rate for pre-registered educational K-12 groups of 25 students; includes up to 5 adults chaperoning the group
\$12.50	\$12.50	Add for each additional group size of 1 to 12 students

• **Annual Pass**

Annual family/dual passes include unlimited admission, during regular operating hours, for all members of an immediate family living in the same household, defined as two adults (guardians) and their children. The Dual pass also allows a parent pass holder to bring an adult guest, when the second parent pass holder is not present. Individual, Student, and Photographer annual passes include unlimited admission, during regular operating hours, for the person whose name appears on the pass. ID may be required upon entry.

2019	2020	Annual passes are valid for 12 months from date of purchase
\$20.00	\$20.00	Annual Pass, Individual
\$30.00	\$30.00	Family/Dual Annual Pass
\$15.00	\$15.00	Annual Pass, Student (with current ID)
\$75.00	\$75.00	Annual Pass, Photographer

• **Guided Tours**

The Japanese Garden Advisory Council, in cooperation with Unit 86 of the Arboretum Foundation, provides sponsor-guided tours of the Garden. Fees are established by the Advisory Council and may be obtained by calling (206) 684-4725.

• **Meeting Rooms**

NOTE: Rentals of the Tateuchi Community Room and the Shoseian Tea House are located within and administered through the Seattle Japanese Garden. There are use restrictions due to the quiet contemplative nature of the garden as well culture considerations in the Tateuchi Community Room.

Rentals of the Tateuchi Community Room and the Shoseian Tea House do not include access to the garden; therefore, admission fees are required for garden access.

Tateuchi Community Room

2019	2020	
\$35.00	\$35.00	Small Room
\$75.00	\$75.00	Alcohol fee
\$500.00	\$500.00	Damage deposit for events with alcohol
\$250.00	\$250.00	Damage deposit for events without alcohol

Shoseian Tea House

The Shoseian Tea House is available for rent only to approved groups practiced in the way of tea. Groups must have a signed Use Agreement on file with the Parks Department.

Rentals will only be approved for tea ceremonies or classes. No other use is permitted.

2019	2020	
\$35.00	\$35.00	Small Room
\$500.00	\$500.00	Damage deposit for all events

AMY YEE TENNIS CENTER (Seattle Tennis Center)

SPECIAL NOTE to PARTICIPANTS: Residents may qualify for the resident fee listed below with proof of residency when booking courts or registering for programs. Persons not qualifying for residency will pay the non-resident fee listed.
Please contact Amy Yee Tennis Center at 684-4764 for further details.

• **Indoor Court Fees**

NOTE: Singles and Doubles court fees may be made available at half price for special group clinics, tournaments, or lessons for low-income youth and senior adults during off-peak times. These programs are to be determined by the Superintendent of Parks and Recreation.

2019	2020	Fee Type	Fees per each 1¼ hr court use
\$34.00	\$36.00	Resident	Singles
\$38.00	\$40.00	Non-Resident	
\$42.00	\$44.00	Resident	Doubles
\$48.00	\$50.00	Non-Resident	
\$32.00	\$34.00	Resident	Senior Adult/Special Populations Singles Indoor
\$36.00	\$38.00	Non-Resident	
\$40.00	\$42.00	Resident	Senior Adult/Special Populations Doubles Indoor
\$46.00	\$47.00	Non-Resident	
\$60.00	\$60.00	Resident	Telephone Reservation Card (annual) for indoor/outdoor courts
\$66.00	\$66.00	Non-Resident	
\$7.00	\$8.00	Resident / Non-Resident	Prorated Indoor court (15-minute intervals. Used when a court reservation for singles or doubles extends their court use for another 15-minutes.
\$20.00	\$20.00	Resident / Non-Resident	Family Drop-In Night (for a family of 4)
\$24.00	\$25.00	Resident / Non-Resident	Men’s Drop-In Fee

• **Outdoor Court Fees**

NOTE: Call (206) 684-4764 to make Amy Yee Tennis Center court reservations.

2019	2020	Fee Type	Fees per each 1 hour court use
\$13.00	\$10.00	Resident	Amy Yee Tennis Center Singles/Doubles
\$15.00	\$15.00	Non-Resident	
\$9.00	\$10.00	Resident / Non-Resident	Outdoor Courts throughout Seattle – Singles/Doubles
\$15.00	\$15.00	Resident / Non-Resident	Outdoor Private Lesson
\$60.00	\$60.00	Resident	Telephone Reservation Card (annual) for indoor/outdoor courts
\$66.00	\$66.00	Non-Resident	

• **USTA & Cup League Fees**

There is a per person fee for organized tennis leagues that have pre-booked court time for inter-club competition.

2019	2020	Fee Type	
\$115.00	\$115.00	All teams	USTA Annual Registration Fee (5 court format)
\$85.00	\$85.00	All teams	USTA Annual Registration Fee (3 court format)
\$14.00	\$14.00	All players	USTA League players, each (for a 90-minute match time)
\$12.00	\$12.00	All players	Cup League players, each (for a 75-minute match time)

• **Tennis Lessons**

Private/Semi-Private Lessons

2019	2020	Fee Type	
\$64/hour	\$64/hour	Resident	One person
\$72/hour	\$72/hour	Non-Resident	
\$70/hour	\$70/hour	Resident	Two people
\$77/hour	\$77/hour	Non-Resident	
\$82/hour	\$82/hour	Resident	Three people
\$90/hour	\$90/hour	Non-Resident	
\$88/hour	\$88/hour	Resident	Four people
\$97/hour	\$97/hour	Non-Resident	
\$98/hour	\$98/hour	Resident	Five People
\$108/hour	\$108/hour	Non-Resident	
\$15.00	\$15.00	Resident / Non-resident	Time extension for Private Lessons – per each 15-minute interval
\$17/ hour	\$17/ hour	Resident	Surcharge for lessons on City holidays
\$24/ hour	\$25/ hour	Non-Resident	

Adult Group Lessons

2019	2020	Fee Type	
\$81.00	\$84.00	Resident	Adult Groups, 6 weeks
\$90.00	\$93.00	Non-Resident	
\$104.00	\$106.00	Resident	Adult Camps, 2½ hrs per day for 4 days
\$114.00	\$116.00	Non-Resident	
\$24.00	\$25.00	Resident	Drill Night Drop-In per hour fee
\$25.00	\$26.00	Non-Resident	
\$37.00	\$38.00	Resident / Non-Resident	Camp Drop-In per day fee

\$24.00	\$25.00	Resident / Non-resident	One Class Drop-In fee, if space is available.
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Adult Play – Instructional Classes

2019	2020	Fee Type	Maximum of 5 people per Instructor
\$94.00	\$95.00	Resident	Per person fee, 6 weeks
\$103.00	\$104.00	Non-Resident	

Junior Group Lessons

2019	2020	Fee Type	Ages 8-17
\$60.00	\$61.00	Resident	Junior Group, 6 weeks
\$66.00	\$67.00	Non-Resident	
\$77.00	\$77.00	Resident	Junior Camp, 2½ hours per day for 4 days
\$84.75	\$84.75	Non-Resident	

Junior Development Program

2019	2020	Fee Type	
\$62.00	\$62.00	Resident	Junior Team Tennis/Young Guns, 6-week session (1 time/week)
\$68.25	\$68.25	Non-Resident	

Tiny Tots

2019	2020	Fee Type	
\$28.00	\$29.00	Resident	Beginning ages 4-5 (30 minutes for 6 weeks)
\$31.00	\$32.00	Non-Resident	
\$39.00	\$40.00	Resident	Beginning ages 6-7 (45 minutes for 6 weeks)
\$43.00	\$44.00	Non-Resident	
\$49.00	\$50.00	Resident	Advanced ages 6-7 (1 hour for 6 weeks)
\$54.00	\$55.00	Non-Resident	
\$57.00	\$57.00	Resident	Advanced ages 6-7 (1¼ hour for 6 weeks)
\$62.75	\$62.75	Non-Resident	

Competitive Flights

2019	2020	Fee Type	Adults (18 & older) & Senior Adults (65+)
\$62.00	\$62.00	Resident	Doubles (6 weeks)
\$68.50	\$68.50	Non-Resident	
\$81.00	\$84.00	Resident	Singles (6 weeks)
90.00	\$93.00	Non-Resident	
\$7.00	\$7.00	Resident	Flight substitute – per flight (one day @ 75 minutes)
\$7.75	\$7.75	Non-Resident	

Special Events, Equipment Rental, & Merchandise

2019	2020	Fee Type	
# of courts x court fee + 10%	# of courts x court fee + 10%	All groups	*Public Group (anyone from the general public can participate in outside-sponsored event)
# of courts x court fee + 20%	# of courts x court fee + 20%	All groups	*Private Group (participation is restricted by the organizers of the event)
\$18.00	\$18.00	Resident	One-day clinic fee, per person
\$19.75	\$19.75	Non-Resident	
\$14.00	\$14.00	All rentals	Ball machine rental: per court time (does not include court fee)
\$4.00	\$4.00	All rentals	Racket Rental, per use
Market Value	Market Value	All merchandise	All merchandise at AYTC is priced at Market value (merchandise varies by season)

*Private groups or schools may reserve 2-3 courts up to 90 days prior to start date.

Public Service Indoor Tennis Court Time

2019	2020	Fee Type	<i>Note: Rates are limited to court times established by the Senior Recreation Program Specialist.</i>
\$5.00	\$5.00	Resident	Senior fee (65+ yrs.), per person
\$5.50	\$5.50	Non-Resident	
Free	Free	All Juniors	Junior fee (under 18 years), per person

Advisory Council Tournament Fee

2019	2020	Fee Type	
\$8.50	\$9.50	Resident / Non-Resident	Advisory Council Tournament fee (<i>per player</i>)

SWIMMING POOLS

• **Recreation Swimming - Indoor and Outdoor Pools**

2019	2020	Fees include swim and/or shower use
\$4.00	\$4.25	Youth (ages 1-17 years)
\$6.00	\$6.25	Adult (ages 18 through 64 years)
\$4.00	\$4.25	Senior Adult (65 years & older) and Special Populations
\$3.00	\$3.25	Non-profit youth (ages 1-17 years) organizations (Advance approval through application required)
\$65.00	\$65.25	*Adult, 30-day unlimited entry pass for personal fitness and recreation swims
\$45.00	\$45.25	*Senior/Youth/Special Populations, 30-day unlimited entry pass for personal fitness and recreation swims
\$53.25	\$54.00	Discount Recreational Swim Card – 10 entry pass, Adult
\$36.50	\$37.00	Discount Recreational Swim Card – 10 entry pass, Senior/Yth/SP
\$2.25	\$2.50	Special Discount Recreation Swim Pricing (all ages) – discount single entry pricing for these specific programs: 1) Promotional Recreation Swim Fee – <i>available for low participation swims, as designated by the Department.</i> 2) Community Connection Swim – <i>available for swims designated by the Department to serve underserved population.</i>
FREE	FREE	Low Income Recreation Swim – <i>for those who apply in advance through established scholarship application process and meet low income eligibility standards.</i>
FREE	FREE	Children under one year of age (must be accompanied by adult)

NOTE: *No adjustment for holidays and/or closures. A Pass is issued to a single individual and may be used at all swimming pools; however, they are non-refundable and non-transferable. (See page 2 for more information on “Quick Cards”)

• **Fitness - Indoor and Outdoor Pools**

2019	2020	
\$6.50	\$6.75	Fitness, ages 18-64 years – per instructed lesson (Including Hydrofit, Masters, and Water Exercise)
\$4.50	\$4.75	Fitness, ages 65 and over, Youth, and Special Populations – per class
FREE	FREE	Low Income Fitness Swim – <i>for those who apply in advance through established scholarship application process and meet low income eligibility standards.</i>
\$58.50	\$59.00	Discount Fitness Swim Card – 10 entry pass, Adult
\$36.75	\$37.00	Discount Fitness Swim Card – 10 entry pass, Senior/Yth/SP

• **Swimming Instruction – Indoor and Outdoor Pools**

2019	2020	
\$8.00	\$8.00	Group Lesson, youth age 6+, tiny tot, adult, or “Guard Start” program– per ½ hr lesson with minimum of 4 students
\$4.00	\$4.00	Group Lesson, youth age 6+, tiny tot, adult, or “Guard Start” low income rate – per ½ hr lesson with minimum of 4 students (Income verification will be required.)
\$14.00	\$14.00	3 yr old Group Lessons – per ½ hr lesson with 3 student class size
\$7.00	\$7.00	3 yr old Group Lessons low income rate – per ½ hr lesson with 3 student class size (Income verification will be required.)
\$10.00	\$10.00	Group Lesson, Kinders age 4 & 5 – per ½ hr lesson with 4-6 student class size
\$5.00	\$5.00	Group Lesson, Kinders age 4 & 5, low income rate – per ½ hr lesson with 4-6 student class size (Income verification will be required.)
\$157.50	\$157.75	Summer Swim League (Ages 7-18) includes a team T-shirt
\$78.75	\$79.00	Summer Swim League (low income families) includes a team T-shirt
\$41.75	\$42.00	Personal Instruction – one on one (30-minute lesson) <i>Note: \$5.00 Personal Instruction DISCOUNT for same day registration and instruction as space is available</i>
\$36.00	\$36.25	Personal Instruction low income rate – 1 on 1 (30-minute lesson)
\$14.00	\$14.25	Personal Instruction – each additional person in a class

• **Special Aquatic Safety Courses – Indoor and Outdoor Pools**

2019	2020	Minimum class size is 6 students
\$40.00 to \$300.00	\$40.00 to \$300.00	A variety of Red Cross water safety courses, including Lifeguard Training, First Aid, CPR, Water Safety Instructor and others. Prices and course titles correspond to curriculum requirements and operating expenses to offer these programs. Prices include pool admission and instruction only.

• **Aquatic Facility Rental Fees**

General Swimming Pool Rentals (other than Competitive Sports)

2019	2020	
\$30.00	\$30.25	Non-refundable booking fee required for all rentals in addition to hourly rates.
\$200.00	\$200.00	Damage deposit for all rentals where equipment is brought into the facility.
\$31.00	\$31.00	Hourly lifeguard staff costs (per lifeguard), in addition to pool rental fee (staff rates increase 1½ times per hour on holidays)

\$94.50	\$94.75	Indoor pool or half of Rainier Beach Pool (either the lap pool or the leisure pool) rental cost per hour when pool is scheduled to be closed to the public, plus staff costs. <i>Calculation for a per lane rental rate when entire pool is used = dividing the cost per hour by the number of lanes and rounding up to the next whole dollar.</i>
\$47.25	\$47.50	Hourly indoor pool rate for shallow end only in bulkhead pools when deep end is in use. This fee applies to Madison and Medgar Evers aquatic facilities.
\$315.00	\$315.25	Indoor Pool rental, per hour, when pool is scheduled to be open to the public, plus staff costs
\$147.00	\$147.25	Colman Pool rental, per hour, plus staff costs (exclusive use) <i>Note: Colman Pool is an 8 lane, 50-meter pool with a slide</i>
\$157.50	\$157.75	Mounger Pool or Rainier Beach Pool rental, per hour, plus staff costs (exclusive use, including all pools & slide)

Swimming Pools – Competitive Sports Rentals

2019	2020	(see notes on following page for more information)
\$30.00	\$30.25	Non-refundable booking fee required for all rentals in addition to hourly rates.
\$200.00	\$200.00	Damage deposit for all rentals where equipment is brought into the facility.
\$31.00	\$31.00	Hourly lifeguard staff costs (per lifeguard), in addition to pool rental fee (staff rates increase 1½ times per hour on holidays)
\$89.25	\$89.50	Beginning Swim Team for youth – introductory beginning level, per hour for all lanes, offered at a reduced price to encourage use by new youth competitive sports programs. <i>Pricing offered on a quarterly basis at which time swimmers advance to standard rates.^A</i>
\$115.50	\$115.75	Indoor competitive sports rental (between 6am-8pm) cost per hour when pool is scheduled to be closed to the public, plus staff costs. ^{A,B}
\$57.75	\$58.00	Hourly indoor competitive sports (between 6am-8pm) rate for shallow end only in bulkhead pools when deep end is in use, plus staff costs. This fee applies to Madison and Medgar Evers aquatic facilities. ^B
\$105.00	\$105.25	Indoor competitive sports rental (between 8pm-6am) cost per hour when pool is scheduled to be closed to the public, plus staff costs. ^{A,B}
\$49.00	\$49.25	Hourly indoor competitive sports (between 8pm-6am) rate for shallow end only in bulkhead pools when deep end is in use, plus staff costs. This fee applies to Madison and Medgar Evers aquatic facilities. ^B
\$231.00	\$231.25	Indoor pool competitive sports rental or Swim Meet, per hour, when pool is scheduled to be open to the public, plus staff costs. ^B

\$200.00	\$200.25	Colman Pool competitive sports rental, per hour, plus staff costs (exclusive use) Note: Colman Pool is an 8 lane, 50-meter pool with a slide. ^B
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^A NOTE: Calculation for a “per lane” rental rate when entire pool is used = dividing the cost per hour by the number of lanes and rounding up to the next whole dollar.

^B NOTE: “Competitive sports” rates apply to swim teams, masters, and water polo.

NOTE: Individuals and groups desiring to use swimming pools will be expected to pay the cost of staffing in addition to program rates established. Staff rates increase 1½ times per hour on holidays.

NOTE: Rates also apply to Metro or King County League swim meets for events that do not include a Seattle Public School. Events that include a team from a Seattle Public School are covered under the Joint Use Agreement and are not charged a swim meet fee. Staff fees are additional (staff rates increase 1½ times per hour on holidays).

NOTE: There is an hourly flat-rate charge for competitive meets, with no additional percentage charges for the event (no percentage collected for entry fees and heat sheet sales).

NOTE: Swim meet entry fees and sale of heat sheets are included in base fee for each event.

NOTE: Permit Application Fee as established in **Use Permits** section of Fees and Charges ordinance will apply plus 10% of gross revenue for **all Admissions and Swim Meet Concessions** (food/drink, t-shirts, goggles, etc). Additional insurance and/or permits may be required.

NOTE: Deck or lobby rentals priced as small room under Class C room rentals.

NOTE: Bulkhead pool rentals during public hours are limited to lap pool or shallow pool, not both, unless specific fees are charged.

Timing System Rental

2019	2020	
\$400.00	\$400.00	Minimum 4-hour use
\$100.00	\$100.00	Each additional hour
\$31.00/hr	\$31.00/hr	Additional staff charge for delivery, set up, operation and clean-up (staff rates increase 1½ times per hour on holidays).

Note: The timing system is available for rentals at most Seattle Parks and Recreation swimming pools. Some limitations may apply.

Special Use Fees

2019	2020	
10% of gross sales on Parks property	10% of gross sales on Parks property	If, in the course of the activity/event, charges are levied for admission, sales, concessions, or entry fees, the user will be subject to a minimum charge of 10% of the gross receipts.
\$1.00	\$1.00	Water Slide Use Fee per person for recreation swims over one hour in length; no charge if one hour or less.
\$2.00 – 50.00	\$2.00 – 50.00	Supplemental Special Event fee (indoor or outdoor), depending on event, such as open water swim, dive-in movies, jazz night, etc.

\$15.00	\$15.00	Dog Swim Special Event – <i>scheduled immediately prior to preventative maintenance closure. Limited to dogs only in the pool. No charge for spectators.</i>
\$0.25	\$0.25	Coin Operated Locker
\$0.50	\$0.50	Towel use, each
Market Value	Market Value	All merchandise sold at Mounger Pool will be at market value. Merchandise may vary throughout the season. NOTE: While this is a “City fee” at Mounger Pool, this fee is collected by the Associated Recreation Council at all other pools.

Special Provisions

Colman and Mounger Pools:

Admission fees to these facilities are charged to all persons entering pool area, even if not swimming (except parents watching children in lesson programs). Use of the pools, decks and picnic areas is part of the overall recreation opportunity; pool capacity is based on use of this area.

- **Special Programs**

Super Deluxe Birthday Party Package

A complete birthday party package at pools includes one-hour shared use in a section or portion of the pool, a one-hour party immediately following your water time in a designated party space (room, deck, or lobby), lifeguards, one pre-packaged juice, paper products and party goodie bags for each enrolled child. (Food items not included.) NOTE: Booking Fee does not apply to this program when operated during public business hours, and is not for exclusive use nor rental). Maximum party size is 20 children and 20 adults. Adults are included in the party package without charge as spectators and/or as in-water assistants for children who are weak swimmers, under height, or below age requirement. Adult in charge of party is responsible for all clean-up of party areas at the end of the program.

2019	2020	
\$273.00	\$273.25	Minimum package fee – for a party of 10 children
\$13.00	\$13.25	Additional fee – per child

Wading Pool Rental

2019	2020	
\$500.00	\$500.00	Minimum 4 hours of operation (includes 5½ staff hours)
\$50.00	\$50.00	Each additional hour

Wading pool rentals are only available at sites scheduled for summer use. All wading pool operating time under this rental rate is available for public use; no exclusive rental use is allowed.

Aquatic Special Events

V1a

NOTE: This category is for special events that result in the cancellation of scheduled programs or closure of a small craft center, swimming beach, or other public program. This fee is in addition to other fees.

2019	2020	
\$300.00	\$300.00	Special events, per day

ATHLETIC FACILITIES

NOTE: The 2019 fees below are effective July 1, 2019. The 2020 fees below are effective January 1, 2020. See Appendix C for the Athletics Field Inventory.

• **West Seattle Stadium and Interbay Stadium Usage Fees**

2019	2020	
10% of gross revenues	10% of gross revenues	Admissions/Sales. This includes admissions or donations, and excludes entry fees.
\$77.00/ hr	\$79.00/ hr	Athletic Stadium Games, Meets and Events *
\$57.50/hr	\$58.75/hr	Practice Fee** adult and youth practices
\$15.00/ hr	\$15.00/ hr	West Seattle Stadium only – youth fee
\$15.00/ hr	\$15.00/ hr	Rental of the West fenced Field Event area for shotput, discus, hammer throw, long jump and javelin only (West Seattle Stadium only); users must also pay staff fee.
\$30.75/ hr	\$31.50/ hr	Light Fee - this fee is charged for all uses requiring lights.

*Event fees are charged for adult and youth special events, games and meets. West Seattle Stadium fee provides exclusive use of the facility and includes use of equipment, the press box and PA system, ticket booth, locker rooms and grandstands. Interbay Stadium fee provides exclusive use of the facility and includes use of equipment, the press box, locker rooms and grandstands. A staff person is required to be in attendance, and the staff fee must be paid in addition to the use fee. This fee does not include Lights or 10% charge on all admissions/sales.

** Practice Fees provide use of the facility and includes use of equipment, the press box and PA system, ticket booth, locker rooms and grandstands. A staff person is required to be in attendance and the staff fee must be paid in addition to the use fee. This fee does not include lights or the ten percent (10%) charge on all admissions/sales. Facility use may not be exclusive – multiple users’ activities will be organized through the Seattle Parks and Recreation scheduling office.

NOTES for Department Sponsored Activities:

- o See following page for synthetic and non-synthetic field fees for practices/games.
- o All rentals are a minimum of one hour.
- o Additional staff may be required due to nature of event and anticipated attendance.
- o A damage deposit may be charged depending on nature of event and anticipated attendance.

- **Adult Sports Fees**

The 2018 fees remain effective through June 30, 2019. The 2019 fees below are effective July 1, 2018. The 2020 fees below are effective January 1, 2020.

2019	2020	
\$25.00	\$25.00	Indoor Sports League Fee, per hour
\$30.00	\$30.00	Adult Sports Team Administration fee/team
\$79.00	\$81.00	Adult Outdoor Use, per hour – synthetic field
\$58.50	\$60.00	Adult Outdoor Use, per hour – non-synthetic field
\$30.75/ hr	\$31.50/ hr	Outdoor Field Lighting Fee, per hour

- **Youth Sports Fees**

The 2018 fees remain effective through June 30, 2019. The 2019 fees below are effective July 1, 2019. The 2020 fees below are effective January 1, 2020.

2019	2020	
\$15.50	\$16.00	Youth Outdoor Use, per hour – synthetic field
\$10.25	\$10.50	Youth Outdoor Use, per hour – non-synthetic field
\$79.00	\$81.00	Private School Outdoor Use, per hour – synthetic field
\$58.50	\$60.00	Private School Outdoor Use, per hour – non-synthetic field
\$79.00	\$81.00	Outdoor youth Sports Camps, per hour – all field surfaces
\$30.75	\$31.50	Outdoor Field Lighting Fee, per hour

- **Sports Organizations’ Use Permits**

Sports organizations’ events, such as jamborees and tournaments, shall be subject to regular Use Permit charges. *See permit fee details on pages 31-33.*

- **Seattle Parks and Recreation Outdoor Tennis Courts**

Where a participant entry fee for tournaments or a fee for lessons is charged, 10% of gross receipts are to be paid to the Department in addition to the charges noted below. All persons who instruct tennis for a fee on Department courts must schedule according to court availability with the Scheduling Office, obtain the appropriate permit and pay the required fees. They must also successfully complete the Department’s Tennis Instructor’s Certification program and show proof of certification before a permit will be issued.

Tennis Reservations (4 or less players)

2019	2020	Scheduled based on availability.
\$8.00	\$8.00	1 hour, court rental, Adult play
\$13.00	\$13.00	1 hour, court rental, Private School
\$6.00	\$6.00	1 hour, court rental, Youth play

NOTE: *See “Amy Yee Tennis Center” on page 6 for Indoor Tennis fee rates.*

- **Outdoor Volleyball Courts**

We ran a successful pilot program beginning in 2017. The pilot moved scheduling of the San volleyball courts as a group to individual court rentals. This provided additional users a chance to book a court if organizations are not using every court for their program. We received positive feedback and are consistent with scheduling tennis courts. Fee is being adopted in the 2019-2020 Fees and Charges Schedule. Per hour court fees (7 courts at Alki Beach, 4 courts at Golden Gardens Beach) for adults and youth.

Outdoor Volleyball Reservations

2019	2020	Scheduled based on availability.
\$8.00	\$8.00	1 hour, court rental, Adult play
\$8.00	\$8.00	1 hour, court rental, Private School

Facility Rentals

COMMUNITY MEETING ROOMS AND GYMNASIUMS

- Locations and Sizes**

The Department charges rental fees (according to the classifications of usage) for the use of social/meeting rooms and/or kitchens and/or gymnasiums at: *(see Appendix A for a listing of facility telephone numbers)*

Community Centers

	Meeting Room(s)			Kitchen		Gym	
	Small	Medium	Large	Small	Large	Sm/Half	Large
Alki	x	x	x	x			
Ballard	x	x	x	x		x	x
Bitter Lake	x	x	x		x	x	x
Bitter Lake Annex				x		x	
Delridge		x	x		x	x	x
Garfield	x	x	x		x	x	x
Garfield Teen Life Center	x	x		x		x	
Green Lake		x		x			x
Hiawatha	x	x	x	x			x
High Point	x	x	x	x			x
International District/Chinatown	x	x	x		x	x	x
Jefferson		x	x		x	x	x
Laurelhurst	x	x	x		x		
Loyal Heights	x		x	x		x	x
Magnolia		x	x	x			x
Magnuson		x					x
Meadowbrook	x	x	x		x	x	x
Meadowbrook Annex				x		x	
Miller	x	x	x	x	x		x
Miller Annex		x		x		x	
Montlake	x	x	x		x		x
Northgate	x	x	x		x	x	x
Queen Anne	x	x	x	x	x		x
Rainier	x	x	x		x		(2)
Rainier Beach	x	x	x		x	x	x
Ravenna Eckstein		x		x			x
South Park	x	x	x	x		x	
Van Asselt	x	x	x		x	x	
Yesler	x	x	x		x	x	x

Environmental Learning Centers

	Meeting Room(s)			Kitchen		Gym	
	Small	Medium	Large	Small	Large	Small	Large
Camp Long	X	X		X			
Carkeek Park		X					
Discovery Park	X	X		X			

Small Craft and Rowing & Sailing Centers

(See Appendix for telephone numbers)	Meeting Room(s)			Kitchen		Gym	
	Small	Medium	Large	Small	Large	Small	Large
Green Lake	X						
Mt Baker	X		X	X			

Specialized & Other Facilities

(See Appendix for telephone numbers)	Meeting Room(s)			Kitchen		Gym	
	Small	Medium	Large	Small	Large	Small	Large
Shelter houses, Bathhouses, and Lawn Bowling Clubs.	X	X	X				
Southwest Teen Life Center	X	X			X		X
Garfield Teen Life Center	X			X		X	
Meadowbrook Teen Life Center	X			X		X	

Meeting room and gymnasium space is available only during times Department and Advisory Council programs are not scheduled. Uses are determined by classification A or C as defined below:

Class A Use: Non-Commercial Use, for the general public, scheduled during operating hours. No admission fee, vendor fee and/or donation is requested or received.

Class A use is reserved for advertised, non-commercial, public events/meetings that are for the general public and are scheduled during hours of operation. (If scheduled outside normal facility operating hours, see Class C use.)

Class C Use: All other rentals and Class A rentals scheduled outside of regular operating hours

NOTE: An event will be considered advertised if it has been announced in the local paper, through mass mailing, radio or social media announcements, posters throughout the community, posted in or distributed through the community center

• **Hourly Room and Gymnasium Rental Fees**

NOTE: A non-refundable \$30.00 in 2019 and \$30.25 in 2020 booking fee per site is required for ALL rentals in addition to the hourly rates. An additional charge is required for staff and the use of certain types of equipment, subject to availability at the facility. (See page 19 for definitions of “Class A” & “Class C”)

Rooms

Class A 2019	Class A 2020	Class C 2019	Class C 2020	
\$21.00	21.25	\$42.00	\$42.25	Small Rooms (1-400 square feet), per hr
\$27.00	\$27.25	\$54.00	\$54.25	Medium Rooms (401-1,500 square feet), per hr
\$36.00	\$36.25	\$72.00	\$72.25	Large Rooms (1,500+ square feet), per hr
\$15.00	\$15.25	\$30.00	\$30.25	Small Kitchen ^A (minimum of 2 hours), per hr
\$28.80	\$29.00	\$57.60	\$58.00	Large Kitchen ^A (minimum of 2 hours), per hr
10% of gross sales on Parks property	If, in the course of the activity/event, charges are levied for admission, sales, concessions, or entry fees, the user will be subject to a minimum charge of 10% of the gross receipts.			
N/A	N/A	\$75.00	\$75.00	Additional fee for events with ALCOHOL (insurance also required) ^B
\$250.00	\$250.00	\$250.00	\$250.00	Refundable rental and cleaning deposit (no alcohol)
N/A	N/A	\$500.00	\$500.00	Refundable damage deposit for events with ALCOHOL ^B
\$25.00 - \$250.00	\$25.00 - \$250.00	\$25.00 - \$250.00	\$25.00 - \$250.00	A non-refundable per hour maintenance fee may be charged and collected prior to the event as determined based upon event size and type.

^A Kitchens are not available for commercial use unless used in conjunction with a scheduled community special event held on a park site.

^B Insurance is required for all events with alcohol. Events with alcohol cannot be held during regular facility operating hours. Alcohol at approved events must remain in the facility.

Gymnasiums

Class A 2019	Class A 2020	Class C 2019	Class C 2020	Staff costs are additional (staff rates increase 1½ times per hour on holidays)
\$18.00	\$18.25	\$36.00	\$36.25	Small gym, Athletic use, per hr
\$39.00	\$39.25	\$75.00	\$75.25	Small gym, Non-Athletic use, per hr
\$24.00	\$24.25	\$48.00	\$48.25	Large gym, Athletic use, per hr
\$66.00	\$66.25	\$132.00	\$132.25	Large gym, Non-Athletic use, per hr

ENVIRONMENTAL LEARNING CENTERS

- **Group-Guided Nature Walks**

NOTE: Group-Guided Nature Walks may be conducted in cooperation with Environmental Learning Center Advisory Councils. Fees are established by the Advisory Council and may be obtained by calling the specific facility of interest (*see Appendix A for facility telephone numbers*).

- **Camp Long**

Group Day Use Booking Fee

NOTE: This reservation is for fire ring or rock/glacier reservations. Rock/glacier reservations require risk management review. Group Day Use is restricted to a maximum number of 250 participants. Schurman Rock, Glacier slab, and Fire Ring fees are non-refundable.

2019	2020	
\$8.00	\$8.00	Schurman Rock, Glacier slab, per hour (minimum 4 hrs), Group size 1-20 (insurance also required)
\$10.00	\$10.00	Fire Ring, per hour (minimum 4 hrs), Group size 1-50
\$11.00	\$11.00	Fire Ring, per hour (minimum 4 hrs), Group size 51-100
\$12.00	\$12.00	Fire Ring, per hour (minimum 4 hrs), Group size 101-150
\$14.00	\$14.00	Fire Ring, per hour (minimum 4 hrs), Group size 151-200
\$18.00	\$18.00	Fire Ring, per hour (minimum 4 hrs), Group size 201-250
\$50.00	\$50.00	Refundable damage/cleaning deposit

Cabin Rentals

NOTE: Overnight use of Cabins is restricted to a maximum number of 120 participants (i.e., 10 cabins @ 12 per cabin). Cabin fees are non-refundable.

2019	2020	
\$50.00	\$50.00	Per night, per cabin (maximum of 12 persons per cabin)
\$50.00	\$50.00	Refundable damage deposit per cabin
\$25.00	\$25.00	Per hour for “exclusive use” of Kitchen [^]

Meeting Rooms

NOTE: A non-refundable \$30.00 in 2019 and \$30.25 in 2020 booking fee per site is required for ALL rentals in addition to the hourly rates. An additional charge is required for staff and the use of certain types of equipment, subject to availability at the facility. “*Additional Fees for Meeting Rooms*” (*below*) may apply.

2019	2020	
\$54.00	\$54.25	Main Hall, per hour
\$42.00	\$42.25	Wonder Lab, per hour
\$42.00	\$42.25	Patio area, per hour (<i>also available at Discovery Park</i>)
\$30.00	\$30.25	Kitchen [^] , per hour

[^] Kitchens are not available for commercial use unless used in conjunction with a scheduled community special event held on the park site.

Additional Fees for Meeting Rooms at Camp Long

2019	2020	
\$30.00	\$30.25	Booking fee
\$75.00	\$75.00	Alcohol fee (insurance also required)
\$25.00 - \$250.00	\$25.00 - \$250.00	A non-refundable per hour maintenance fee may be charged and collected prior to the event as determined based upon event size, number of participants and anticipated labor required for maintenance and cleaning for the activity.
\$500.00	\$500.00	Damage deposit with alcohol at event
\$250.00	\$250.00	Damage deposit without alcohol at event

Picnic Shelters

2019	2020	Rates are applied the same as other shelter and picnic fees <i>(see page 29 for details) – Picnic shelter fees are non-refundable. See page 30 for Day Camp rates.</i>
\$80.00	\$80.00	West Shelter – per day rate (tables included)
\$90.00	\$90.00	East Shelter – per day rate (tables included)

Challenge Course

2019	2020	NOTE: Challenge Course is for groups ONLY
\$150.00	\$150.00	Portable Challenge Facilitator, up to 2 hours, with contractual agreement
\$125.00	\$125.00	Half-day facility rental (per 15 youth participants) ^{A,B}
\$250.00	\$250.00	Full-day facility rental (per 15 youth participants) ^{A,B}
\$62.50	\$62.50	Half-day reduced rate on challenge course facility rental fee for qualifying groups serving low-income youth. ^A
\$125.00	\$125.00	Full-day reduced rate on challenge course facility rental fee for qualifying groups serving low-income youth. ^A
\$175.00	\$175.00	Per Facilitator, half day, with contractual agreement
\$35.00	\$35.00	Corporate Groups (per person)
\$80.00	\$80.00	Facilitator Training Program (per day) ^B

^AScholarships may be awarded to non-profit groups that can meet guidelines (as funds allow).

^BParticipants who are current members of WSU-4H sponsored groups will receive a 60% discount on Challenge Course fees.

Adventure/Activity Camps

2019	2020	NOTE: For middle to high school age youth
\$350.00	\$350.00	5-day camp, per person

Play & Zip

2019	2020	
\$30.00	\$30.00	Drop-in Program, per person (ages 14 and up)

- **Discovery Park & Carkeek Park**

Visitor’s Center & Room Rentals: See “Community Meeting Rooms and Gymnasiums” section for further explanation of classification determinations and room rental information.

SPECIAL AMENITY FACILITIES

• **Boathouse, Bathhouse, Shelterhouse, and Pumphouse Rentals**

A non-refundable \$30.00 in 2019 and \$30.25 in 2020 booking fee is required for ALL rentals in addition to the hourly rates.

2019	2020	
¹ \$230/ hour	¹ \$230/ hour	Mt Baker Boathouse STANDARD Room Rental – Main Hall (includes kitchen and amenities) <ul style="list-style-type: none"> • 5 hr minimum rental - applies to rentals on Friday, Saturday or Sunday
¹ \$150/ hour	¹ \$150/ hour	Mt Baker Boathouse DISCOUNT Room Rental – Main Hall (includes kitchen and amenities) <ul style="list-style-type: none"> • 3 hr minimum rental – applies to rentals on Monday through Thursday at any time of the day • 3 hr minimum rental – applies to rentals on Friday, Saturday, or Sunday with rental event ending no later than 2:00pm
\$200/hour	\$200/hour	Golden Gardens Bathhouse Building Rental – includes Main Hall, kitchen, & meeting room <ul style="list-style-type: none"> • 4 hr minimum rental Monday through Thursday • 8 hr minimum rental Friday, Saturday, or Sunday
\$70/hour	\$70/hour	Alki Beach Bathhouse Building Rental – Main Hall <ul style="list-style-type: none"> • 4 hr minimum rental
\$50/hour	\$50/hour	Alki Beach Bathhouse Painting Room (cannot be rented separately; must be rented in addition to Main Hall)
\$45/hour	\$45/hour	Alki Beach Bathhouse Patio (cannot be rented separately; must be rented in addition to Main Hall)
\$40/hour	\$40/hour	Pritchard Beach Bathhouse Building Rental – Main Hall <ul style="list-style-type: none"> • 2 hr minimum rental
\$10/hour	\$10/hour	Cal Anderson Shelterhouse Building Rental – Main Hall <ul style="list-style-type: none"> • 2 hr minimum rental
\$80/hour	\$80/hour	Dakota Place Shelterhouse Building Rental – Friday, Saturday or Sunday ONLY - includes exclusive use of Main Hall, side room & kitchenette <ul style="list-style-type: none"> • 3 hr minimum rental
\$50/hour	\$50/hour	Dakota Place Shelterhouse outside Patio (cannot be rented separately; must be rented in addition to shelterhouse)
\$20/hour	\$20/hour	Ward Springs Pumphouse Building Rental – Main Hall <ul style="list-style-type: none"> • 2 hr minimum rental

¹To facilitate cost recovery for Mt Baker space rentals, the “Standard” fee includes an additional \$135/hour surcharge and the “Discount” fee includes an additional \$85/hour surcharge assessed by the Mt Baker Boating Advisory Council who funded the construction project and equipment purchases.

• **Add'l Fees for Boathouse, Bathhouse, Shelterhouse, & Pumphouse**

2019	2020	
\$30.00	\$30.25	Booking fee
\$75.00	\$75.00	Alcohol fee (insurance also required)
\$25.00 - \$250.00	\$25.00 - \$250.00	A non-refundable per hour maintenance fee may be charged and collected prior to the event as determined based upon event size, number of participants and anticipated labor required for maintenance and cleaning for the activity.
\$500.00	\$500.00	Damage deposit with alcohol at event
\$250.00	\$250.00	Damage deposit without alcohol at event

• **Warren G. Magnuson Park**

Application Fees

2019	2020	
\$30.00	\$30.25	Booking Fee, non-refundable for indoor rentals
\$75.00	\$75.00	Application Fee, non-refundable for Use Permit Fee
\$25.00	\$25.00	Per location per day film shoots
\$50.00	\$50.00	First Amendment use permit fee
10% of gross + rental charges	10% of gross + rental charges	Admissions, booths, and sales revenue (includes all performance revenue)
\$75.00	\$75.00	Alcohol use fee (insurance also required)*
\$8.00	\$8.50	Tables, each
\$2.00	\$2.50	Chairs, each
\$25-\$250	\$25-\$250	A non-refundable per hour maintenance fee may be charged and collected prior to the event as determined based upon event size, number of participants and anticipated labor required for maintenance and cleaning for the activity
\$250.00	\$250.00	Refundable Damage deposit for events without alcohol
\$500.00	\$500.00	Refundable Damage deposit for events with alcohol

*Alcohol must remain in facility. Alcohol is not permitted during operating hours.

Special Amenity Facility/Site Rentals

2019	2020	<i>Note: Staff fee not included. *Tables & chairs rented separately</i>
\$80/hour	\$83/hour	Bldg 30 Workshop
\$90/hour	\$93/hour	West Wing – Admiral’s Office, office/kitchen, 4-hour minimum
\$170/hour	\$175/hour	Hangar 30, hourly weekday rate*
\$200/hour	\$210/hour	Hangar 30, hourly weekend rate*
\$90/hour	\$95/hour	Hangar 30, hourly weekday rate for regular evening rentals
\$24/hour	\$24.25/hour	Bldg 406 Brig, Belvedere room
\$454/hour	\$54.25/hour	Bldg 406 Brig, Garden room & Hawthorne Hills room
\$672/hour	\$72.25/hour	Bldg 406 Brig, Matthews Beach and View Ridge rooms
\$150/hour	\$150/hour	Garden Amphitheater, 2 hour minimum (Ceremonies)
\$250/hour	\$258/hour	**Parking area use fee – 25 or fewer spaces blocked per day (<i>Building 30 parking lots only</i>)
\$45/hour	\$49/hour	*Hourly use fee for Community, Natural, Special Use and Recreation Area parks (<i>Magnuson Park only</i>)

* Hourly use fee for Park Use Permits for all events except those constitutionally protected or those events covered under separate agreement. Contact Event Management office at 684-4081 for further information.

** Parking area use fees apply to designated parking areas in some parks that the Parks Department deems necessary to reserve for events.

Facility/Site Rentals

2019	2020	
50% of regular room rate	50% of regular room rate	Class A room rate per hour (+ booking fee) – <i>see Class A requirements on page 19</i>
\$48.00	\$48.25	Gym, athletic use, per hour
\$132.00	\$132.25	Gym, non-athletic use, per hour
\$42.00	\$42.25	Small room rate, per hour
\$54.00	\$54.25	Medium room rate, per hour
\$72.00	\$72.25	Large room rate, per hour
\$30.00	\$30.25	Kitchen rate, per hour

- **Washington Park Arboretum (Graham Visitor’s Center)**

All fees are collected by the Arboretum Foundation. Please refer to the Arboretum’s website for the current fee schedule. <https://botanicgardens.uw.edu/washington-park-arboretum/visit/venue-rental/>

MOORAGE, DOCKING, AND BOAT RAMP FEES

MOORAGE FEES

- **Leschi and Lakewood Marinas**

Moorage fees and all other marina facility or service fees will be established by a business vendor through the bidding process as authorized by separate ordinance. Moorage hours will be prominently posted at all times at each marina entrance. Contact the following for fees or any other information regarding Marinas:

Leschi Marina or Lakewood Marina: (206) 708-4619

DOCKING FEE (includes various Parks Department docks)

2019	2020	
\$75/ day	\$75/ day	Load/unload; short term moorage slip use + Application/Use Permit Fee
\$75.00	\$75.00	Application/Use Permit fee

Note: For Lake Union docking fee information, please contact the Center for Wooden Boats at (206) 382-2628.

BOAT RAMPS

2019	2020	
\$12.00	\$12.00	Daily Permit fee – consecutive daily permits may be purchased to allow for overnight parking (not to exceed 4 nights).
\$150.00	\$150.00	Annual Permit fee – overnight parking privileges not to exceed four consecutive nights.
\$75.00	\$75.00	Annual Permit fee (low income rate) – overnight parking privileges not to exceed four consecutive nights.

LAKE UNION PARK HISTORIC SHIPS WHARF

- **Center for Wooden Boats Fees**

Temporary use by vessels of the wharf and north seawall at Lake Union Park is managed by the Center for Wooden Boats under contract with Seattle Parks and Recreation. Fees are established by the Center for Wooden Boats consistent with and subject to the contract between Center for Wooden Boats and Seattle Parks and Recreation. For information, call 206-382-2628.

PARTICIPATION FEES

RECREATION PARTICIPATION FEES

As a service to the public, the Seattle Parks and Recreation may contract with Advisory Councils, or the Associated Recreation Council to collect fee payments. The contract shall require the Advisory Council or Associated Recreation Council to remit the participation fee to the City.

- **Community Center and Outdoor Recreation Class Fee**

2019	2020	
4.0%	4.0%	Percent of fee for all Advisory Council sponsored classes, programs, and sessions at community centers and for outdoor recreation programs.

- **Lifelong Recreation Program Participation Fees**

NOTE: These fees only apply to programs offered through the Department’s Senior Adult Section. Senior adult fees for participation in other programs are listed elsewhere in this Fees and Charges Schedule. Where there is no senior adult fee listed for the activity, the adult fee will apply.

2019	2020	
4.0%	4.0%	Percent of Senior Adult Advisory Council class fee paid by registrants for all advisory council sponsored classes, programs and field trips.

- **Small Craft Center Class Participation Fees**

2019	2020	
\$41,500	\$41,500	Rowing Advisory Council fee (paid in quarterly installments)
\$14,000	\$14,000	Seattle Canoe Club (paid in quarterly installments)
\$45,000	\$45,000	Mt Baker Boating Advisory Council (paid in quarterly installments)

RESERVATIONS

- **Park Area Ceremony Fee**

NOTE: Areas are available in many parks for various special ceremony uses. See “USE PERMITS – General Provisions” for standard application Park Use Permits.

2019	2020	
\$200.00	\$200.00	Hourly fee, with 3-hour minimum for garden weddings or ceremonies at Kubota Gardens and Parsons Gardens
\$170.00	\$170.00	Hourly fee, with 2-hour minimum for wedding or ceremonies at Alki Beach Park, Golden Gardens Park, Hamilton Viewpoint, Sunset Hill Viewpoint, Volunteer Park, and Washington Park Arboretum
\$135.00	\$135.00	Hourly fee, with 2-hour minimum to use parks not listed above for weddings or other ceremonies

- **Picnic Reservation Fee**

NOTE: Tables at shelters are not included in shelter price and are charged separately. **Shelter rental must include shelter price plus fee for each table.**

2019	2020	
\$60.00	\$60.00	Each Regular Shelter per HALF-day (excluding Golden Gardens, Carkeek, Alki, Lincoln Park and Magnuson Park); additional fees will apply for tables under shelter. Half-day rates are 8:00 a.m.-2:00 p.m. OR 3:00 p.m.-10:00 p.m.
\$75.00	\$75.00	Each Shelter at Golden Gardens, Carkeek, Alki, Lincoln Park and Magnuson Park per HALF-day; additional fees will apply for tables under shelter. Half-day rates are 8:00 a.m.-2:00 p.m. OR 3:00 p.m.-10:00 p.m.
\$110.00	\$110.00	Each Regular Shelter per DAY (excluding Golden Gardens, Carkeek, Alki, Lincoln Park and Magnuson Park); additional fees will apply for tables under shelter. Full day rates are 8:00 a.m.-10:00 p.m.
\$120.00	\$120.00	Each Shelter at Golden Gardens, Carkeek, Alki, Lincoln Park and Magnuson Park per DAY; additional fees will apply for tables under shelter. Full day rates are 8:00 a.m.-10:00 p.m.
\$25.00	\$25.00	Each Table, per day
\$15.00	\$15.00	Each Table, per half day
\$25.00	\$25.00	Reschedule fee (14-day notice required to reschedule)

- **Day Camps Booking Fee**

2019	2020	
50% discount of Shelter and/or Table fees	50% discount of Shelter and/or Table fees	Discount of “Picnic Reservation Fees” and Camp Long Shelters as found in Fees and Charges, plus \$75 use permit application fee.

PERMITS

USE PERMITS

Use Permits authorize non-department groups to utilize Seattle Parks and Recreation property for special events (i.e., runs, boating, concerts, day camps, community festivals, rallies, commercials, etc.). Additional charges may apply to cover direct cost of special services/requests.

- **General Provisions**

NOTE: Insurance shall be required when the planned event or any structure, activity or feature thereof presents a significant risk of liability or loss for the City, its officers, or for the applicant, due to personal injury or property damage. The insurance requirement shall not apply to events where the sole activity consists of expression protected by the First Amendment and does not involve the use of any structures, vehicles, equipment, apparatus or machinery that creates a significant risk of personal injury or property damage. In addition, an application fee will be collected upon formal written application. This fee is non-refundable, except when the Department denies a request.

2019	2020	
\$50.00	\$50.00	Application fee – First Amendment Events, including political activities.
\$75.00	\$75.00	Standard Application fee – Use Permits (i.e., runs, boating, concerts, day camps, community festivals, rallies, seasonal concession permits, etc.)
\$30.00	\$30.00	Booth fee – As part of a special event, a charge of \$30.00 per booth or 10% of gross sales, whichever is greater.
10% of gross sales on Parks property	10% of gross sales on Parks property	<u>For events OPEN to the general public without restriction:</u> If, in the course of the activity/event, charges are levied for admission, entry fees, sales of goods or services, food or beverages, the user will be subject to a percentage of sales fee. For an activity/event open to the general public without restriction and without ticket or fee required for admission, this percentage of sales will equal 10% of the gross receipts for those items not free. 10% fees are due within 10 days of the expiration of the permit.
The greater of 10% of gross sales on Parks property or \$5,000	The greater of 10% of gross sales on Parks property or \$5,000	<u>For events that RESTRICT general public access:</u> For events that restrict or limit access to the general public through the use of controlled entry points the percentage of sales fee shall be set at \$5,000.00 per day minimum or 10% of the gross receipts for those items not free, whichever is greater. In these cases, the percentage of sales applies to all admissions, registration fees or tickets, including those not purchased on Parks property collected before during or after the event. This minimum percentage of sales fee will be added to the park use reservation and must be paid in advance with all fees due prior to permitting. When sales generate additional fees, those fees are due within 10 days of the expiration of the permit.

The greater of 10% of gross sales on Parks property or \$10,000	The greater of 10% of gross sales on Parks property or \$10,000	<p><u>For events that EXCLUDE general public access:</u></p> <p>For events that exclude the general public because the event is private in nature and restricted to a specific group or invited attendees, the percentage of sales fee shall be set at \$10,000.00 per day minimum or 10%, whichever is greater. In these cases, the percentage of sales fee applies to all admissions, registration fees or tickets, including those not purchased on Parks property collected before during or after the event. These fees apply to all days of event set up, event execution and event break down while the event area is restricted to the general public.</p> <p>This minimum will be added to the park use reservation and must be paid in advance with all fees due prior to permitting. When sales generate additional fees, those fees are due within 10 days of the expiration of the permit.</p>
\$25.00	\$25.00	Load/Unload fee, per vehicle – for short-term access into non-parking areas or those areas accessed through a locked gate or bollard.
\$95.00	\$95.00	Utility hook-up fee – for any utility hook-up performed by Department personnel.
\$75.00	\$75.00	Alcohol use permit fee
\$75.00	\$75.00	Supplemental Late Application Fee – for requests submitted less than 6 working days before event. (Fee does not apply to First Amendment events)
\$100.00	\$100.00	Per surface (advertising banner, canopy/tent wall, sign, vehicle surface, inflatables, other) per day – for posting signage (including signage that contains both commercial and non-commercial elements) in a park in conjunction with a park use permit.
\$15.00	\$15.00	*Hourly use fee for Triangles, Circles, Squares, Pocket parks, Boulevards, and the Burke Gilman Trail
\$25.00	\$25.00	*Hourly use fee for Downtown & Neighborhood parks
\$35.00	\$35.00	*Hourly use fee for Community, Natural, Special Use and Recreation Area parks
\$175.00	\$175.00	**Parking area use fee – 25 or fewer spaces blocked per day
\$225.00	\$225.00	**Parking area use fee – 26-50 spaces blocked per day
\$575.00	\$575.00	**Parking area use fee – 51 or more spaces blocked per day

* Hourly use fee for Park Use Permits for all events except those constitutionally protected or those events covered under separate agreement. Contact Event Management office at 684-4081 for further information.

** Parking area use fees apply to designated parking areas in some parks that the Parks Department deems necessary to reserve for events.

- **Permits and Agreements for Activity Permits**

In order to provide positive activation to parks, needed amenities for park users and services that enhance the park experience or provide applicable opportunities that the Department does not provide, agreements and permits are periodically issued to interested parties and organizations and small businesses. Permits are mandatory for doing business in a park. NOTE: Rating criteria emphasis is put on WMBE businesses and those businesses are encouraged to register in the City’s WMBE database. Activities must align with the Department mission and goals. Activity (Fitness and Nature Education) opportunities are advertised on the Department website year-round.

2019	2020	<i>All fees are payable in advance at the time the permit is purchased.</i>
\$75.00	\$75.00	Permit Administrative fee – Activities (Fitness & Education classes) operating less than ten (10) hours per week with fewer than 35 participants at any time.
\$75.00	\$75.00	Monthly (per park) Permit fee – Activities (Fitness or Education) operating, but not vending in the Parks with fewer than 35 participants and less than ten (10) hours per week operating in a park.

- **Use of Park Facilities for Filming/Photography**

NOTE: Regular permit fees apply to below charges, including late permit fee.

Commercial filming and photography for advertising within the City of Seattle is covered under the Seattle Filming Ordinance. All of the information that you need about filming in Seattle can be found in the Seattle Film Manual, located online at <http://www.seattle.gov/filmandmusic/film/film-permits>

2019	2020	
\$30.00	\$30.00	Per 4-hour block of time, per park, for commercial filming/photography (wedding photos, graduation photos, etc.). NOTE: Fees for Garden Sites may be higher, depending upon time of year and/or days requested.

- **First Amendment Vending**

Persons may apply for a permit to vend merchandise that is inherently expressive or in which a political, religious, philosophical or ideological message is inextricably intertwined. Such “First Amendment Vending” is governed by regulations adopted by the Seattle Parks and Recreation. When conducted on a park drive or boulevard, First Amendment Vending is subject to a base permit fee of seventy-five dollars (\$75.00) for a monthly site permit. When conducted within a park, First Amendment Vending is subject to a monthly base permit fee of seventy-five dollars (\$75.00). Questions concerning the First Amendment Vending Regulations may be directed to the Parks Concessions Coordinator at 233-0063.

- **Construction Plan Review**

The Seattle Parks and Recreation (SPR) charges a fee of \$128 per hour for our cost of construction plan reviews, including review of development plans from both private and public entities that affect park property. This SPR fee is in addition to the fee currently charged by the Department of Planning and Development (DPD), excluding Public Works projects which are requested for review outside the DPD review process. The DPD fee includes elements to reimburse DPD, Seattle Public Utilities (SPU), the Department of Health, and Seattle Department of Transportation (SDOT), for the plan review work done by their staff. For further information, please contact the Parks Planning & Development section at 684-4860.

PERMITS FOR NON-PARK USES of PARK PROPERTY (Revocable Use Permits or RUPs)

• **General Provisions & Fees**

Revocable Permits to Use or Occupy Park Property, commonly called Revocable Use Permits, are issued by the Superintendent of Parks and Recreation, under authority of Seattle Municipal Code (SMC) 18.12.042, 18.12.045, and 18.12.275, for various short-term or on-going (i.e., Limited Term or Continuing Use, respectively) **non-park uses** of public land under the control of the Seattle Parks and Recreation. **Permits are revocable upon thirty (30) days' notice** or immediately upon failure of the Permittee to comply with the terms and conditions of the Permit. **Unauthorized use of park property**, including failure to apply for and obtain a Revocable Use Permit, **is unlawful and subject to enforcement** actions or other remedies as specified in SMC 18.30 or other applicable law.

In accordance with the Policy on Non-Park Uses of Park Lands, as endorsed by City Council Resolution 29475, it is the policy of the Seattle Parks and Recreation to **limit authorized non-park uses of park land to the fullest extent practicable**. **Fees and conditions** set for Revocable Use Permits **are intended to discourage private, non-park uses of park lands**; encourage the elimination of encroachments; and promote private and public cooperation in maintenance of park lands in a manner consistent with a public park-like character.

Consideration of any permit application requires payment of an Application Fee, unless City action to a public right-of-way resulted in inaccessibility from other than park property. The **Application Fee is non-refundable**. Issuance of a permit requires payment of a Permit Fee which is:

- a **fixed daily fee** (i.e., **Limited Term permit fee**); and/or
- calculated in accordance with a **formula (Continuing Use permit fee)**; or
- a **minimum** permit fee.

Application Fees and Permit Fees are set periodically by ordinance. Under exceptional circumstances, the Superintendent of Parks and Recreation may waive or reduce the Revocable Use Permit Fee, in accordance with criteria established by SMC 18.28.030 or SMC 18.28.040. Creek restoration projects proposed by other City departments are specifically exempted from permit fees of any kind as the City recognizes these projects as valuable enhancements to its parks and recreation assets. In determining whether the Permit Fee should be **waived or reduced**, the Superintendent shall be guided by:

- The benefit to the public and the direct benefit to the park system;
- The frequency and/or amount of usage requested;
- The effect on and fairness to other park users;
- Consistency with policies underlying the fee schedule and SMC Chapter 18; and
- The consequences of denying the request.

The Superintendent may authorize the **acceptance of permanent physical improvements**, such as constructed improvements or landscaping, as compensation in lieu of the Permit Fee in those circumstances where the proposed in lieu compensation can be shown to be equal to, or greater, in value than the calculated or set amount of the Permit Fee, provided that the Superintendent shall not accept such in lieu compensation where the improvement is inconsistent with the City's health,

safety or aesthetic standards, the mission or policy of the Parks Department, or conveys any message that is not adopted by the City.

Waiver or reduction of the Permit Fee **does not necessarily waive or reduce other fees, charges, requirements, or obligations** in connection with issuance of a Revocable Use Permit including Application Fee, Inspection Fee, processing charges, insurance or indemnity requirements, or restoration requirements.

Limited Term Permit Fee

Limited Term permits may be issued for necessary uses of park property for brief periods of time, generally expected to be **limited to ninety (90) days or less**; however, Limited Term permits may be issued for uses expected to continue beyond ninety (90) days. **Examples of activities** for which Limited Term permits may be issued include removal of encroachments, installation of landscaping consistent with Department guidelines, utility installations, and temporary access.

The Limited Term permit fee will be **charged at a daily rate from the date the permit is issued or the date the use or occupancy of park property began, whichever is earlier**, until the activity is completed and all conditions of the permit, including restoration of any damage to park land, have been satisfied. If seasonal factors, such as planting conditions or construction prohibitions, warrant a delay between the time the use or occupancy of park property is completed and the time the restoration is completed, no Permit Fee shall be charged for the interim period, unless the park land is unavailable for the use or enjoyment of the public.

If a Revocable Use Permit is issued for a use of park land that is expected to continue for a limited period of time, such as a Limited Term permit, but for a **period exceeding ninety (90) days**, the fee shall be the daily rate set for Limited Term permits for the first ninety (90) days; the fee for the period exceeding ninety (90) days shall be calculated in accordance with the Continuing Use permit fee.

Under no circumstances shall a Limited Term permit fee be converted to a lesser fee due to extension of the anticipated completion date of the permitted activity. If upon inspection it is determined that the permit conditions have not been satisfied, charges for additional daily fees at the same rate shall accrue until conditions have been satisfied.

Continuing Use Permit Fee

Continuing Use permit fees shall be charged for **uses expected to continue for an extended period of time, generally beyond ninety (90) days (e.g., encroachments or other non-park uses that will not be corrected or eliminated within a ninety (90) day period)**. Continuing Use permit fees shall be calculated using a **formula** based on land **Value**, **Area** of use, a **Barrier** factor, and a **Rate** of return (**V x A x B x R**).

The **Value** of the park land used shall be determined by calculating the average of the **assessed value** per square foot of the benefited property and the assessed values per square foot of **comparable** (i.e., similarly zoned, having similar amenities such as waterfront or view), nearby (within a distance not to exceed 1,000 feet) **non-park properties**.

The **Area** shall be the total of the square footage of park land actually used or occupied for non-park purposes and/or the square footage of park land that is subject to a barrier to public use and/or enjoyment.

The **Barrier Factor** is a multiplier of 1 or less than 1, representing the extent of barrier to public use and enjoyment, as set by the following scale. If two or more Barrier Factors may apply, the greater factor shall apply.

Factor: **1.00** Full use and/or occupancy of area, preventing public use or occupancy of the area (e.g., a private structure); or creation of a physical barrier denying public use or access to the area (e.g., a fence or hedge);

.70 Creation of a perceptual barrier by improvements or actions that capture the public space for private use (e.g., paving, shrubbery, other plantings);

.35 Private landscaping or other improvements on park land that violate, exceed, or are inconsistent with established design guidelines or reasonable standards intended to preserve the public park-like character of park lands (e.g., private access drive or walkway in excess of standard; private lighting or safety railings that exceed a security function).

The **Rate** of return (i.e., land capitalization rate) is set at 10%.

Continuing Use permit fees for permit **periods of less than twelve (12) months are payable in full prior to permit issuance**. Continuing use permit fees for permit periods anticipated to continue for twelve (12) months or more may be pro-rated and annualized and payable in advance for such annualized date as the Department shall establish. If the permit period is shorter than anticipated, the permit fees paid in advance shall be prorated for the time used and over-payment shall be refunded, except in the case of revocation due to Permittee's failure to comply with the terms and conditions of the permit, in which case no refund shall be given. **Permits for utility installations, such as electrical, natural gas, or telephone service, shall be charged as Limited Term permits**, based on the permit period necessary for installation.

There is no Permit Fee charged for Limited Term permits of ninety (90) days or less issued expressly to allow the removal or elimination of an encroachment onto park land.

There is no Permit Fee charged for certain non-park uses of park land which may be allowable by property right, such as driveway access from the roadway portion of a park boulevard if access is not available from any other right-of-way, or pedestrian walkway from a public sidewalk to the abutting private property, if such uses comply with established design guidelines or reasonable standards intended to preserve the public park-like character of park lands.

Revocable Use Permit FEE SCHEDULE

2019	2020	
\$200	\$200	Application Fee (non-refundable; includes one (1) on-site inspection and two (2) hours of staff time for reviewing and processing application)
\$200	\$200	Inspection and/or Monitoring, per hour (Application fee includes one on-site inspection. Additional on-site charges at \$200.00 per hour may be assessed, for on-site inspections and/or monitoring, if specified in the Permit or if necessary in the Department’s judgment, due to Applicant’s or Permittee’s action(s), or failure to comply with the terms and conditions of the permit.)
\$250	\$250	Limited Term Permit, per day, OR \$325.00 minimum, whichever is greater
Formula	Formula	Continuing Use Permit, determined by formula (V x A x B x R) OR \$650.00 minimum, whichever is greater
\$130	\$130	Processing Charges, per hour (costs of staff time in excess of two (2) hours to review and process permit applications; payable prior to permit issuance.)

VIEW TREE PRUNING PERMIT

Private Citizens may apply for a permit if they wish to hire a qualified, bonded tree service firm to perform view tree pruning which is not normally done as part of the Department tree maintenance program along its designated viewpoints and scenic drives. The request for this permit must be submitted in writing to the Manager of our Citywide Horticulture Unit. Three site inspections by a Department Landscape Supervisor will be performed: the first inspection to review the request and make a determination of allowed pruning, the second (if the request is approved) during the proposed work to ensure compliance with the permit, and a final inspection for satisfaction of all permit specifications.

2019	2020	
\$50.00	\$50.00	Application fee, non-refundable. Must be submitted with the written request for a View Tree Pruning Permit.
\$100.00	\$100.00	Permit fee, due upon issuance of the View Tree Pruning Permit
\$100.00	\$100.00	Bond from tree service firm must be submitted prior to work. The tree service firm is also required to submit proof of insurance in a minimum amount of \$1,000,000 bodily injury liability and \$5,000 property damage.
\$80.00	\$80.00	Forester staff time (per hour) required for public communications, site visits, and designated paperwork.

PROMOTIONAL & MARKETING FEE WAIVERS & REDUCTIONS

The Superintendent of the Seattle Parks and Recreation is authorized, as provided in SMC 18.28.020, to waive or reduce entry or use fees from those contained in an approved fee schedule in conjunction with the promotion and marketing of Park and Recreation programs.

EXAMPLES OF FEE WAIVERS & REDUCTIONS

Authorized activities include, but are not limited to, the following arrangements:

1. **Sponsored days:** A sponsored day or activity for which a sponsor pays the Department a fixed fee, a matching amount, or supplies advertising, service, or other benefit. In exchange, the Department provides free public entry use of the facility, or free or reduced entry for a certain segment of the public (e.g., children under 12, senior citizens, anyone donating clothing or food for a drive for those in need); for a special group of the public (e.g., participants in a community parade); or to the first entrants up to a specified number.
2. **Bonus and prizes:** The Department may distribute to users or entrants an item supplied by the sponsor (e.g., a button, a balloon, literature, an item of apparel, or a donated prize for an achievement).
3. **Combination tickets:** The Superintendent may issue a combination ticket for use of multiple City facilities or participation in multiple City events. A combination ticket may also take the form of a reciprocal discount or credit. For example, presentation of a ticket stub or coupon from an aquarium in another city may entitle the holder to a credit on admission to the Seattle Aquarium when a receipt for paid entry to Seattle’s Aquarium entitles the holder to like privileges in the facility of the other city. In those cases, where a combination ticket is authorized, combining multiple events and facilities:
 - o The combined ticket price may be less than the amount that would be paid for each entry or event singly;
 - o The combined ticket shall expire within a time period after the ticket’s sale or first usage, with said period to be determined by the Superintendent of the Seattle Parks and Recreation or his or her designee; and
 - o The City and any other participant organizations shall apportion the revenue from the combined sale by a ratio or formula.
4. **Discount Coupons:** A coupon allowing two people to enter for the price of one person, or the coupon holder to enter at a reduced rate. Coupons may be offered through a sponsor who makes a payment to the City or who provides special advertising in return. For example, the coupon may accompany an advertisement in a widely distributed publication for tourists, which contains similar coupons for other attractions. The Department may also use coupons as a way of reaching out to a group or segment of the citizenry, who would not attend or use the facility at the established fee.

5. **Prepaid Passes:** During special hours or otherwise, admission may be sold to a tour company, the organizer of a convention, or an association at an aggregate fee for all members and the participants may be granted entry, either as a group or individually, at the hours or on the days authorized by presenting a ticket or other indication of pre-payment.
6. **Departmental Free or Half-Price Days:** “Senior citizens’ days” may be offered during which time people over a minimum age are admitted free; a free day may be provided for the public to see and enjoy an exhibit financed through a bond issue or by a public fund-raising drive; on a “Kids’ Day” or “Neighborhood Day,” admission may be free for children and low income adults; a free golf lesson day for kids may be provided; or free swimming day at our pools may be provided.
7. **Promotional Purposes:** The Department may offer extended evening hours or special discounts during specific periods in the year to encourage high attendance at our park facilities. Some examples include, but are not limited to, the following:
 - (a) Extended Aquarium hours and special discounts during the summer.
 - (b) Extended special discount for swimming fees during the summer.

APPENDIX

APPENDIX A - Facility Phone Numbers (Area Code 206)

AQUARIUM

Administrative Office	386-4300
Member/Group Sales/Registrar	386-4353

AQUATICS FACILITIES

ROWING & SAILING CENTERS

Green Lake Small Craft Cntr ...	684-4074
Mt. Baker Rowing & Sailing ...	386-1913

SWIMMING POOLS

Ballard Pool	684-4094
Colman Pool (summer only)....	684-7494
Evans Pool	684-4961
Madison Pool	684-4979
Meadowbrook Pool.....	684-4989
Medgar Evers Pool.....	684-4766
Mounger Pool (summer only)..	684-4708
Queen Anne Pool	386-4282
Rainier Beach Pool	386-1925
Southwest Pool.....	684-7440

ARBORETUM/GARDENS

WA Arboretum Visitor Center.....	543-8800
Japanese Gardens	684-4725

GOLF DRIVING RANGES

DRIVING RANGES

Interbay	285-2200
Jefferson	763-8989

GOLF COURSES

Green Lake (Pitch & Putt)	632-2280
Interbay	285-2200
Jackson Park.....	363-4747
Jefferson Park.....	762-4513
West Seattle	935-5187
West Seattle Clubhouse Restaurant (Banquets).....	932-7577

MOORAGES AND BOAT RENTALS

Green Lake Boat Rentals	527-0171
Lakewood Moorage	722-3887
Leschi Moorage	325-3730

RENTAL FACILITIES

COMMUNITY CENTERS

Alki	684-7430
Ballard.....	684-4093
Bitter Lake	684-7524
Delridge.....	684-7423
Garfield	684-4788
Green Lake.....	684-0780
IDC CC	233-0042
Hiawatha	684-7441
High Point	684-7422
Jefferson.....	684-7481
Laurelhurst	684-7529
Loyal Heights.....	684-4052
Magnolia	386-4235
Meadowbrook	684-7522
Miller.....	684-4753
Montlake	684-4736
Northgate.....	386-4283
Queen Anne	386-4240
Rainier.....	386-1919
Rainier Beach.....	386-1925
Ravenna-Eckstein	684-7534
South Park.....	684-7451
Southwest.....	684-7438
Van Asselt.....	386-1921
Yesler	386-1245

ENVIRONMENTAL LEARNING CENTERS

Camp Long	684-7434
Carkeek Park.....	684-0877
Discovery Park.....	386-4236
Seward Park	684-4396

OTHER FACILITIES

Langston Hughes Performing Arts Center	684-4757
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SAND POINT/MAGNUSON PARK

Community Center.....	684-7026
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SEATTLE (Amy Yee) TENNIS CENTER

Indoor & Outdoor courts.....	684-4764
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APPENDIX B - Permit, Reservation, and Information Phone Numbers

(Area Code 206)

Athletic Field/Court Scheduling

Field Scheduling – Individual.....	684-4077
Field Scheduling – League.....	684-4082
Tennis	
Indoor courts	684-4764
Outdoor courts	684-4077
Outdoor courts (Tennis Center)	684-4764

General & Group Reservations

Day Camp Reservations.....	684-4081
Picnic Area Reservations	684-4081
Weddings	
Camp Long (outdoor)	684-7434
Facility (indoor) (call specific facility)	
Park areas	684-4081

Specialized Permits & Contracts

Boat Launch Permits.....	684-7249
Commercial Use Permits	684-4080
Concession Contracts.....	684-8002
Construction Plan Review.....	684-4860
Events & Filming (held on Park property)	
Commercial events.....	684-4080
Film Permits.....	684-4081
@ Magnuson	233-7892
Special Events.....	684-4080
Revocable Use Permits	684-4860
Special Events Permits.....	684-4080
Special Events at Magnuson Park..	233-7892
Tree Trimming	684-4713

Information

General Information.....	684-4075
Business Service Center.....	684-5177
Summer Wading Pool Hotline	684-7796
Ballfield Rainout Hotline.....	233-0055

APPENDIX C - Athletics Field Inventory

(*Field Owner: COS = City of Seattle; SPS = Seattle Public Schools)

Field	*Field Owner	Surface	Baseball/ Softball	Soccer	Football	Other	Lighted	Season of Use
African American Academy	SPS	Grass		X				Fall
Alki 1	COS	Grass	X					Sp/Sum
Alki Soccer	COS	Grass		X				Fall
Ballard 1 & 2	COS	Grass	X				X	Sp/Sum
Ballard Soccer	COS	Grass		X			X	Fall
Ballard HS Football	SPS	Synthetic		X	X	X		Year Round
Bar-S 1 & 2	COS	Grass	X					Sp/Sum
Bayview 1	COS	Grass	X					Sp/Sum
Bayview Soccer	COS	Grass		X				Fall
Beacon Hill	COS	Grass	X					Sp/Sum
Beacon Hill Soccer	COS	Grass		X				Fall
BF Day	COS	Grass	X					Sp/Sum
BF Day Soccer	COS	Grass		X				Fall
Bitter Lake 1 & 2	COS	Grass	X				X	Sp/Sum
Bitter Lake Soccer	COS	Grass		X			X	Fall
Bobby Morris 1 & 2	COS	Synthetic	X				X	Sp/Sum
Bobby Morris Soccer	COS	Synthetic		X		X	X	Fall/Win
Boren Baseball	SPS	Grass	X					Sp/Sum
Boren Soccer	SPS	Grass		X				Fall
Brighton 1	COS	Grass	X				X	Sp/Sum
Brighton 2 & 3	COS	Grass	X					Sp/Sum
Brighton Soccer	COS	Grass		X			X	Fall
Cleveland Soccer	COS	Grass		X				Sp-Fall
Cleveland Track	COS	Cinder				X		Sp/Sum
Colman	COS	Grass	X					Sp/Sum
Colman Soccer	COS	Grass		X				Fall
Cowen	COS	Grass				X		Sp/Sum
Dahl 1 & 3 & 4	COS	Grass	X					Sp/Sum
Dahl 2	COS	Grass	X				X	Sp/Sum
Dahl North	COS	Grass		X			X	Sum-Fall
Dahl South Soccer	COS	Grass		X				Sum-Fall

Field	*Field Owner	Surface	Baseball/ Softball	Soccer	Football	Other	Lighted	Season of Use
Dahl West Soccer	COS	Grass		X			X	Fall
Decatur 1 & 2	SPS	Grass	X					Sp/Sum
Decatur North & South Soccer	SPS	Grass		X				Fall
Delridge Soccer	COS	Synthetic	X			X	X	Year Round
Delridge 1 & 2	COS	Synthetic		X			X	Sp/Sum
Eckstein	SPS	Synthetic		X		X		Year Round
Ella Bailey	COS	Grass		X				Fall
Fairmount	COS	Grass	X					Sp/Sum
Fairmount Soccer	COS	Grass		X				Fall
Franklin Football	SPS	Synthetic		X	X	X		Year Round
Franklin Track	SPS	Synthetic				X		Year Round
Garfield 1	COS	Synthetic	X				X	Sp/Sum
Garfield 2 & 3	COS	Grass	X					Sp/Sum
Garfield Soccer	COS	Grass		X	X		X	Fall
Garfield HS Football	SPS	Synthetic		X	X	X		Year Round
Garfield HS Track	SPS	Synthetic				X		Year Round
Gatzert Baseball	SPS	Grass	X					Sp/Sum
Gatzert Soccer	SPS	Grass		X				Fall
Genesee Lower & Upper	COS	Synthetic		X		X	X	Year Round
Georgetown Soccer	COS	Synthetic		X		X	X	Year Round
Gilman 1 & 2	COS	Grass	X					Sp/Sum
Gilman Soccer	COS	Grass		X				Fall
Green Lake 1 & 2	COS	Grass	X					Sp/Sum
Green Lake Soccer	COS	Grass		X		X		Fall
Hiawatha 1	COS	Synthetic	X				X	Sp/Sum
Hiawatha Soccer	COS	Synthetic		X		X	X	Year Round
Highland Park 1 & 2	COS	Grass	X					Sp/Sum
Highland Park Soccer	COS	Grass		X				Fall
Hughes 1 & 2	COS	Grass	X					Sp/Sum
Hughes Soccer	COS	Grass		X				Fall

Field	*Field Owner	Surface	Baseball/ Softball	Soccer	Football	Other	Lighted	Season of Use
Hutchinson 1 & 2	COS	Grass	X					Sp/Sum
Hutchinson Soccer	COS	Grass		X		X		Fall
I-90 Lid	COS	Grass		X				Sp/Fall
Ingraham Soccer 1 & 2	SPS	Synthetic		X		X	X	Year Round
Ingraham Baseball/Softball	SPS	Synthetic	X				X	Sp/Sum
Ingraham Stadium	SPS	Synthetic		X	X	X	X	Year Round
Ingraham Track	SPS	Synthetic				X	X	Year Round
Interbay 1	COS	Grass	X					Sp/Sum
Interbay 2	COS	Grass	X				X	Sp/Sum
Interbay Stadium		Synthetic		X			X	Year Round
Interbay T-Ball	COS	Grass	X					Sp/Sum
Interbay Soccer	COS	Grass		X	X		X	Fall
Jefferson	COS	Synthetic		X		X	X	Year Round
John Rogers NE, NW, SE, SW	SPS	Grass	X			X		Sp/Sum
John Rogers Soccer	COS	Grass		X				Fall
Judkins 1 & 2	COS	Grass	X					Sp/Sum
Judkins Middle & Mod Soccer	COS	Grass		X		X		Fall
Judkins Football	COS	Grass			X	X		Fall
Lakeridge	COS	Grass	X					Sp/Sum
Lakewood 1	COS	Grass	X					Sp/Sum
Lakewood Soccer	COS	Grass		X				Fall
Laurelhurst 1 & 2	COS	Grass	X					Sp/Sum
Laurelhurst Soccer	COS	Grass		X				Fall
Lawton Park	COS	Grass	X					Sp/Sum
Lincoln Park 1 & 2 & 3	COS	Grass	X					Sp/Sum
Lincoln Park Cross Country	COS	Grass				X		Fall
Lincoln Park Soccer	COS	Grass		X	X			Fall

Field	*Field Owner	Surface	Baseball/ Softball	Soccer	Football	Other	Lighted	Season of Use
Lower Woodland 1	COS	Synthetic	X				X	Sp/Sum
Lower Woodland 3, 4, 5, & 6	COS	Grass	X				X	Sp/Sum
Lower Woodland 2 & 7	COS	Synthetic		X		X	X	Year Round
Lower Woodland Track	COS	Cinder				X	X	Sp/Sum
Loyal Heights 1 & 2	COS	Synthetic	X				X	Sp/Sum
Loyal Heights Football	COS	Synthetic		X	X	X	X	Fall/Win
Madison	SPS	Grass	X	X				Sp/Sum/Fall
Madrona	COS	Grass	X	X				Sp/Sum
Magnolia 1 & 2	COS	Grass	X				X	Sp/Sum
Magnolia 3, 4, 5, & 6	COS	Grass	X					Sp/Sum
Magnolia 6 North & South	COS	Grass		X				Sp/Fall
Magnolia Soccer NE & NW	COS	Grass		X		X		Sp-Fall
Magnolia Soccer South	COS	Grass		X			X	Fall
Magnuson 1, 2, 3, & 4	COS	Grass		X		X		Sp-Fall
Magnuson 5, 6, 7	COS	Synthetic		X		X	X	Year Round
Magnuson 8	COS	Synthetic	X					Sp/Sum
Magnuson 9	COS	Synthetic	X				X	Sp/Sum
Maple Leaf 1	COS	Grass	X					Sp/Sum
Maple Leaf Soccer	COS	Grass		X				Fall
Maple Wood 1 & 2	COS	Grass	X					Sp/Sum
Maple Wood Soccer		Grass		X				Fall
Marshall Elem	SPS	Grass		X				Fall
McGivra	SPS	Synthetic		X				Year Round
Meadowbrook 1, 2, & 3	COS	Grass	X					Sp/Sum
Miller 1 & 2	COS	Synthetic	X				X	Sp/Sum

Field	*Field Owner	Surface	Baseball/ Softball	Soccer	Football	Other	Lighted	Season of Use
Miller Soccer	COS	Synthetic		X		X	X	Year Round
Montlake 1	COS	Grass	X					Sp/Sum
Montlake Football & Soccer	COS	Synthetic		X	X			Year Round
Montlake Track	COS	Cinder				X		Sp/Sum
Nathan Hale Stadium	SPS	Synthetic		X	X	X	X	Year Round
Nathan Hale Track	SPS	Synthetic				X	X	Sp/Sum
North Acres 1 & 2	COS	Grass	X					Sp/Sum
North Acres Soccer	COS	Grass		X				Fall
North Beach 1	SPS	Grass	X					Sp/Sum
North Beach Soccer	SPS	Grass		X				Fall
North Gate 1, 2, 3, & 4	SPS	Grass	X					Sp/Sum
North Gate Soccer	SPS	Grass		X				Fall
Olympic Hills North	SPS	Grass	X					Sp/Sum
Olympic Hills Soccer	SPS	Grass		X				Sp/Sum
Pinehurst	COS	Grass	X	X				Sp-Fall
Queen Anne 1 & 2	COS	Grass	X				X	Sp/Sum
Queen Anne 3	COS	Grass	X					Sp/Sum
Queen Anne Soccer	COS	Grass		X			X	Fall
Queen Anne Bowl	COS	Synthetic		X	X	X		Year Round
Queen Anne Bowl Track	COS	Cinder				X		Sp/Sum
Queen Anne East	COS	Grass	X	X				Sp-Fall
Rainier 1, 2, & 3	COS	Grass	X				X	Sp/Sum
Rainier Football	COS	Grass			X		X	Fall
Rainier Beach 1 & 2	COS	Grass	X					Sp/Sum
Rainier Beach Soccer	COS	Grass		X				Sp-Fall

Field	*Field Owner	Surface	Baseball/ Softball	Soccer	Football	Other	Lighted	Season of Use
Rainier Beach HS Baseball / Softball	SPS	Synthetic	X				X	Sp/Sum
Rainier Beach HS Stadium	SPS	Synthetic		X	X	X	X	Year Round
Rainier Beach HS Track	SPS	Synthetic				X	X	Sp/Sum
Rainier Beach HS Utility Field	SPS	Grass		X	X			Sp/Sum
Ravenna 1	COS	Grass	X					Sp/Sum
Ravenna Soccer	COS	Grass		X				Fall
Riverview 1, 2, 3, & 4	COS	Grass	X					Sp/Sum
Riverview North & South	COS	Grass		X		X		Fall
Rogers	COS	Grass	X					Sp-Fall
Roosevelt	SPS	Synthetic		X	X	X		Year Round
Roosevelt Track	SPS	Synthetic				X		Sp/Sum
Ross, Lower	COS	Grass	X					Sp/Sum
Roxhill 1 & 2	COS	Grass	X					Sp/Sum
Roxhill Mod Soccer	COS	Grass		X				Fall
Roxhill Soccer	COS	Grass		X				Sp/Fall
Salmon Bay	SPS	Synthetic		X				Year Round
Sealth Baseball & Softball	SPS	Synthetic	X				X	Sp/Sum
Sealth Stadium	SPS	Synthetic		X	X	X	X	Year Round
Sealth Track	SPS	Synthetic				X	X	Sp/Sum
Sealth Utility	SPS	Grass		X	X			Sp-Fall
Smith Cove	COS	Grass		X				Fall
Soundview 1, 2, 3, & 4	COS	Grass	X					Sp/Sum
Soundview Lower	COS	Grass		X	X	X		Sp-Fall
Soundview Upper	COS	Grass		X				Fall
South Park 1 & 2	COS	Grass	X					Sp/Sum
South Park Soccer	COS	Grass		X				Sp-Fall
Summit 1	SPS	Synthetic		X				Year Round
Summit 2	SPS	Synthetic		X		X	X	Year Round

Field	*Field Owner	Surface	Baseball/ Softball	Soccer	Football	Other	Lighted	Season of Use
Summit Lower Baseball	SPS	Synthetic	X					Sp/Sum
Summit Upper Baseball	SPS	Grass	X					Sp/Sum
Summit Upper Football & Soccer	SPS	Grass		X	X			Sum/Fall
University 1	COS	Grass	X					Sp/Sum
University Soccer	COS	Grass		X				Fall
Van Asselt Elem	SPS	Synthetic		X				Year Round
Van Asselt 1 & 2	COS	Grass	X					Sp/Sum
Van Asselt Soccer	COS	Grass		X		X		Fall
View Ridge 1 & 2	COS	Grass	X					Sp/Sum
View Ridge Soccer	COS	Grass		X				Sum-Fall
View Ridge Elem Baseball	SPS	Grass	X					Sp/Sum
Wallingford	COS	Grass	X	X		X		Sp-Fall
Walt Hundley 1 & 2	COS	Grass	X			X		Sp/Sum
Walt Hundley Soccer	COS	Synthetic		X			X	Year Round
Wash Park Soccer	COS	Synthetic		X			X	Year Round
Washington Park 1 & 2	COS	Synthetic	X				X	Sp/Sum
West Seattle Stadium	COS	Grass			X		X	Fall
West Seattle Stadium Track	COS	Synthetic				X	X	Sp/Sum
West Woodland Soccer	SPS	Grass		X				Fall
Whitman Baseball	SPS	Synthetic	X					Sp/Sum
Whitman Soccer	SPS	Synthetic		X		X		Year Round
Whitman Track	SPS	Synthetic				X		Sp/Sum
Wilson Pacific Baseball	SPS	Grass	X					Sp/Sum
Wilson Pacific Soccer	SPS	Grass		X				Fall

Field	*Field Owner	Surface	Baseball/ Softball	Soccer	Football	Other	Lighted	Season of Use
Wilson Pacific Softball	SPS	Grass	X					Sp/Sum
Woodland Cross Country	COS	Grass				X		Fall

APPENDIX D – Parks Department Refund Policy

Department Policy & Procedure



Subject: Refund Policy (for community centers, swimming pools, small craft centers and other recreational providers)	Number 060-P 7.16 Effective 1/9/2013 Supersedes 3/15/2001
Approved: A <i>current</i> , approved, signed copy of this policy can be found on the Seattle Parks web site, located at: http://www.seattle.gov/parks/reservations/feesandcharges/refunds.htm	Department: Parks and Recreation & The Associated Recreation Council Page 1 of 3

SUMMARY

For community centers, swimming pools, small craft centers, outdoor spaces, sports fields and other recreation providers, it is the policy of Seattle Parks and Recreation and the Associated Recreation Council that:

- *A full refund will be issued for any program, activity, or reservation that is cancelled for any reason by the Department or the Associated Recreation Council.*
- *Any person who registers for a PROGRAM and who requests a refund before the second class session may receive a prorated refund minus a service charge.*
- *Any person who registers for an ACTIVITY and who requests a refund 14 days or more before its start, may receive a refund minus a service charge.*
- *Any person who schedules a STANDARD RENTAL of a recreation facility and who cancels at least 15 days in advance is entitled to a partial refund.*
- *Any person who schedules a rental of a SPECIAL AMENITY FACILITY and who cancels at least 90 days in advance is entitled to a partial refund.*
- *Any person who reserves a SPORTS FIELD must provide 14 days advance notice of cancellation to be entitled to a full refund.*
- *ADULT SPORTS LEAGUES may receive a partial refund if the cancellation notice is received prior to the league starting and if a replacement team is found.*

Portions of this summary will be included in printed materials where applicable with reference to encourage customers to read the entire policy for specific information. This policy is Appendix D to the adopted Fees and Charges Ordinance for Seattle Parks and Recreation.

1.0 DEFINITIONS:

“Activity” is the term applied to a day camp, school-age or preschool care, trip, overnight camp or special event operated by Seattle Parks and Recreation or Associated Recreation Council or other authorized providers.

“Booking Fee” is an established fee found in the adopted Fees and Charges Ordinance for Seattle Parks and Recreation as a requirement when requesting a facility rental.

“**ARC**” is the Associated Recreation Council operating programs at Seattle Parks and Recreation facilities under a Master Use Agreement with the City of Seattle.

“**Cancellation**” is a case in which the Department does not operate a program as originally planned and/or scheduled and results in a refund to the customer without a service charge applied.

“**Damage Deposit**” is an established fee found in the adopted Fees and Charges Ordinance for Seattle Parks and Recreation usually required as a deposit for facility rentals.

“**Fees and Charges**” are City fees adopted by City Council as a City of Seattle Ordinance establishing fees and charges for Seattle Parks and Recreation.

“**Program**” is the term for a series of classes which may include swimming instruction, youth sports, ARC recreation classes or other similar recreation class series.

“**Refund**” is the direct payment of money or a credit to a customer account. If payment was made by cash or check, a refund will be processed through the Accounting office and may take approximately three weeks. If payment is made through credit card, the refund will be processed within 48 hours of the request.

“**Transfer**” is the process of withdrawing from one program and enrolling in a different program.

2.0 PROGRAM

2.1 **CANCELLATION:** It is the policy of Seattle Parks and Recreation and Associated Recreation Council to make a full refund to participants who register for a class, camp, special event or program that is canceled by the Department or Advisory Council for any reason.

2.2 **CANCELLATION OF ONE SESSION:** In the event of an unplanned cancellation of a single session of a program, that class will be rescheduled whenever possible. If it cannot be rescheduled, the participant will receive a refund.

2.3 **DROPPING A PROGRAM BEFORE SECOND SESSION:** A participant may be issued a refund if he/she withdraws from a program, and notifies the program coordinator, prior to the second class session. The facility will retain the pro-rated class fee plus a service charge of \$5.00 or 10% of the fee, whichever is greater.

2.4 **DROPPING A PROGRAM AFTER SECOND SESSION:** If a participant withdraws from a program after the second session of a series, no refund will be given.

3.0 ACTIVITY

3.1 **BEFORE, AFTERSCHOOL, AND PRESCHOOL CHILD CARE PROGRAMS:** A participant may be issued a refund, less the deposit amount for the activity, if he/she withdraws from a before and/or after school, or preschool child care program if he/she notifies the program coordinator at least fourteen (14) days prior to the beginning date of the program. No refunds will be made for requests received less than fourteen (14) days prior to the beginning of the program. For School Aged Care and preschool program days canceled by the Department due to weather related circumstances, NO credit/refund will be issued for the first two canceled days over the course of the school year. A credit will be issued for the 3rd or additional canceled days.

3.2 **DAY CAMPS, OVERNIGHT CAMPS, TRIPS AND EVENTS REFUND:** A participant may be issued a refund, less the deposit amount, if he/she withdraws from a youth or teen camp, an overnight camp, trip or event, and notifies the program coordinator at least fourteen (14) days prior to the beginning date of the camp. No refunds will be made for

requests received within fourteen (14) days prior to the beginning of the camp. No refunds will be made for food, supplies, or materials fees.

4.0 STANDARD RENTAL

- 4.1 FACILITY RENTALS: Standard Recreation Facility Rental to include Community Centers, Pools, Environmental Learning Centers.
- 4.2 A renter may be issued a refund for a cancelled rental, minus the application booking fee and a cancellation service charge using the following timetable:

31+ days notice of cancellation	Booking Fee, plus \$50 fee is retained by Dept
15-30 days notice of cancellation	Booking Fee, plus 50% of the rental fee is retained by Dept. Damage deposit is refunded.
14 days or less notice of cancellation	No refund given

5.0 SPECIAL AMENITY FACILITIES

- 5.1 FACILITY RENTALS: Special Amenity Facilities include Alki Bathhouse, Golden Gardens Bathhouse, Mount Baker Rowing and Sailing Center, Dakota Place Park Building, Pritchard Bathhouse, Ward Springs Pumphouse, Cal Anderson Shelterhouse and other identified facilities.
- 5.2 A renter may be issued a refund for a cancelled rental, minus the application booking fee and a cancellation service charge using the following timetable:

181+ days notice of cancellation	Booking Fee, plus \$50 fee is retained by Dept
180-91 days notice of cancellation	Booking Fee, plus Damage Deposit is retained by Dept
90 days or less notice of cancellation	No refund given

6.0 SPORTS FIELDS

- 6.1 Field cancellations must be made at least 14 days in advance of usage to get a full refund or credit.
- 6.2 If the Department closes a field for any reason, or if lights do not operate as expected, or if there is a conflict in the scheduled use of a field, a full refund or credit for the missed use will be provided.

7.0 ADULT SPORTS LEAGUES

If a team drops from league play after the deposit is paid and before the final payment is due, a refund will be issued only if a team is found to take the place of the team that wishes to drop from league play. Parks will retain a service charge of the greater of the deposit or 10% of the league fee. No refunds will be issued after the final payment is made and/or final schedules are drawn.

8.0 MERCHANDISE AND FOOD

We are unable to issue refunds for clothing, personal items, supplies or food items, unless there is a product defect. Exchanges may be made for defective products.

9.0 EXCEPTIONS

No refund is available for some designated programs, activities or services, which may include deposits for registration, regattas, rentals, outdoor events, ceremonies or picnics. Information on any specific exception is available from Parks and Recreation staff prior to payment or purchase.

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Parks and Recreation	Amy Williams/684-4135	Anna Hurst/733-9317

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the Department of Parks and Recreation; establishing the 2019-2020 fee schedule for the use of park properties and other park and recreation facilities and services; and superseding previous park and recreation fee schedules.

Summary and background of the Legislation: Seattle Parks & Recreation (SPR)'s fees and charges provide financial support for SPR programs, facilities, and park grounds. The SPR Fee Schedule transmitted by this legislation includes mostly technical fee changes to several lines of business. Attachment 1 to the Ordinance details all changes proposed for the 2020 fee schedule. The next section provides a summary of the key changes.

As part of the 2019 Adopted and 2020 Endorsed budget process, the department was required to increase fees to cover the non-general fund portion of the department's labor budget. Fees were increased by various percentages in each of the two years leading to small additional increases in most fees in 2020. Fees were increased for athletics, aquatics, events, room rentals, tennis, and one specialty garden.

The class and course registration system used by the department requires strict interpretation of the department's Fees and Charges, and complications with the collection of fees arise when a fee is not evenly calculated to the cent (i.e. a time and a half rate of 31.25 for a staff charge calculates to 45.375). To remedy the customer service impacts of some of the 2020 fee increases identified in the previous paragraph, certain fees are being adjusted. There are no revenue impacts resulting from these technical changes.

The only change that does impact revenues is the elimination of the low-income recreation swim fee currently priced at \$2.25 per swim. In the 2019/2020 budget, the Mayor launched a small Swim Safety Equity Fund to provide free swim lessons to diverse, low-income youth. In 2019, the department is using these funds to partner with the Seattle World School and others to teach diverse young people how to be safe in the water. Building on the Mayor's effort to increase access to aquatic programs, this proposal would repurpose some existing funds to make swimming pools free for low-income people, and to slightly expand the lifeguard training program focused on diverse, low-income youth. The elimination of this fee would result in a revenue loss of about \$45,000 annually.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? Yes X No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? X Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2020	2021	2020	2021
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2020	2021	2020	2021
			(\$45,475)	(\$45,475)
Positions affected:	No. of Positions		Total FTE Change	
	2020	2021	2020	2021

b. Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?
 The proposed fee increases do not have other financial impacts that are not reflected in the above table.

c. Is there financial cost or other impacts of *not* implementing the legislation?
 There are no other financial impacts other than those identified in the above table.

3.a. Appropriations

 This legislation adds, changes, or deletes appropriations.

3.b. Revenues/Reimbursements

 X This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2020 Est. Revenue Change	2021 Est. Revenue Change
10200	SPR	Use Fees	(\$45,475)	(\$45,475)
TOTAL				

Is this change one-time or ongoing?
 The proposed fee changes are ongoing.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

No, this legislation does not directly affect any other department.

b. Is a public hearing required for this legislation?

A public hearing is not required.

c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?

This legislation does not affect a piece of property.

d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No, a notice in either publication is not required.

e. Does this legislation affect a piece of property?

This legislation does not affect a piece of property.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

An approach for all park programs and facilities has been developed that ranges from free (high community value) to varying recoveries of costs (high personal value). Social equity is built into that pricing to ensure that there is access to a range of programs and activities. SPR also prioritizes recreational scholarships in Park District planning which supplement fee pricing at pools and fields.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).

This legislation is not proposing a new initiative or major programmatic expansion.

List attachments/exhibits below:

Summary Attachment 1 – Changes from the 2020 Endorsed Fee Schedule to the 2020 Proposed Fee Schedule

Changes from the 2020 Endorsed Fee Schedule to the 2020 Proposed Fee Schedule

The table below identifies all Department of Parks and Recreation proposed fees included in Attachment 1 that are changed from 2020 Endorsed fees. Changes are noted for 2020 Proposed fees when compared to 2020 Endorsed fees.

Facility/Area	Service	Page # in 2020 Schedule	Description	Adopted 2019 Fee	Endorsed 2020 Fee	Proposed 2020 Fee	Comments
All Rentals	Staffing Fee	2	Rentals are required to have at least one staff in attendance.	\$30.00	\$30.25	\$30.00	Consolidated this fee for clarity; technical change needed for registration system.
Amy Yee Tennis Center	Outdoor Court Fees	7	Amy Yee Tennis Courts Singles/Doubles - Resident	\$13.00	\$13.00	\$10.00	Changing fee to make consistent with all outdoor courts.
Amy Yee Tennis Center	Special Events, Equipment Rental, & Merchandise	10	*Public Group (anyone from the general public can participate in outside-sponsored event)		2 x court fee + 10%	# of courts x court fee + 10%	Clarified definition of fee.
Amy Yee Tennis Center	Special Events, Equipment Rental, & Merchandise	10	*Private Group (participation is restricted by the organizers of the event)		2 x court fee + 20%	# of courts x court fee + 20%	Clarified definition of fee.
Swimming Pools	Recreation Swimming – Indoor and Outdoor Pools	11	Discount Recreational Swim Card – 10 entry pass - Senior/Yth/SP	\$36.50	\$36.75	\$37.00	Technical change needed for registration system.

Changes from the 2020 Endorsed Fee Schedule to the 2020 Proposed Fee Schedule

The table below identifies all Department of Parks and Recreation proposed fees included in Attachment 1 that are changed from 2020 Endorsed fees. Changes are noted for 2020 Proposed fees when compared to 2020 Endorsed fees.

Facility/Area	Service	Page # in 2020 Schedule	Description	Adopted 2019 Fee	Endorsed 2020 Fee	Proposed 2020 Fee	Comments
Swimming Pools	Recreation Swimming – Indoor and Outdoor Pools	11	Special Discount Recreation Swim Pricing (all ages) – discount single entry pricing for specific programs – 3) Low Income Recreation Swim – for those who apply in advance through established scholarship application process and meet low income eligibility standards.	\$2.25	\$2.50	FREE	Eliminated low income recreation swim fee in 2020 budget.
Swimming Pools	Fitness - Indoor and Outdoor Pools	11	Special Discount Fitness Pricing (all ages) Low Income Fitness Swim	\$3.50	\$3.75	FREE	Eliminated low income fitness swim fee in 2020 budget.
Swimming Pools	Fitness - Indoor and Outdoor Pools	11	Discount Fitness Swim Card – 10 entry pass - Adult	\$58.50	\$58.75	\$59.00	Technical change needed for registration system.
Swimming Pools	Swimming Instruction – Indoor and Outdoor Pools	12	Group Lesson, youth age 6+, tiny tot, adult, or “Guard Start” program	\$8.00	\$8.25	\$8.00	Technical change needed for registration system.

Changes from the 2020 Endorsed Fee Schedule to the 2020 Proposed Fee Schedule

The table below identifies all Department of Parks and Recreation proposed fees included in Attachment 1 that are changed from 2020 Endorsed fees. Changes are noted for 2020 Proposed fees when compared to 2020 Endorsed fees.

Facility/Area	Service	Page # in 2020 Schedule	Description	Adopted 2019 Fee	Endorsed 2020 Fee	Proposed 2020 Fee	Comments
Swimming Pools	Swimming Instruction – Indoor and Outdoor Pools	12	Group Lesson, youth age 6+, tiny tot, adult, or “Guard Start” - low income rate	\$4.00	\$4.25	\$4.00	Technical change needed for registration system.
Swimming Pools	Swimming Instruction – Indoor and Outdoor Pools	12	3 yr old Group Lessons	\$14.00	\$14.25	\$14.00	Technical change needed for registration system.
Swimming Pools	Swimming Instruction – Indoor and Outdoor Pools	12	3 yr old Group Lessons - low income rate	\$7.00	\$7.25	\$7.00	Technical change needed for registration system.
Swimming Pools	Swimming Instruction – Indoor and Outdoor Pools	12	Group Lesson, Kinders age 4 & 5	\$10.00	\$10.25	\$10.00	Technical change needed for registration system.
Swimming Pools	Swimming Instruction – Indoor and Outdoor Pools	12	Group Lesson, Kinders age 4 & 5, low income rate	\$5.00	\$5.25	\$5.00	Technical change needed for registration system.

Changes from the 2020 Endorsed Fee Schedule to the 2020 Proposed Fee Schedule

The table below identifies all Department of Parks and Recreation proposed fees included in Attachment 1 that are changed from 2020 Endorsed fees. Changes are noted for 2020 Proposed fees when compared to 2020 Endorsed fees.

Facility/Area	Service	Page # in 2020 Schedule	Description	Adopted 2019 Fee	Endorsed 2020 Fee	Proposed 2020 Fee	Comments
Swimming Pools	Aquatic Facility Rental Fees	12	Hourly lifeguard staff costs (per lifeguard)	\$31.00	\$31.25	\$31.00	Technical change needed for registration system.
Swimming Pools	Swimming Pools – Competitive Sports Rentals	13	Hourly lifeguard staff costs (per lifeguard), in addition to pool rental fee (staff rates increase 1½ times per hour on holidays)	\$31.00	\$31.25	\$31.00	Technical change needed for registration system.
Swimming Pools	Timing System Rental	14	Additional staff charge for delivery, set up, operation and clean-up	\$31.00	\$31.25	\$31.00	Technical change needed for registration system.
Athletic Faciltites	Evening Recreation School Gym Rentals	18	School Gymnasium Rentals	\$35.00	\$35.00	\$0.00	Technical clean up – SPR stopped using SPS gyms in 2016.

Changes from the 2020 Endorsed Fee Schedule to the 2020 Proposed Fee Schedule

The table below identifies all Department of Parks and Recreation proposed fees included in Attachment 1 that are changed from 2020 Endorsed fees. Changes are noted for 2020 Proposed fees when compared to 2020 Endorsed fees.

Facility/Area	Service	Page # in 2020 Schedule	Description	Adopted 2019 Fee	Endorsed 2020 Fee	Proposed 2020 Fee	Comments
Community Meeting Rooms and Gymsnasiums	Hourly Room and Gymnasium Rental Fees	22	Rooms. Class A. Large Kitchen ^A (minimum of 2 hours), per hr	\$28.80	\$29.05	\$29.00	Rounded to nearest dollar to improve customer service.
Community Meeting Rooms and Gymsnasiums	Hourly Room and Gymnasium Rental Fees	22	Rooms. Class C. Large Kitchen ^A (minimum of 2 hours), per hr	\$57.60	\$57.85	\$58.00	Rounded to nearest dollar to improve customer service.



Legislation Text

File #: CB 119684, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to taxation; imposing a tax on transportation network companies; adding a new Chapter 5.39 to the Seattle Municipal Code; and amending Sections 5.30.010, 5.30.060, 5.55.010, 5.55.040, 5.55.060, 5.55.150, 5.55.165, 5.55.220, and 5.55.230 of the Seattle Municipal Code.

WHEREAS, transportation network companies (TNCs) provide application dispatch services that allow

passengers to directly request the dispatch of drivers via the internet using mobile interfaces such as smartphone applications; and

WHEREAS, over 24 million TNC trips were taken in Seattle in 2018; and

WHEREAS, the Mayor and City Council seek to invest in affordable housing near transit, transportation and transit investments including the Center City Connector Streetcar, and a driver conflict resolution center using proceeds from a tax on TNC companies providing 1,000,000 rides per quarter or more on a per-ride basis; and

WHEREAS, the Director of Finance and Administrative Services (FAS) assesses a per-ride regulatory fee for the costs to FAS of operating and enforcing the TNC regulatory scheme; and

WHEREAS, as of the date of submitting this ordinance to establish a tax on TNC rides, the fee to regulate TNCs was \$0.14; and

WHEREAS, The City of Seattle intends to exercise its taxing authority, as granted by the Washington State Constitution and as authorized by the Washington State Legislature, and impose a tax on TNCs operating in Seattle; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Chapter 5.39 is added to the Seattle Municipal Code as follows:

Chapter 5.39 TRANSPORTATION NETWORK COMPANY TAX

5.39.010 Administrative provisions

All provisions contained in Chapter 5.55 shall have full force and application with respect to taxes imposed under this Chapter 5.39 except as may be expressly stated to the contrary herein.

5.39.020 Definitions

The definitions contained in Chapter 5.30 shall be fully applicable to this Chapter 5.39 except as may be expressly stated to the contrary herein. The following additional definitions shall apply throughout this Chapter 5.39:

“Application dispatch” means technology that allows consumers to directly request dispatch of drivers for trips and/or allows drivers or TNCs to accept payments for trips via the internet using mobile interfaces such as, but not limited to, smartphone and tablet applications.

“For-hire vehicle” has the same meaning as given in Section 6.310.110.

“Motor vehicle” has the same meaning as given in Section 6.310.110.

“Operating in Seattle” means, with respect to a TNC, providing application dispatch services to any affiliated driver at any time for the transport of any passenger for compensation from a point within the geographical confines of Seattle.

“Personal vehicle” means a motor vehicle that is not a taxicab or for-hire vehicle, that is subject to regulation under Chapter 6.310, and that is used by a driver to provide trips arranged through a TNC application dispatch system.

“Taxicab” has the same meaning given in Section 6.310.110.

“TNC” means a transportation network company.

“TNC dispatched trip” or “trip” means the provision of transportation by a transportation network company driver to a passenger in a TNC vehicle through the use of a TNC’s application dispatch system. The

term “TNC dispatched trip” does not include transportation provided by taxicabs or for-hire vehicles:

“TNC driver” or “driver” means a driver, licensed or required to be licensed under Chapter 6.310, affiliated with, and accepting dispatched trips from, a TNC.

“TNC vehicle” means a personal motor vehicle used for the transportation of passengers for compensation that is affiliated with a TNC.

“Transportation network company” means a person, licensed or required to be licensed under Chapter 6.310, operating in Seattle that offers prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using their personal vehicles.

“Trip that originates in Seattle” means a TNC dispatched trip where a passenger enters a TNC vehicle within Seattle city limits.

5.39.030 Tax imposed-Rates

A. There is imposed a tax on every TNC operating in Seattle. The amount of the tax due shall be the tax rate under subsection 5.39.030.B per trip that originates in Seattle.

B. The tax rate shall be:

1. Fifty-one cents per trip; and

2. In addition to the tax rate per trip imposed under subsection 5.39.030.B.1, the taxpayer shall pay a supplemental rate per trip in an amount to be set by the Director. For the period from July 1, 2020, through December 31, 2020, the Director shall set the supplemental rate under this subsection 5.39.030.B.2 at an amount equal to \$0.14 minus the total fees per ride imposed under subsection 6.310.150.B. If the total fees per ride imposed under subsection 6.310.150.B exceed \$0.14, then the supplemental rate shall be zero. For the period after December 31, 2020, the Director shall set the supplemental rate under this subsection 5.39.030.B.2 at \$0.06.

5.39.040 Deductions

A taxpayer may deduct from the measure of the tax any trip that originates in Seattle and terminates outside the

state of Washington.

5.39.050 Tax threshold

No tax shall be due under Section 5.39.030 from a TNC that reports fewer than 1,000,000 trips that originate in Seattle in the prior calendar quarter. Any TNC below this threshold shall complete and file a return and declare no tax due on the return. The TNC shall enter on the tax return the number of trips originating in Seattle even though no tax may be due.

5.39.060 Transportation network company tax-When due

The tax imposed by this Chapter 5.39 shall be due and payable in accordance with Section 5.55.040. The transportation network company tax shall be due and payable in quarterly installments. The Director may use discretion to assign businesses to a monthly or annual reporting period. Forms for such filings shall be prescribed by the Director. Persons discontinuing their business activities in Seattle shall report and pay the transportation network company tax at the same time as they file their final business license tax return.

5.39.070 Excise tax in addition to other license fees and taxes-Part of operating overhead

A. The tax imposed by Chapter 5.39 is a general excise tax on the privilege of conducting certain business within Seattle and shall be in addition to any license fee or tax imposed or levied under any other law, statute, or ordinance whether imposed or levied by the City, state, or other governmental entity or political subdivision.

B. It is not the intention of this Chapter 5.39 that the tax imposed herein be construed as a tax upon the purchasers or customer, but that tax shall be levied upon, and collectible from, the person engaging in the business activities herein designated and that such tax shall constitute a part of the operating overhead or cost of doing business of such persons.

5.39.080 Transportation network company tax-Constitutional limitation

Notwithstanding anything to the contrary in this Chapter 5.39, if imposition of the tax under this Chapter 5.39 would place an undue burden upon interstate commerce or violate constitutional requirements, a taxpayer shall

be allowed a credit to the extent necessary to preserve the validity of the tax, and still apply the tax to as much of the taxpayer's activities as may be subject to the City's taxing authority.

Section 2. Section 5.30.010 of the Seattle Municipal Code, last amended by Ordinance 125324, is amended as follows:

5.30.010 Definition provisions

The definitions contained in this Chapter 5.30 shall apply to the following chapters of the Seattle Municipal Code: Chapters 5.32 (Amusement Devices), 5.35 (Commercial Parking Tax), 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax), 5.46 (Square Footage Tax), 5.48 (Business Tax-Utilities), 5.50 (Firearms and Ammunition Tax), 5.52 (Gambling Tax), 5.53 (Sweetened Beverage Tax), and 5.55 (General Administrative Provisions) unless expressly provided for otherwise therein, and shall also apply to other chapters and sections of the Seattle Municipal Code in the manner and to the extent expressly indicated in each chapter or section. Words in the singular number shall include the plural and the plural shall include the singular. Words in one gender shall include ~~((the))~~ all other genders.

Section 3. Subsection 5.30.060.C of the Seattle Municipal Code, which section was last amended by Ordinance 125324, is amended as follows:

5.30.060 Definitions, T-Z

* * *

C. "Taxpayer" means any "person," as herein defined, required by Chapter 5.55 to have a business license tax certificate, or liable for any license, tax, or fee, or for the collection of any tax or fee, under Chapters 5.32 (Revenue Code), 5.35 (Commercial Parking Tax), 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax), 5.46 (Square Footage Tax), 5.48 (Business Tax-Utilities), 5.50 (Firearms and Ammunition Tax), 5.52 (Gambling Tax), and 5.53 (Sweetened Beverage Tax), or who engages in any business or who performs any act for which a tax or fee is imposed under those chapters.

* * *

Section 4. Section 5.55.010 of the Seattle Municipal Code, last amended by Ordinance 125324, is amended as follows:

5.55.010 Application of chapter stated

Unless expressly stated to the contrary in each chapter, the provisions of this Chapter 5.55 shall apply with respect to the licenses and taxes imposed under this Chapter 5.55 and Chapters 5.32 (Amusement Devices), 5.35 (Commercial Parking Tax), ~~((5.37 (Employee Hours Taxes),))~~ 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax), 5.46 (Square Footage Tax), 5.48 (Business Tax-Utilities), 5.50 (Firearms and Ammunition Tax), 5.52 (Gambling Tax), 5.53 (Sweetened Beverage Tax), and under other titles, chapters, and sections in such manner and to such extent as indicated in each such title, chapter, or section.

Section 5. Subsection 5.55.040.A of the Seattle Municipal Code, which section was last amended by Ordinance 125324, is amended as follows:

5.55.040 When due and payable-Reporting periods-Monthly, quarterly, and annual returns-Threshold provisions-Computing time periods-Failure to file returns

A. Other than any annual license fee or registration fee assessed under this Chapter 5.55, the taxes imposed by Chapters 5.32 (Amusement Devices), 5.35 (Commercial Parking Tax), 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax), 5.46 (Square Footage Tax), 5.48 (Business Tax-Utilities), 5.50 (Firearms and Ammunition Tax), 5.52 (Gambling Tax), and 5.53 (Sweetened Beverage Tax) shall be due and payable in quarterly installments. The Director may use discretion to assign businesses to a monthly or annual reporting period depending on the tax amount owing or type of tax. Taxes imposed by subsections 5.52.030.A.2 and 5.52.030.B.2 for ~~((punchboards))~~ punch boards and pull-tabs shall be due and payable in monthly installments. Tax returns and payments are due on or before the last day of the next month following the end of the assigned reporting period covered by the return.

* * *

Section 6. Subsection 5.55.060.A of the Seattle Municipal Code, which section was last amended by Ordinance 125324, is amended as follows:

5.55.060 Records to be preserved-Examination-Inspection-Search warrants-Estoppel to question assessment

A. Every person liable for any fee or tax imposed by this Chapter 5.55 and Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53 shall keep and preserve, for a period of five years after filing a tax return, such records as may be necessary to determine the amount of any fee or tax for which the person may be liable; which records shall include copies of all federal income tax and state tax returns and reports made by the person. All books, records, papers, invoices, ticket stubs, vendor lists, gambling games, and payout information, inventories, stocks of merchandise, and other data, including federal income tax and state tax returns, and reports needed to determine the accuracy of any taxes due, shall be open for inspection or examination at any time by the Director or a duly authorized agent. Every person’s business premises shall be open for inspection or examination by the Director or a duly authorized agent. For the purposes of this Section 5.55.060, for the tax imposed by Chapter 5.53, “business premises” means wherever the person’s business records and tax documents are maintained and does not mean every site owned or operated by the person.

* * *

Section 7. Subsection 5.55.150.E of the Seattle Municipal Code, which section was last amended by Ordinance 125324, is amended as follows:

5.55.150 Appeal to the Hearing Examiner

* * *

E. The Hearing Examiner shall ascertain the correct amount of the tax, fee, interest, or penalty due either by affirming, reversing, or modifying an action of the Director. Reversal or modification is proper if the Director’s assessment or refund denial violates the terms of this Chapter 5.55, or Chapters 5.30, 5.32, 5.35, ((~~5.37,~~) 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53.

Section 8. Section 5.55.165 of the Seattle Municipal Code, last amended by Ordinance 125324, is amended as follows:

5.55.165 Director of Finance and Administrative Services to make rules

The Director of Finance and Administrative Services shall have the power and it shall be the Director's duty, from time to time, to adopt, publish, and enforce rules and regulations not inconsistent with this Chapter 5.55, with Chapters 5.30, 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53, or with law for the purpose of carrying out the provisions of such chapters, and it shall be unlawful to violate or fail to comply with any such rule or regulation.

Section 9. Subsections 5.55.220.A and 5.55.220.B of the Seattle Municipal Code, which section was last amended by Ordinance 125324, are amended as follows:

5.55.220 Unlawful actions-Violation-Penalties

A. It shall be unlawful for any person subject to the provisions of this Chapter 5.55 or Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53:

1. To violate or fail to comply with any of the provisions of this Chapter 5.55, or Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53, or any lawful rule or regulation adopted by the Director;
2. To make or manufacture any license required by this Chapter 5.55 except upon authority of the Director;
3. To make any false statement on any license, application, or tax return;
4. To aid or abet any person in any attempt to evade payment of a license fee or tax;
5. To refuse admission to the Director to inspect the premises and/or records as required by this Chapter 5.55, or to otherwise interfere with the Director in the performance of duties imposed by Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53;
6. To fail to appear or testify in response to a subpoena issued pursuant to Section 3.02.120

in any proceeding to determine compliance with this Chapter 5.55 and Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53;

7. To testify falsely in any investigation, audit, or proceeding conducted pursuant to this Chapter 5.55;

8. To continue to engage in any business activity, profession, trade, or occupation after the revocation of or during a period of suspension of a business license tax certificate issued under Section 5.55.030; or

9. In any manner, to hinder or delay the City or any of its officers in carrying out the provisions of this Chapter 5.55 or Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53.

B. Each violation of or failure to comply with the provisions of this Chapter 5.55, or Chapters 5.32, 5.35, (~~5.37~~) 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53 shall constitute a separate offense. Except as provided in subsection 5.55.220.C, any person who commits an act defined in subsection 5.55.220.A is guilty of a gross misdemeanor, punishable in accordance with Section 12A.02.070. The provisions of Chapters 12A.02 and 12A.04 apply to the offenses defined in subsection 5.55.220.A, except that liability is absolute and none of the mental states described in Section 12A.04.030 need be proved.

* * *

Section 10. Subsection 5.55.230.A of the Seattle Municipal Code, which section was last amended by Ordinance 125324, is amended as follows:

5.55.230 Denial, revocation of, or refusal to renew business license tax certificate

A. The Director, or the Director's designee, has the power and authority to deny, revoke, or refuse to renew any business license tax certificate or amusement device license issued under the provisions of this Chapter 5.55. The Director, or the Director's designee, shall notify such applicant or licensee in writing by mail in accordance with Section 5.55.180 of the denial of, revocation of, or refusal to renew the license and on what grounds such a decision was based. The Director may deny, revoke, or refuse to renew any business license tax

certificate or other license issued under this Chapter 5.55 on one or more of the following grounds:

1. The license was procured by fraud or false representation of fact.
2. The licensee has failed to comply with any provisions of this Chapter 5.55.
3. The licensee has failed to comply with any provisions of Chapters 5.32, 5.35, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53.
4. The licensee is in default in any payment of any license fee or tax under Title 5 or Title 6.

Section 11. Severability. If any part, provision, or section of this ordinance is held to be void or unconstitutional, all other parts, provisions, and sections of this ordinance not expressly so held to be void or unconstitutional shall continue in full force and effect.

Section 12. It is the intent of the Mayor and the Council through the annual budget process to use the proceeds of the tax imposed by Seattle Municipal Code Section 5.39.030 for the following purposes:

- A. Administrative costs related to the tax and regulations of TNC drivers;
- B. Investment in affordable housing near transit;
- C. Transportation and transit investments, including the Center City Connector Streetcar, and
- D. A driver conflict resolution center.

Section 13. Sections 1 through 12 of this ordinance shall take effect on July 1, 2020.

Section 14. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2019, and signed by me in open session in authentication of its passage this ____ day of _____, 2019.

President _____ of the City Council

Approved by me this _____ day of _____, 2019.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2019.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Mayor's Office	Kate Garman/7-8760	George Dugdale/3-9297

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to taxation; imposing a tax on transportation network companies; adding a new Chapter 5.39 to the Seattle Municipal Code; and amending Sections 5.30.010, 5.30.060, 5.55.010, 5.55.040, 5.55.060, 5.55.150, 5.55.165, 5.55.220, and 5.55.230 of the Seattle Municipal Code.

Summary and background of the Legislation: The City intends to exercise its taxing authority, as granted by the Washington State Constitution and as authorized by the Washington State Legislature, to impose a tax on Transportation Network Companies (TNCs) operating in the City. The new tax would be imposed at \$0.57 per ride that originates within the city limits of the City of Seattle. No tax would be due from a transportation network company that reports fewer than one million trips that originate in the City in the prior calendar quarter.

\$0.06 of the tax will be offset by lowering of an existing fee on TNC rides in the City. Companion legislation to this bill lowers that fee.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2020	2021	2020	2021
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2020	2021	2020	2021
	\$9,417,005	\$19,911,013		
Positions affected:	No. of Positions		Total FTE Change	
	2020	2021	2019	2020

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

This legislation will be complemented by proposed appropriations in the 2020 that provide funding for the Department of Finance and Administrative Services (FAS) to allow for implementation and collection of this tax and for the estimated first half-year of revenues to be held in Finance General, pending future appropriation.

Is there financial cost or other impacts of *not* implementing the legislation?

Not implementing the legislation would not cause any additional financial costs, but proposed expenditures for Affordable Housing, Transportation, Worker Protections and Tax Administration set out in the companion spending Resolution would not be available to the City.

3.a. Appropriations

This legislation adds, changes, or deletes appropriations.

3.b. Revenues/Reimbursements

This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2020 Revenue	2021 Estimated Revenue
General Fund (00100)		Seattle TNC Tax	\$9,417,055	\$19,911,013
TOTAL			\$9,417,055	\$19,911,013

Is this change one-time or ongoing?

This is an ongoing change.

Revenue/Reimbursement Notes:

The spending plan for these additional revenues is included as part of the companion Resolution. The 2020 revenue number assumes revenues are collected starting July 1, 2020.

3.c. Positions

This legislation adds, changes, or deletes positions.

Position Notes: The anticipated impact of this legislation is the addition of 3.0 FTE positions in FAS. Those positions will be legislated in 2020.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?**
The Department of Finance and Administrative Services will administer the tax. The uses of proceeds from the tax are discussed in the companion Resolution to this legislation.
- b. Is a public hearing required for this legislation?**
No
- c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?**
No
- d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
No
- e. Does this legislation affect a piece of property?**
No
- f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**
The proceeds from tax will be used to provide support to affordable housing near frequent transit, transportation, and a driver conflict resolution center and other driver protections. People of color are disproportionately affected by rising costs associated with housing affordability and access to transportation. In addition, the Driver Resolution Center will provide resolution services to TNC drivers and TNCs, which may include services such as providing a venue for drivers to contest deactivation by a TNC. Many drivers are people of color and/or immigrants.
- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).**
Revenues from the tax will be reported at least annually once the tax is being collected. Evaluation methods for the programs funded by the revenue stream will be detailed as those programs are funded once the tax is in effect.

List attachments/exhibits below:



Legislation Text

File #: CB 119685, Version: 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to transportation network company fees; changing the per-ride fee amount for trips originating in Seattle; deleting obsolete provisions; and amending Section 6.310.150 of the Seattle Municipal Code.

WHEREAS, the Director of the Department of Finance and Administrative Services (FAS) has reviewed the revenue from transportation network company (TNC) per-ride regulatory fees and the costs for FAS to operate, regulate, and enforce the TNC regulatory scheme; and

WHEREAS, the Director of FAS has determined that the per-ride cost should be adjusted downward to offset FAS's current and anticipated TNC operational, regulatory, and enforcement costs; and

WHEREAS, several provisions of Seattle Municipal Code Section 6.310.150 apply only to 2014-2015 and are now obsolete; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 6.310.150 of the Seattle Municipal Code, last amended by Ordinance 124524, is amended as follows:

6.310.150 Fees

The following nonrefundable fees shall apply:

A. ~~((Upon the effective date of this ordinance, taxicab))~~ Taxicab association, taxicab, and for-hire vehicle license and for-hire driver fees (excluding ~~((Transportation Network Company))~~ transportation network company (TNC) for-hire drivers) ~~((for the 2014-2015 vehicle licensing year))~~ shall be:

1. Taxicab Association	
a. Annual fee	\$1,000

b. Late renewal fee	\$100
2. Taxicab or for-hire vehicle fees	
a. Annual license fee	\$500
b. Wheelchair accessible taxicab annual license	Waived
c. Late fee (license renewal)	\$60
d. Change of vehicle licensee:	
i. July-December	\$500
ii. January-June (half year)	\$250
iii. May 16-June 30*	
e. Replace taxicab plate	\$25
f. Special inspection fee**	\$100/hour (1/2 hour minimum)
g. Inspection rescheduling fee (non-City license)	\$25
h. Taxicab change of association affiliation	\$100
i. Change of licensee corporation, limited liability members	\$100
j. Taximeter test (when not part of annual inspection)	\$50
((k. This section 6.310.150.A.2 shall take effect and be in force retroactively as of May 1, 2014 in for the 2014-15 vehicle licensing year July 1, 2014 through June 30, 2015.))	
*No change of taxicab licensee or for-hire vehicle licensee fee is due if the transfer occurs between taxicab or for-hire vehicle licensee and the annual license renewal are accomplished together and	
**For testing of taxicab meter or taxicab inspections provided to other municipalities.	
3. For-hire driver license fees:	
a. Annual fee Late fee	\$50 \$15
((Add/change affiliation***	\$20))
b. Replacement license	\$5
c. Other training and licensing fees (fingerprinting, ID photo, background check): Charge as determined	
(***)For-hire drivers may only be affiliated with a maximum of three taxicab associations at any time. If a driver is affiliated with three associations and now wants to delete one association and add another.)	

B. Transportation (~~((Network Company (TNC) License, Vehicle Endorsement))~~) network company license, vehicle endorsement, and for-hire ((For Hire Driver's License Fees)) driver's license fees shall be:

((~~Upon the effective date of this ordinance,~~) TNCs shall pay ~~(((\$0.10))~~) \$0.08 per ride for all trips originating in Seattle to cover the estimated enforcement and regulatory costs of TNC licensing, vehicle

endorsements and driver licensing. ~~((After six months or any time thereafter, the))~~ The Director may adjust this per-ride fee based on the number of new TNC licenses, for-hire driver’s licenses and vehicle endorsements issued, and ~~((total))~~ quarterly number of TNC trips originating in Seattle. ~~((provided in the previous quarter, as reported pursuant to Section 6.310.540.))~~ The purpose of any adjustment is to ensure that the per-ride fee covers the estimated enforcement and regulatory costs of TNC licensing, vehicle endorsements, and driver licensing. ~~((Total TNC industry fees shall not exceed \$525,000 in year one. Unless the Director finds that a TNC has not paid its proportional fees covering the cost of enforcement and regulatory costs for the prior year, at))~~ At the time of renewing the TNC license, the fees for the current TNC license, vehicle endorsements, and for-hire driver licenses shall be renewed upon approval of completed renewal applications and upon the condition that the TNC is current on the per-ride fee and continues to submit quarterly per-ride fees.

C. The Director may adjust any of the fees in ~~((subsection A after the ordinance’s effective date, and any of the fees in subsection B six months after the ordinance’s effective date,))~~ this Section 6.310.150 following consideration of the following nonexclusive factors: the projected costs and annual budget allotted for enforcement and regulatory costs across the for-hire transportation industry, the need for increased street inspection in order to reduce illegal activity, the total number of trips originating in Seattle across the for-hire transportation industry, and the administrative burden of issuing additional taxicab licenses, TNC licenses, for-hire driver’s licenses, and TNC vehicle endorsements. The purpose of any adjustment is to ensure that the fees cover the Director’s enforcement and regulatory costs.

Section 2. Section 1 of this ordinance shall take effect on July 1, 2020.

Section 3. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2019, and signed by

me in open session in authentication of its passage this ____ day of _____, 2019.

President _____ of the City Council

Approved by me this ____ day of _____, 2019.

Jenny A. Durkan, Mayor

Filed by me this ____ day of _____, 2019.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
FAS	Ann Gorman/615-0797	George Dugdale/733-9110

* Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to transportation network company fees; changing the per-ride fee amount for trips originating in Seattle; deleting obsolete provisions; and amending Section 6.310.150 of the Seattle Municipal Code.

Summary and background of the Legislation: Seattle Municipal Code Section 6.310.150 allows the Department of Finance and Administrative Services (FAS) to charge a per-ride regulatory fee to recover the costs of FAS to operate, regulate, and enforce the City’s Transportation Network Company (TNC) regulatory scheme.

FAS has determined that the cost of this per-ride fee should be adjusted downwards, from \$.14 per ride to \$0.08 to better reflect the anticipated costs of operating the regulatory scheme. The proposed legislation reduces the current \$0.14 per-ride surcharge to \$0.08, effective July 1, 2020.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2020	2021	2020	2021
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2020	2021	2020	2021
			(\$913,332)	(\$2,095,896)
Positions affected:	No. of Positions		Total FTE Change	
	2020	2021	2020	2021
	0	0	0	0

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?
 No.

Is there financial cost or other impacts of *not* implementing the legislation?

Not implementing this legislation would result in continued collection of the \$0.14 per-ride surcharge.

3.a. Appropriations

This legislation adds, changes, or deletes appropriations.

3.b. Revenues/Reimbursements

This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2020 Revenue	2021 Estimated Revenue
12100	FAS	Net per-ride surcharges	(\$913,332)	(\$2,095,896)
TOTAL			(\$913,332)	(\$2,095,896)

Is this change one-time or ongoing?

This change is ongoing.

3.c. Positions

This legislation adds, changes, or deletes positions.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

No.

b. Is a public hearing required for this legislation?

No.

c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?

No.

d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No.

e. Does this legislation affect a piece of property?

No.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?
No perceived impacts.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?
n/a

List attachments/exhibits below:

n/a



Legislation Text

File #: CB 119686, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to transportation network company drivers; establishing deactivation protections for transportation network company drivers; amending Section 3.15.000 of the Seattle Municipal Code; and adding a new Chapter 14.32 to the Seattle Municipal Code.

WHEREAS, the Washington Constitution provides in Article XI, Section 11 that “[a]ny county, city, town or township may make and enforce within its limits all such local police, sanitary and other regulations as are not in conflict with general laws”; and

WHEREAS, the state of Washington, in Revised Code of Washington (RCW) 46.72.001, has authorized political subdivisions of the state to regulate for-hire drivers and for-hire transportation services, which terms encompass the regulation of transportation network company (TNC) drivers, TNCs, and TNC services, to ensure safe and reliable TNC services; and

WHEREAS, TNCs provide application dispatch services that allow passengers to directly request the dispatch of drivers via the internet using mobile interfaces such as smartphone applications; and

WHEREAS, in 2018, the two largest TNCs accounted for over 24 million trips in the City and King County; and

WHEREAS, these two companies are also major hiring entities, accounting for most of the 31,676 TNC drivers issued permits by King County in 2018 as recorded by the King County Department of Licensing; and

WHEREAS, the regulation of TNC driver protections better ensures that drivers can perform their services in a safe and reliable manner and thereby promotes the welfare of the people and is thus a fundamental governmental function; and

WHEREAS, the establishment of minimum labor standards for TNC drivers is a subject of vital and imminent concern to the people of this City and requires appropriate action by City Council to establish such minimum labor standards within the City; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Findings

A. In order to protect the public health, safety, and welfare, The City of Seattle is granted express authority to regulate for-hire transportation services pursuant to chapter 46.72 RCW. This authority includes regulating entry, requiring a license, controlling rates, establishing safety requirements, and any other requirement to ensure safe and reliable transportation services.

B. In the pursuit of economic opportunity, many transportation network company (TNC) drivers are immigrants and people of color who have taken on debt or invested their savings to purchase and/or lease vehicles to provide TNC services.

C. The TNCs represent that their business models rely on TNC drivers being classified as independent contractors, and that they are exempt from minimum labor standards established by federal, state, and local law.

D. TNC drivers are subject to TNC companies' policies that can be unilaterally changed so they can be deactivated for a variety of reasons, and they do not have consistent access to due process for such deactivations, nor do they have regular access to human resources staff who have the power to correct unwarranted deactivations, via either in-person meeting or telephone, to air their deactivation-related grievances.

E. The TNCs deactivate drivers with unclear processes for review of those deactivations. Establishing a reasonable standard for the deactivations of TNC drivers as well as access to a neutral Deactivation Appeals Process in which unwarranted deactivations may be challenged will help ensure that thousands of drivers who provide vital transportation services in Seattle will be able enjoy a small measure of

job security.

F. TNC drivers who have protection against unwarranted deactivation will be more likely to remain in their positions over time, and to devote more time to their work as TNC drivers. Such experienced drivers will improve the safety and reliability of the TNC services provided by the TNCs to passengers and thus reduce safety and reliability problems created by frequent turnover in the TNC services industry.

Section 2. A new Chapter 14.32 is added to the Seattle Municipal Code as follows:

CHAPTER 14.32 TRANSPORTATION NETWORK COMPANY DRIVERS DEACTIVATION RIGHTS

14.32.010 Short title

This Chapter 14.32 shall constitute the “Transportation Network Company Driver Deactivation Rights Ordinance” and may be cited as such.

14.32.015 Declaration of policy

It is declared to be the policy of the City, in the exercise of its police powers for the protection of the public health, safety, and general welfare, and for the maintenance of peace and good government, to ensure that TNC drivers can perform their services in a safe and reliable manner, and thereby promote the welfare of the people who rely on such services to meet their transportation needs.

14.32.020 Definitions

For the purposes of this Chapter 14.32:

“Agency” means the Office of Labor Standards and any division therein.

“Aggrieved party” means the TNC driver or other person who suffers tangible or intangible harm due to the TNC’s violation of this Chapter 14.32.

“Application dispatch” means technology that allows consumers to directly request dispatch of TNC drivers for trips and/or allows TNC drivers or TNCs to accept trip requests and payments for trips via the internet using mobile interfaces such as, but not limited to, smartphone and tablet applications.

“Available platform time” means the time a TNC driver is logged in to the driver platform prior to

receiving a trip request from a TNC.

“City” means The City of Seattle.

“Compensation” means payment owed to a TNC driver by reason of providing TNC services.

“Days” means calendar days.

“Deactivation” means the blocking of a TNC driver’s access to the driver platform, changing a TNC driver’s status from eligible to provide TNC services to ineligible, or other material restriction in access to the driver platform that is effected by a TNC.

“Director” means the Director of the Office of Labor Standards.

“Dispatch location” means the location of the TNC driver at the time the TNC driver accepts a trip request from the TNC.

“Dispatch platform time” means the time a TNC driver spends traveling from dispatch location to passenger pick-up location. Dispatch platform time ends when a passenger cancels a trip, fails to appear for a trip, or enters the TNC driver’s vehicle.

“Driver platform” means the driver-facing application dispatch system software or any online-enabled application service, website, or system, used by a TNC driver, that enables the prearrangement of passenger trips for compensation.

“Driver Resolution Center” means a non-profit organization registered with the Washington Secretary of State that contracts with the Agency to provide culturally competent TNC driver representation services, outreach, and education, that is affiliated with an organization that has experience representing workers in grievance proceedings and whose administration and/or formation was/is not funded, excessively influenced, or controlled by a TNC.

“Operating in Seattle” means, with respect to a TNC, providing application dispatch services to any affiliated driver at any time for the transport of any passenger for compensation from or to a point within the geographical confines of Seattle.

“Passenger drop-off location” means the location where a passenger exits a TNC driver’s vehicle at the end of a trip.

“Passenger pick-up location” means the location where a passenger has requested to be picked up at the time of dispatch, for the purpose of receiving TNC services.

“Passenger platform time” means the period of time commencing when a passenger enters the TNC driver’s vehicle until the time when the passenger exits the TNC vehicle.

“Representative” means a person who gives advice or guidance and includes, but is not limited to, family members, friends, licensed professionals, attorneys, advocates, and Driver Resolution Center advocates.

“Respondent” means the TNC who is alleged or found to have committed a violation of this Chapter 14.32.

“TNC services” means services related to the transportation of passengers that are provided by a TNC driver while logged in to the driver platform, including services provided during available platform time, dispatch platform time, and passenger platform time.

“Transportation network company” or “TNC” means an organization whether a corporation, partnership, sole proprietor, or other form, licensed or required to be licensed under Chapter 6.310, operating in Seattle that offers prearranged transportation services for compensation using an online-enabled application or platform, such as an application dispatch system, to connect passengers with drivers using a “transportation network company (TNC) endorsed vehicle,” as defined in Chapter 6.310.

“Transportation network company driver” or “TNC driver” means a licensed for-hire driver, as defined in Chapter 6.310, affiliated with and accepting trips from a licensed transportation network company. For purposes of this Chapter 14.32, at any time that a driver is logged into the driver platform, the driver is considered a TNC driver.

“TNC dispatched trip” or “trip” means the dispatch of a TNC driver to provide transportation to a passenger in a TNC endorsed vehicle through the use of a TNC’s application dispatch system. The term “TNC

dispatched trip” or “trip” does not include transportation provided by taxicabs or for-hire vehicles, as defined in Chapter 6.310.

“Written” or “writing” means a printed or printable communication in physical or electronic format including a communication that is transmitted through email, text message, or a computer system, or is otherwise sent and maintained electronically.

14.32.030 TNC driver coverage

A TNC driver is covered by this Chapter 14.32 if the TNC driver provides TNC services within the geographic boundaries of the City for a TNC covered by this Chapter 14.32.

14.32.040 TNC coverage

A. TNCs that report greater than 1,000,000 trips that originate in the City per the most recent quarterly report under Section 6.310.540 are covered under this Chapter 14.32.

B. Separate entities that form an integrated enterprise shall be considered a single TNC under this Chapter 14.32. Separate entities will be considered an integrated enterprise and a single TNC under this Chapter 14.32 where a separate entity controls the operation of another entity. The factors to consider include, but are not limited to:

1. Degree of interrelation between the operations of multiple entities;
2. Degree to which the entities share common management;
3. Centralized control of labor relations; and
4. Degree of common ownership or financial control over the entities.

14.32.050 Protection from unwarranted deactivation

- A. TNC driver deactivation rights
1. No TNC shall subject a TNC driver to unwarranted deactivation, as defined by Director’s rule.
 2. Subject to driver eligibility standards created by Director’s rule, a TNC driver shall have

a right to challenge all permanent deactivations and temporary deactivations, as defined by Director’s rule.

3. The TNC driver has the right to elect between representing themselves during any deactivation challenge or being represented by a representative, including an advocate from the Driver Resolution Center. The Driver Resolution Center shall have discretion to determine whether to represent a TNC driver.

4. Upon deactivation, every TNC shall furnish to the TNC driver a written statement of the reasons for and effective date of deactivation and provide notice, in a form and manner designated by the Agency, of the TNC driver’s right to challenge such deactivation under this Section 14.32.050. The Agency shall create and distribute the notice in English and other languages as provided by rules issued by the Director.

B. The TNC driver and TNC may, by mutual agreement, proceed to arbitration through the Deactivation Appeals Panel arbitration (“Panel arbitration”) proceeding created by this Chapter 14.32 instead of proceeding under any applicable arbitration agreement between the TNC driver and the TNC (“private arbitration agreement”). In the absence of a private arbitration agreement between a TNC driver and a TNC, the TNC driver shall have an absolute right to challenge the deactivation pursuant to subsections 14.32.050.C and 14.32.050.D, regardless of agreement by the TNC.

C. Deactivation Appeals Panel process

1. If the TNC driver and TNC agree to proceed to arbitration through the Deactivation Appeals Panel arbitration proceeding created by this Chapter 14.32, the TNC driver and/or a representative must provide notice to the TNC of intent to challenge the deactivation no later than 60 days after the deactivation.

2. The TNC and the TNC driver and/or a representative shall attempt to resolve the challenge informally no later than 15 days after the notice of intent to challenge has been provided to the TNC, or within a time frame mutually agreed by the parties.

3. If the parties resolve the challenge informally pursuant to subsection 14.32.050.C.2, they 320

must memorialize that resolution in a written agreement.

4. The TNC driver and/or representative must provide notice of intent to arbitrate to the TNC no later than 15 days after the notice of intent to challenge has been provided to the TNC under subsection 14.32.050.C.1.

5. If a TNC driver demonstrates that a TNC failed to engage in the informal appeals process under this subsection 14.32.050.C, there shall be a presumption, rebuttable by clear and convincing evidence, before the Deactivation Appeals Panel that the deactivation is unwarranted.

D. Deactivation Appeals Panel

1. The City shall establish a “Deactivation Appeals Panel” (“Panel”) for purposes of hearing TNC driver challenges to deactivations. The Agency shall contract with one or more persons or entities (“neutral arbitrator”) to conduct arbitration proceedings to hear deactivation challenges. The neutral arbitrator shall be one member of the Panel. The remaining Panel members shall consist of an equal number of partisan panel members, representing the interests of the TNC driver and the TNC, respectively. The partisan panel members shall not be compensated by the City.

2. The utilization of the Panel arbitration proceeding created by this Chapter 14.32 is voluntary upon agreement by both parties and shall be of no cost to the TNC driver. If utilized, the Panel shall be the sole arbitration proceeding for challenging the deactivation.

3. The cost of arbitration, including any fee charged by an arbitrator, will be shared equally by the TNC and the Driver Resolution Center. If the TNC driver is not represented by a representative of the Driver Resolution Center, the TNC shall be solely responsible for the cost of arbitration.

4. The arbitration shall be conducted no later than 30 days after the notice of intent to arbitrate has been provided to the TNC under subsection 14.32.050.C.4, within a time frame mutually agreed by the parties, or as ordered by the Panel.

5. Subject to rules issued by the Director, the Panel may conduct pre-hearing procedures, as

well as an evidentiary hearing at which parties shall be entitled to present witnesses and written evidence relevant to the dispute, and to cross-examine witnesses.

6. The Panel's decision in any case shall be by majority vote, with each arbitrator holding one vote.

7. The Panel shall issue a written decision and, if appropriate, award relief. The Panel shall endeavor to issue the written decision within 48 hours of the evidentiary hearing.

8. Upon a decision concluding an unwarranted deactivation occurred, the Panel may order such relief as may be appropriate to remedy the violation including, without limitation, all remedies provided in Section 14.32.170. Should the Panel order that the TNC driver be reinstated, such order shall be limited to reinstatement to provide TNC services from a passenger drop-off location or a passenger pick-up location in the City.

9. The decision of the Panel shall be final and binding upon the parties.

10. Nothing in this subsection 14.32.050.D shall be construed as restricting a TNC driver's right to pursue any remedy at law or equity for an unwarranted deactivation.

11. The Director shall issue rules to effectuate the terms of this Section 14.32.050 including, but not limited to, rules regarding the definition of unwarranted deactivation, driver eligibility to challenge deactivations, the selection of and criteria for the neutral arbitrator and partisan panel members, and the number of partisan panel members. The Director shall further consider methods to protect passenger privacy and address potential safety concerns during the Deactivation Appeal Panel proceeding.

E. Subject to the provisions of this Section 14.32.050 and rules issued by the Director, a TNC may immediately deactivate a TNC driver if such action is required to comply with any applicable local, state, or federal laws or regulations or where a TNC driver has engaged in egregious misconduct.

F. For deactivations not described in subsection 14.32.050.E, the TNC shall provide the TNC driver with 14 days' notice of the impending deactivation.

G. In computing any period of time prescribed or allowed by this Section 14.32.050, the day of the act, event, or default from which the designated period of time begins to run shall not be included. The last day of the period so computed shall be included, unless it is a Saturday, a Sunday, or a federal or City holiday, in which event the period runs until the end of the next day which is neither a Saturday, a Sunday, nor a federal or City holiday.

14.32.060 Driver Resolution Center

A. The Agency may contract with a Driver Resolution Center to provide driver resolution services.

Those services shall include, but not be limited to:

1. Consultation and/or direct representation for TNC drivers facing deactivation;
2. Other support for TNC drivers to ensure compliance with applicable labor standards and/or to support their ability to perform TNC services; and
3. Outreach and education to TNC drivers regarding their rights under this Chapter 14.32 and other applicable federal, state, and local laws and regulations.

B. The Director must approve in advance, by rule or otherwise, the provision of any services by a Driver Resolution Center pursuant to contract other than those identified in subsection 14.32.060.A. Any additional services provided must be consistent with this Chapter 14.32.

14.32.116 Rulemaking authority

The Director is authorized to administer this Chapter 14.32. The Director shall exercise all responsibilities under this Chapter 14.32 pursuant to rules and regulations developed under Chapter 3.02. The Director is authorized to promulgate, revise, or rescind rules and regulations deemed necessary, appropriate, or convenient to administer, and evaluate the provisions of this Chapter 14.32, providing affected entities with due process of law and in conformity with the intent and purpose of this Chapter 14.32.

14.32.140 Violation

The failure of any respondent to comply with any requirement imposed on the respondent under this Chapter

14.32 is a violation.

14.32.170 Remedies

A. The payment of unpaid compensation, liquidated damages, and interest provided under this Chapter 14.32 is cumulative and is not intended to be exclusive of any of the above referenced remedies and procedures.

1. Interest shall accrue from the date the unpaid compensation was first due at 12 percent annum, or the maximum rate permitted under RCW 19.52.020.

2. When determining the amount of liquidated damages payable to aggrieved parties due under this Section 14.32.170, the Panel shall consider:

- a. The total amount of unpaid compensation, liquidated damages, and interest due;
- b. The nature and persistence of the violations;
- c. The extent of the respondent's culpability;
- d. The substantive or technical nature of the violations;
- e. The size, revenue, and human resources capacity of the respondent;
- f. The circumstances of each situation;
- g. Other factors pursuant to rules issued by the Director.

B. A respondent found to be in violation of this Chapter 14.32 shall be liable for full payment of unpaid compensation plus interest in favor of the aggrieved party for the period of deactivation under the terms of this Chapter 14.32, and other equitable relief. The Director shall issue rules regarding the method of calculating unpaid compensation. The Director is authorized to designate a daily amount for unpaid compensation. For a first violation of this Chapter 14.32, the Panel may assess liquidated damages in an additional amount of up to twice the unpaid compensation.

1. For subsequent violations of this Chapter 14.32, the Panel may assess an amount of liquidated damages in an additional amount of up to twice the unpaid compensation.

2. For purposes of establishing a first and subsequent violation for this Section 14.32.170, the violation must have occurred within ten years of the settlement agreement or Panel’s written decision.

14.32.230 Private right of action

A. Any person or class of persons that suffers financial injury as a result of a violation of this Chapter 14.32, may bring a civil action in a court of competent jurisdiction against the TNC violating this Chapter 14.32 and, upon prevailing, may be awarded reasonable attorney fees and costs and such legal or equitable relief as may be appropriate to remedy the violation including, without limitation, the payment of any unpaid compensation plus interest due to the person and liquidated damages in an additional amount of up to twice the unpaid compensation. Interest shall accrue from the date the unpaid compensation was first due at 12 percent per annum, or the maximum rate permitted under RCW 19.52.020.

B. For purposes of this Section 14.32.230, “person” includes any entity a member of which has suffered financial injury, or any other individual or entity acting on behalf of an aggrieved party that has suffered financial injury.

C. For purposes of determining membership within a class of persons entitled to bring an action under this Section 14.32.230, two or more TNC drivers are similarly situated if they:

1. Are or were contracted to perform TNC services by the same TNC or TNCs, whether concurrently or otherwise, at some point during the applicable statute of limitations period,
2. Allege one or more violations that raise similar questions as to liability, and
3. Seek similar forms of relief.

D. For purposes of subsection 14.32.230.C, TNC drivers shall not be considered dissimilar solely because their:

1. Claims seek damages that differ in amount, or
2. Job titles or other means of classifying TNC drivers differ in ways that are unrelated to their claims.

E. Nothing contained in this Chapter 14.32 is intended to be nor shall be construed to create or form the basis for any liability on the part of the City, or its officers, employees, or agents, for any injury or damage resulting from or by reason of any act or omission in connection with the implementation or administration of this Chapter 14.32 on the part of the City by its officers, employees, or agents.

14.32.235 Encouragement of more generous policies

A. Nothing in this Chapter 14.32 shall be construed to discourage or prohibit a TNC from the adoption or retention of protections more generous than the ones required by this Chapter 14.32.

B. Nothing in this Chapter 14.32 shall be construed as diminishing the obligation of a TNC to comply with any contract, or other agreement providing more generous protections to TNC drivers than required by this Chapter 14.32.

14.32.240 Other legal requirements

This Chapter 14.32 defines requirements for TNC driver deactivation protections and shall not be construed to preempt, limit, or otherwise affect the applicability of any other law, regulation, requirement, policy, or standard that provides for greater requirements; and nothing in this Chapter 14.32 shall be interpreted or applied so as to create any power or duty in conflict with federal or state law.

14.32.250 Severability

The provisions of this Chapter 14.32 are declared to be separate and severable. If any clause, sentence, paragraph, subdivision, section, subsection, or portion of this Chapter 14.32, or the application thereof to any TNC, TNC driver, or circumstance, is held to be invalid, it shall not affect the validity of the remainder of this Chapter 14.32, or the validity of its application to other persons or circumstances.

Section 3. Section 3.15.000 of the Seattle Municipal Code, last amended by Ordinance 125684, is amended as follows:

3.15.000 Office of Labor Standards created-Functions

There is created within the Executive Department an Office of Labor Standards, under the direction of the

Mayor. The mission of the Office of Labor Standards is to advance labor standards through thoughtful community and business engagement, strategic enforcement and innovative policy development, with a commitment to race and social justice. The Office of Labor Standards seeks to promote greater economic opportunity and further the health, safety, and welfare of employees; support employers in their implementation of labor standards requirements; and end barriers to workplace equity for women, communities of color, immigrants and refugees, and other vulnerable workers.

The functions of the Office of Labor Standards are as follows:

- A. Promoting labor standards through outreach, education, technical assistance, and training for employees and employers;
- B. Collecting and analyzing data on labor standards enforcement;
- C. Partnering with community, businesses, and workers for stakeholder input and collaboration;
- D. Developing innovative labor standards policy;
- E. Administering and enforcing City of Seattle ordinances relating to minimum wage and minimum compensation (Chapter 14.19), paid sick and safe time (Chapter 14.16), use of criminal history in employment decisions (Chapter 14.17), wage and tip compensation requirements (Chapter 14.20), secure scheduling (Chapter 14.22), commuter benefits (Chapter 14.30), transportation network company driver deactivation protections (Chapter 14.32), and other labor standards ordinances the City may enact in the future.

* * *

Section 4. No provision of this ordinance shall be construed as providing any determination regarding the legal status of TNC drivers as employees or independent contractors.

Section 5. Section 2 of this ordinance shall take effect on July 1, 2020.

Section 6. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2019, and signed by
me in open session in authentication of its passage this _____ day of _____, 2019.

President _____ of the City Council

Approved by me this _____ day of _____, 2019.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2019.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Office of Labor Standards	Kerem Levitas, 6-9758	Julie Dingley / 684-5523

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE relating to transportation network company drivers; establishing deactivation protections for transportation network company drivers; amending Section 3.15.000 of the Seattle Municipal Code; and adding a new Chapter 14.32 to the Seattle Municipal Code.

Summary and background of the Legislation:

The ordinance takes effect on July 1, 2020. The ordinance establishes deactivation protections for transportation network company (TNC) drivers, establishes a Deactivation Appeals Panel to hear deactivation disputes, and provides for the Office of Labor Standards (OLS) to contract with a Driver Resolution Center to represent drivers at arbitration proceedings.

1. **Deactivation Rights.** The ordinance establishes the following rights for TNC drivers:
 - a. TNCs may not subject TNC drivers to unwarranted deactivations.
 - b. TNC drivers may challenge any permanent deactivation.
 - c. TNC drivers may represent themselves or be represented by a representative during any deactivation challenge.
 - d. Upon deactivation, a TNC must provide notice of deactivation rights.
2. **Deactivation Appeals.** TNCs may challenge a deactivation through private arbitration under their existing contract with a TNC or through a Deactivation Appeals Panel (DAP). If the DAP process is used, the TNC and TNC driver must attempt to resolve any dispute informally. If the parties fail to resolve the dispute informally, the driver may challenge the deactivation before the DAP. The panel consists of one neutral arbitrator and an equal number of partisan panel members, representing the interests of the TNC driver and the TNC, respectively.
3. **Driver Resolution Center (DRC).** OLS is authorized to contract with a DRC to provide culturally competent consultation and direct representation, as well as outreach and education to drivers regarding their rights under relevant labor standards.

Funding for the Driver Resolution Center and related driver protections will be provided from revenues from the proposed TNC tax found in companion legislation.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes No

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

Yes – The legislation creates a new labor standard and authorizes OLS to contract with a Driver Resolution Center to provide consultation and direct representation, as well as outreach and education to drivers regarding their rights under relevant labor standards. Additional funding and/or positions needed to carry out the requirements of this bill will be detailed in additional 2020 legislation.

Is there financial cost or other impacts of *not* implementing the legislation?

There are no financial costs to the City of not implementing the legislation.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?
No.
- b. Is a public hearing required for this legislation?
No.
- c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?
No.
- d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?
No.
- e. Does this legislation affect a piece of property?
No.
- f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

This ordinance establishes deactivation rights for TNC drivers. TNCs classify these drivers as independent contractors and represent that they are exempt from existing minimum labor standards established by federal, state, and local law. In 2018, the King County Department of Licensing issues 31,676 TNC driver permits. A large number of those drivers are immigrants and people of color who have taken on debt or invested their savings to purchase and/or lease vehicles to provide TNC services. TNC drivers are subject to TNC companies' policies that can be unilaterally changed so they can be deactivated or terminated for a variety of reasons. The TNCs frequently deactivate drivers with limited review of those deactivations. Establishing a reasonable standard for the deactivations of TNC drivers as well as cost-free access to an arbitration process in which unwarranted deactivations may be challenged will help ensure that thousands of drivers, particularly drivers who are immigrants or people of color, and who provide vital transportation services in Seattle will be able enjoy a small measure of job security.

The ordinance requires that notices that are provided by OLS be made available in "English and other languages." OLS has extensive experience developing materials in other languages and working with community partners to ensure that translations are appropriate for the particular demographic groups in impacted communities. OLS intends to provide translations based on the specific demographics of the TNC driver community, as established through available data and consultation with driver and community-based organizations. Further, through the request for proposal process, OLS is committed to ensuring that the DRC provides its services in an accessible manner.

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).**

This legislation will be the ninth local labor law (assuming passage of the hotel related legislation now being considered by Council) that OLS will provide education and outreach on and implement. OLS currently has a staff of 28 FTEs and contracts with community-based organizations for outreach and education to both workers and businesses. OLS will evaluate any contract with the DRC using the same metrics it uses to evaluate its contracts with community-based contractors (e.g., number of intakes, number of outreach activities, number of cases, case completion time).

List attachments/exhibits below:



Legislation Text

File #: CB 119687, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to transportation network company driver labor standards; concerning minimum compensation standards for transportation network company drivers; and adding a new Chapter 14.31 to the Seattle Municipal Code.

WHEREAS, the Washington Constitution provides in Article XI, Section 11 that “[a]ny county, city, town or township may make and enforce within its limits all such local police, sanitary and other regulations as are not in conflict with general laws”; and

WHEREAS, the state of Washington, in Revised Code of Washington (RCW) 46.72.001, has authorized political subdivisions of the state to regulate for-hire drivers and for-hire transportation services, which terms encompass the regulation of transportation network company (TNC) drivers, TNCs, and TNC services, to ensure safe and reliable TNC services; and

WHEREAS, TNCs provide application dispatch services that allow passengers to directly request the dispatch of drivers via the internet using mobile interfaces such as smartphone applications; and

WHEREAS, in 2018, the two largest TNCs accounted for over 24 million trips in the City; and

WHEREAS, at their peak in 2012, taxicabs in Seattle and King County provided about 5.2 million trips; and

WHEREAS, these two companies are also major hiring entities, accounting for most of the 31,676 TNC drivers issued permits by King County in 2018 as recorded by the King County Department of Licensing; and

WHEREAS, the City, TNC drivers, TNCs, and the public agree that TNC drivers should be compensated fairly and earn at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses; and

WHEREAS, the establishment of a minimum compensation standard better ensures that drivers can perform their services in a safe and reliable manner and thereby promotes the welfare of the people and is thus a fundamental governmental function; and

WHEREAS, the establishment of a minimum compensation standard for TNC drivers is a subject of vital and imminent concern to the people of this City and requires appropriate action by City Council to establish a minimum compensation standard within the City; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Findings

A. In order to protect the public health, safety, and welfare, The City of Seattle is granted express authority to regulate for-hire transportation services pursuant to chapter 46.72 RCW. This authority includes regulating entry, requiring a license, controlling rates, establishing safety requirements, and any other requirement to ensure safe and reliable transportation services.

B. In the pursuit of economic opportunity, many transportation network company (TNC) drivers are immigrants and people of color who have taken on debt or invested their savings to purchase and/or lease vehicles to provide TNC services.

C. Studies around the nation, including a 2018 study commissioned by the New York City Taxi and Limousine Commission (NYC TLC) entitled *An Earnings Standard for New York City's App-based Drivers: Economic Analysis and Policy Assessment* and a 2018 nationwide study by the Economic Policy Institute entitled *Uber and the Labor Market: Uber Drivers' Compensation, Wages, and the Scale of Uber and the Gig Economy* (Economic Policy Institute Study), have shown that many TNC drivers earn below the equivalent of the hourly minimum wage rate established by Chapter 14.19 of the Seattle Municipal Code for Schedule 1 employers.

D. A 2018 JP Morgan Chase Institute study entitled *The Online Platform Economy in 2018* reported a decrease in TNC driver earnings nationwide between 2013 and 2017, a 2019 Seattle Times report showed a

decrease in the percentage of the passenger fares collected by the companies that drivers are paid, and Uber Technology, Inc.'s April 2019 Form S-1 filing with the Securities and Exchange Commission states "we aim to reduce Driver incentives to improve our financial performance."

E. The TNCs represent that their business models rely on TNC drivers being classified as independent contractors and that they are exempt from minimum labor standards established by federal, state, and local law.

F. TNC drivers receive unpredictable income due to the high variability of the rates of compensation paid by TNCs.

G. The City of New York recently enacted an ordinance authorizing the NYC TLC to study and set minimum driver pay, as well as transparency and data reporting standards, and the NYC TLC promulgated rules establishing such standards.

H. There is a lack of localized research regarding TNC driver pay, working conditions, reasonable expenses, and work hours.

I. Establishing a minimum compensation standard will help ensure that the compensation that thousands of drivers who provide vital transportation services in Seattle every day receive for their services is sufficient to alleviate undue financial pressure to provide transportation in an unsafe manner by working longer hours than is safe, skipping needed breaks, or operating vehicles at unsafe speeds in order to maximize the number of trips completed or to ignore maintenance necessary to the safe and reliable operation of their vehicles.

J. TNC drivers who have the protection of a minimum compensation standard will be more likely to remain in their positions over time, and to devote more time to their work as TNC drivers. Such experienced drivers will improve the safety and reliability of the TNC services provided by the TNCs to passengers and thus reduce safety and reliability problems created by frequent turnover in the TNC services industry.

Section 2. A new Chapter 14.31 is added to the Seattle Municipal Code as follows:

**CHAPTER 14.31 TRANSPORTATION NETWORK COMPANY DRIVERS MINIMUM
COMPENSATION**

14.31.010 Short title

This Chapter 14.31 shall constitute the “Transportation Network Company Driver Minimum Compensation Ordinance” and may be cited as such.

14.31.015 Declaration of policy

It is declared to be the policy of the City, in the exercise of its police powers for the protection of the public health, safety, and general welfare, and for the maintenance of peace and good government, to ensure that TNC drivers can perform their services in a safe and reliable manner by establishing minimum labor standards for the benefit of TNC drivers, including, but not limited to a minimum compensation standard for TNC drivers that is comprised of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses.

14.31.020 Definitions

For the purposes of this Chapter 14.31:

“Agency” means the Department of Finance and Administrative Services and any division therein;

“Application dispatch” means technology that allows consumers to directly request dispatch of TNC drivers for trips and/or allows TNC drivers or TNCs to accept trip requests and payments for trips via the internet using mobile interfaces such as, but not limited to, smartphone and tablet applications;

“Available platform time” means the time a TNC driver is logged in to the driver platform prior to receiving a trip request from a TNC;

“City” means the City of Seattle;

“Compensation” means payment owed to a TNC driver by reason of providing TNC services;

“Director” means the Director of the Department of Finance and Administrative Services;

“Driver platform” means the driver-facing application dispatch system software or any online-enabled application service, website, or system, used by a TNC driver, that enables the prearrangement of passenger trips for compensation;

“Operating in Seattle” means, with respect to a TNC, providing application dispatch services to any affiliated driver at any time for the transport of any passenger for compensation from or to a point within the geographical confines of the City;

“Passenger platform time” means the period of time commencing when a passenger enters the TNC driver’s vehicle until the time when the passenger exits the TNC driver’s vehicle;

“Reasonable expenses” means (1) the per mile cost of operating a vehicle for purposes of providing TNC services as determined by the Agency’s evaluation pursuant to Section 14.31.060 and (2) the non-mileage expenses incurred by TNC drivers to provide TNC services as determined by the Agency’s evaluation pursuant to Section 14.31.060, which may include, but are not limited to:

1. The amount of employer-side payroll taxes that TNC drivers must pay;
2. Business license fees that TNC drivers must pay;
3. Compensation for meal periods and rest breaks;
4. Compensation for paid sick and safe time;
5. Cost of worker’s compensation insurance;
6. Cost of unemployment insurance;
7. Cost of paid family medical leave insurance; and
8. Cost of medical, dental, and vision insurance;

“TNC services” means services related to the transportation of passengers that are provided by a TNC driver while logged in to the driver platform, including services provided during available platform time, dispatch platform time, and passenger platform time;

“Transportation network company” or “TNC” means an organization whether a corporation, partnership, sole proprietor, or other form, licensed or required to be licensed under Chapter 6.310, operating in Seattle that offers prearranged transportation services for compensation using an online-enabled application or platform, such as an application dispatch system, to connect passengers with drivers using a “transportation

network company (TNC) endorsed vehicle,” as defined in Chapter 6.310;

“Transportation network company driver” or “TNC driver” means a licensed for-hire driver, as defined in Chapter 6.310, affiliated with and accepting trips from a licensed transportation network company;

“TNC dispatched trip” or “trip” means the dispatch of a TNC driver to provide transportation to a passenger in a TNC endorsed vehicle through the use of a TNC’s application dispatch system.

14.31.030 TNC driver coverage

A TNC driver is covered by this Chapter 14.31 if the TNC driver provides TNC services within the geographic boundaries of the City for a TNC covered by this Chapter 14.31.

14.31.040 TNC coverage

A. TNCs that report greater than 1,000,000 trips that originate in the City per the most recent quarterly report under Section 6.310.540 are covered under this Chapter 14.31.

B. Separate entities that form an integrated enterprise shall be considered a single TNC under this Chapter 14.31. Separate entities will be considered an integrated enterprise and a single TNC under this Chapter 14.31 where a separate entity controls the operation of another entity. The factors to consider include, but are not limited to:

1. Degree of interrelation between the operations of multiple entities;
2. Degree to which the entities share common management;
3. Centralized control of labor relations; and
4. Degree of common ownership or financial control over the entities.

14.31.050 Minimum compensation

Following the completion of the evaluation by the Agency required in subsection 14.31.060.A and upon the effective date of the ordinance referenced in 14.31.060.E, TNCs shall pay TNC drivers a minimum compensation standard that is comprised of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses.

14.31.060 Evaluation of TNC driver minimum compensation

A. The Agency, in coordination with the Office of Labor Standards, shall conduct an evaluation to determine a minimum compensation standard for TNC drivers that is comprised of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses. The Agency is authorized to consider a minimum compensation standard that provides compensation for available platform time, dispatch platform time, passenger platform time, and reasonable expenses.

B. In conducting its evaluation, the Agency shall consider the best available sources of data, which may include, but are not limited to: TNC driver surveys or interviews, data provided by TNCs, data provided by TNC drivers, data provided by passengers, data from other jurisdictions, data available through academic, policy, or community based organizations, public forums, academic research, and stakeholder interviews. The Agency shall coordinate with the Office of Labor Standards to determine the best available sources of data as well as to conduct outreach with and elicit input from relevant stakeholders. Areas of evaluation may include, but are not limited to:

1. The “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19;
2. The number of TNC drivers who provide TNC services for more than one TNC and the frequency with which TNC drivers are available to provide TNC services for more than one TNC at the same time;
3. The average and mean number of trips per hour driven by TNC drivers;
4. The average and mean number of pick-ups per hour completed by TNC drivers;
5. The average and mean amount of available platform time, dispatch platform time, and passenger platform time for TNC drivers;
6. The average and mean mileage driven by TNC drivers during available platform time, dispatch platform time, and passenger platform;
7. The average and mean mileage driven by TNC drivers in a TNC endorsed vehicle for personal

purposes;

8. The average and mean number of hours driven by TNC drivers each week;
9. Incentives for TNCs to reduce available platform time;
10. The impact of TNC drivers providing shared or pooled trips on TNC driver earnings, work hours, or working conditions under any proposed minimum compensation standard;
11. The reasonable expenses incurred by TNC drivers to provide TNC services, including non-mileage expenses and mileage expenses. Mileage expenses may include, but are not limited to:
 - a. Depreciation;
 - b. Lease payments;
 - c. Maintenance and repairs;
 - d. Tires;
 - e. Gasoline (including all taxes thereon);
 - f. Oil;
 - g. Insurance; and
 - h. License and vehicle registration fees; and
12. The impacts of any proposed minimum compensation standard on TNCs, TNC passengers, and TNC drivers, including TNC driver earnings and work hours.

C. In conjunction with its evaluation, the Agency, in coordination with the Office of Labor Standards, is authorized to contract with academic and/or policy researchers to conduct an evaluation to recommend a minimum compensation standard for TNC drivers that is comprised of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses.

D. The Agency shall complete its evaluation and, along with the Office of Labor Standards, present its recommendations to the Mayor and Council by March 31, 2020.

E. After receipt of the Agency’s recommendation, the Mayor shall transmit to Council proposed

legislation implementing a minimum compensation standard for TNC drivers no later than May 1, 2020.

14.31.250 Severability

The provisions of this Chapter 14.31 are declared to be separate and severable. If any clause, sentence, paragraph, subdivision, section, subsection, or portion of this Chapter 14.31, or the application thereof to any TNC, TNC driver, or circumstance, is held to be invalid, it shall not affect the validity of the remainder of this Chapter 14.31, or the validity of its application to other persons or circumstances.

* * *

Section 3. No provision of this ordinance shall be construed as providing any determination regarding the legal status of TNC drivers as employees or independent contractors.

Section 4. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2019, and signed by me in open session in authentication of its passage this ____ day of _____, 2019.

President _____ of the City Council

Approved by me this _____ day of _____, 2019.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2019.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Office of Labor Standards	Kerem Levitas, 6-9758	Julie Dingley / 684-5523

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE related to transportation network company driver labor standards; concerning minimum compensation standards for transportation network company drivers; and adding a new Chapter 14.31 to the Seattle Municipal Code.

Summary and background of the Legislation:

This ordinance authorizes an evaluation of a compensation standard for Transportation Network Company (TNC) drivers that provides at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 of the Seattle Municipal Code, plus reasonable expenses. The evaluation is to be conducted by the Department of Finance and Administrative Services in coordination with the Office of Labor Standards. The ordinance also authorizes FAS to contract with academic and/or policy researchers to conduct a study regarding a minimum compensation standard to inform FAS’ evaluation. Finally, the ordinance requires FAS and OLS must present a minimum compensation standard recommendation to the Mayor and Council and the Mayor must transmit proposed legislation implementing the same.

Following the completion of the study and passage of implementing legislation, TNCs will be required to pay the minimum compensation standard to TNC drivers.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes X No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes X No

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

FAS is conducting the evaluation of a minimum compensation standard for TNC drivers within existing resources.

Following the completion of the study and passage of implementing legislation, TNCs will be required to pay the minimum compensation standard to TNC drivers. Additional funding

and/or positions needed to carry out the requirements of this bill may be detailed in additional 2020 legislation.

Is there financial cost or other impacts of *not* implementing the legislation?

There are no financial costs to the City of not implementing the legislation.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?**
The Department of Finance and Administrative Services, in coordination with the Office of Labor Standards, will implement this ordinance.
- b. Is a public hearing required for this legislation?**
No.
- c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?**
No.
- d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
No.
- e. Does this legislation affect a piece of property?**
No.
- f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**

TNCs classify their drivers as independent contractors and represent that they are exempt from existing minimum labor standards established by federal, state, and local law. In 2018, the King County Department of Licensing issued 31,676 TNC driver permits. A large number of those drivers are immigrants and people of color who have taken on debt or invested their savings to purchase and/or lease vehicles to provide TNC services. Additionally, these drivers often lack basic information regarding the potential earnings and expenses associated with driving for a TNC. A 2019 Georgetown University Study titled *The Uber Workplace in D.C.* found that “100% of drivers experienced difficulties with, or barriers to, calculating their actual compensation.” This ordinance seeks to provide drivers minimum compensation plus expenses.

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s).**

Following completion of the study outlined in this legislation and passage of implementing legislation, TNCs will be required to pay the minimum compensation standard to TNC drivers. The implementing legislation will include additional detail on enforcement efforts and performance standards.

List attachments/exhibits below:



Legislation Text

File #: Res 31914, **Version:** 1

CITY OF SEATTLE

RESOLUTION _____

A RESOLUTION adopting a spending plan for the proceeds of the Seattle Transportation Network Company tax to provide support to affordable housing near frequent transit, transportation, and a driver conflict resolution center.

WHEREAS, Seattle is one of the fastest-growing major cities in the country, gaining 100,000 new residents and more than 50,000 jobs in the last 20 years, and this growth is a boon to our economy and a test for our transportation system; and

WHEREAS, Seattle families' transportation-related spending is second only to their spending on housing, and a well-functioning transportation system that provides many alternatives to the expense of car ownership makes living and working in Seattle more affordable; and

WHEREAS, public transit provides affordable and critical transportation services to all consumers; and

WHEREAS, the Seattle streetcar network has seen an increase in ridership of 18 percent in 2018, totaling a combined system-wide ridership of 1,673,000 riders; and

WHEREAS, the Center City Connector Streetcar line will provide a critical link in the Seattle streetcar network, connecting residents and visitors to regional bus lines, ferries at Coleman Docks, and light rail connections; and

WHEREAS, existing sources of funding for affordable housing are insufficient to meet the needs of all individuals and families experiencing a housing cost burden; and

WHEREAS, investments in affordable housing provide access to opportunity for low-wage workers and their families, increase mobility from poverty, and foster inclusive communities accessible to all; and

WHEREAS, individuals and families making in the range of \$15 to \$25 per hour are especially dependent on

transit for commuting to centrally located destinations such as their jobs, schools, grocery stores, libraries, and clinics; and

WHEREAS, co-locating affordable housing investments near transit infrastructure amplifies investments' capacity to simultaneously address Seattle's mobility and affordability challenges; and

WHEREAS, transportation network companies (TNCs) provide application dispatch services that allow passengers to directly request the dispatch of drivers via the internet using mobile interfaces such as smartphone applications; and

WHEREAS, TNCs are major hiring entities, with 31,676 TNC drivers issued permits by King County in 2018 as recorded by the King County Department of Licensing; and

WHEREAS, in the pursuit of economic opportunity, many TNC drivers are immigrants and people of color who have taken on debt or invested their savings to purchase and/or lease vehicles and for-hire licenses; and

WHEREAS, TNC drivers who have access to a driver conflict resolution center for education and representation in cases such as unwarranted deactivation will be more likely to remain in their positions over time, and such experienced drivers will improve the safety and reliability of the TNC services provided to passengers and thus reduce the safety and reliability problems created by frequent turnover in the TNC industry; and

WHEREAS, research shows TNCs contribute to growing traffic congestion in large U.S. cities; and

WHEREAS, over 24 million TNC trips were taken in Seattle in 2018, showing consistent growth year over year; and

WHEREAS, The City of Seattle intends to exercise its taxing authority, as granted by the Washington State Constitution and as authorized by the Washington State Legislature, and impose a tax on TNCs operating in Seattle; and

WHEREAS, Mayor Durkan has proposed further investments in affordable housing near transit, transportation, 346

and a driver conflict resolution center using proceeds from a tax on TNC companies providing 1,000,000 rides per quarter or more on a per-ride basis; and

WHEREAS, the purpose of this plan is to effectuate Seattle’s vision to provide housing and transit opportunities for all, and support drivers in the TNC community by bringing educational tools and representation that is afforded to other sectors; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:

Section 1. **Spending Plan.** The City shall use the proceeds of the transportation network company (TNC) tax imposed by Chapter 5.39 of the Seattle Municipal Code to accelerate affordable housing production for low-wage workers and their families at locations that are within the frequent transit network, make investments in transportation, including transit, and provide for workplace protections. Eligible expenditures include:

A. Funding of the administration of the TNC tax and regulations related to TNC drivers up to \$2,000,000 in the first year, for the second year and each year after up to \$1,500,000. Beginning in year five, this amount may increase each year to reflect the rate of inflation, consistent with the Consumer Price Index, and subject to appropriations.

B. Up to \$3,500,000 per year shall fund a Driver Resolution Center to provide driver resolution services and costs related to administering driver protection.

C. After administrative costs related to the tax and regulations of TNC drivers, as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, up to 50 percent of revenue from the tax over its first six full years shall be used to finance acquisition, construction, rehabilitation, operations, and maintenance of property to provide housing that serves low-income households and provide for the housing needs of low-income households within the frequent transit network, as defined by the Seattle Department of Transportation’s Transi-

Master Plan. The low-income housing funded hereby should serve households making up to 80 percent of the annual median family income for the statistical area or division thereof including Seattle, for which median family income is published from time to time by the U.S. Department of Housing and Urban Development, or successor agency, with adjustments according to household size in a manner determined by the Director of Housing. Beginning in the seventh full year after adoption of this tax, up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) per year shall be used to provide operating support for Office of Housing (OH)-funded housing affordable to households with incomes at or below 30 percent of the median family income.

D. After administrative costs related to the tax and regulations of TNC drivers as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, and after the funding for affordable housing as described in subsection C of this section, the remainder of revenue collected in the first six full years that the tax is imposed shall be used to support projects related to transportation and transit, including the Center City Streetcar. Beginning in the seventh full year after adoption of this tax, after the administrative costs, funding the Driver Resolution Center, and after up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) used to support for OH-funded housing affordable to households with incomes at or below 30 percent of the median family income per year, the remainder of the net proceeds shall be used to support projects related to transportation improvements and transit.

Section 2. Every year, or at such other intervals as the City Council may specify, the Executive shall prepare a report to include total revenue collected per year and the cost of administration of the tax and regulatory oversight related to the TNC tax.

Section 3. Accountability and Oversight Committees. For the purpose of overseeing the funding for low-income housing with access to the frequent transit network, the Housing Levy Oversight Committee shall provide a report to the City Council as to the progress of funding received from the TNC tax. The Director of the Office of Housing, or the Director's designee, will prepare and submit to the Oversight Committee, City

Council, and Mayor an annual progress report on the implementation of funds from the TNC tax.

For the purpose of overseeing the spending of tax proceeds related to transportation improvements, the Levy to Move Seattle Oversight Committee (or its successor) shall oversee and monitor the progress of funding received from the tax. The Director of the Department of Transportation, or assigned designee, will prepare and submit to the Oversight Committee, City Council, and Mayor an annual report on the implementation of programs receiving funding from the tax.

Adopted by the City Council the _____ day of _____, 2019, and signed by me in open session in authentication of its adoption this _____ day of _____, 2019.

President _____ of the City Council

The Mayor concurred the _____ day of _____, 2019.

Jenny A. Durkan

Filed by me this _____ day of _____, 2019.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Mayor's Office	Kate Garman / 727-8760	Julie Dingley / 684-5523

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: A RESOLUTION adopting a spending plan for the proceeds of the Seattle Transportation Network Company tax to provide support to affordable housing near frequent transit, transportation, and a driver conflict resolution center.

Summary and background of the Legislation: This legislation adopts a plan for how the proceeds from the proposed Seattle Transportation Network Company tax (TNC tax) will be used:

- First, the plan funds the setup and ongoing costs of administering and collecting the TNC tax and regulations related to TNC drivers by the Department of Finance and Administrative Services (FAS). In the first year that cost is up to \$2,000,000 and in the second and beyond \$1,500,000, indexed for inflation beginning in the fifth year.
- The plan funds up to \$3,500,000 per year for a Driver Resolution Center that provides resolution services to TNC drivers and TNCs, which may include services such as providing a venue for drivers to contest deactivation by a TNC. This Center will be administered by a neutral, third-party non-profit organization and be funded in the Department of Finance and Administrative Services and/or the Office for Labor Standards, with support and evaluation funding provided within this part of the spending plan.
- The proceeds remaining after expenses the above two items shall be split during the first six full years of tax collection. Up to half of the proceeds shall go to the Office of Housing (OH)'s Low-Income Housing Fund to finance acquisition, construction, rehabilitation, operations and maintenance of property to provide housing that serves low-income households and proves for the housing needs of low-income households with the frequent transit network as defined by the Seattle Department of Transportation's Transit Master Plan. The remainder of the proceeds shall be used to support projects related to transportation and transit, including the Center City Streetcar.
- Beginning in the seventh full year of collection, the funds will be spent as follows:
 1. Ongoing costs of administering and collecting the TNC tax and regulations related to TNC drivers by FAS as described above. (up to \$1,500,000, indexed for inflation)
 2. Costs for operations of the Driver Resolution Center, as described above. (up to \$3,500,000)
 3. Operating support for OH-funded housing affordable to households with incomes at or below 30% of the Median Income. (up to \$5,000,000)

4. Projects related to transportation improvements and transit (remainder of the tax proceeds).

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?
No.

Is there financial cost or other impacts of *not* implementing the legislation?
No.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?
The Department of Finance and Administrative Services (FAS), the Office of Labor Standards (OLS), Seattle Department of Transportation (SDOT) and Office of Housing (OH) will receive the funds described in the spending plan once the tax is collected and appropriation authority is transferred from Finance General to the appropriate departments.
- b. Is a public hearing required for this legislation?
No.
- c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?
No.
- d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?
No.
- e. Does this legislation affect a piece of property?
No.
- f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

The resolution adopts a spending plan for the proceeds of the Seattle Transportation Network Company (TNC) tax to provide support to affordable housing near frequent transit,

transportation, and a driver conflict resolution center and other driver protections. People of color are disproportionately affected by rising costs associated with housing affordability and access to transportation. In addition, the Driver Resolution Center will provide resolution services to TNC drivers and TNCs, which may include services such as providing a venue for drivers to contest deactivation by a TNC. Many drivers are people of color and/or immigrants.

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).**

The resolution adopts a spending plan for the proceeds of the Seattle Transportation Network Company tax to support affordable housing near frequent transit, transportation, and a driver conflict resolution center and other driver protections. Evaluation plans will be developed as the City studies the minimum wage for drivers.

List attachments/exhibits below: