

Attachment 1:

Reduce proposed funding and FTE for the city's parking enforcement unit (PEU) by \$20 million GF (2023) and \$20.5 million GF (2024) and 123 FTE in SPD\ and add \$20 million GF (2023) and \$20.5 million GF (2024) and 123 FTE in SDOT to eliminate a proposed transfer of the city's parking enforcement unit and impose a Statement of Legislative Intent

Statement of Legislative Intent

This Statement of Legislative Intent (SLI) would request interdepartmental team (IDT) to be formed to determine which existing or new city department would provide an optimal permanent home for the city's Parking Enforcement Unit, including parking enforcement officers (PEOs) and PEO Supervisors. The IDT should produce a report by May 31, 2023 that recommends a department that aligns with the City's codified policy goals in Ordinance 126233 to:

1. "Bolster public trust and confidence in a reimagined system of community safety;" and
2. Maintain consistency of PEO mission and core responsibilities, with a potential for expanded and greater role in the provision of civilian provided safety services, including interest in some or all of the functions identified in SPD-500-B-002 are desired.

To determine which new or existing department might best align with the above goals, the IDT should consider the unique needs of the PEOs and PEO supervisors, some of which include:

- A. Operational infrastructure necessary to support 123 FTEs (105 PEOs, 12 PEO Supervisors and six management and support positions), continuation of executive support, human resources staff, safety and training staff, field operations, fleet management and support positions such as finance and budget staff;
- B. Adequate office space and fleet facilities;
- C. Options to access to information technology infrastructure and data, including real time information on vehicle licensees, stolen vehicles, disabled parking placards, and criminal history data, if it is necessary to perform existing or envisioned PEO and PEO Supervisor duties;
- D. Options to interface with SPD staff during special events planning sessions and under changing conditions in the field;
- E. A collaborative working relationship between department management, the Parking Enforcement Officer's Guild and Protec 17 supervisors, ensuring that PEOs and PEO Supervisor voices are heard as the department undergoes any structural changes, and that PEOs and PEO Supervisors are properly prepared, equipped, and supported to thrive through change.
- F. Access to employee wellbeing and development programs that offer wellness resources and opportunities for professional growth such as leadership or specialty trainings;
- G. Access to opportunities that allow PEOs and PEO Supervisors to interact with Community, businesses, and other important constituencies; and

- H. Maintenance of a supervisory support structure to ensure that PEOs are not forced to work out-of-class in managerial roles.


The report may also recommend the addition of new resources, a reorganization of existing city department staff and space, acquisition of new facilities or any other change necessary to ensure that the identified department is equipped to support the Parking Enforcement Unit and the goals identified above. If new resources or a reorganization are recommended, the IDT should also identify the next steps that must be taken to facilitate the change process.

The IDT should include the Chair of the Council’s Public Safety and Human Services (PSHS) Committee (or a representative), the Council’s Budget Chair (or a representative), Council Central Staff, Labor Representatives from the Parking Enforcement Officers Guild and PROTEC 17, Labor Relations staff, the Senior Deputy Mayor and/or her executive branch appointees.

The Performance & Innovation Team should submit the report to the PSHS Committee and the Central Staff Director by May 31, 2023.

Proposed Budget Adds - for Discussion Purposes

To support the success of the Parking Enforcement Unit at SDOT in 2023, the Council could consider adding some or all of these items.

Add	2023	2024
<p>New PEO uniforms A typical uniform include: baseball style cap, shirt, pants, belt, black closed toed shoes, name tag, badge, and two identifiable shoulder patches.</p> 	\$77,000	One-time
<p>Reinstate overtime for Sunday enforcement 1 PEO Supervisor and 6 PEOs</p> <p>This funding would provide enforcement at Parks, weekend markets, Pike Place Market, and major construction projects citywide (for temporary No Parking enforcement).</p>	\$407,000	Ongoing, inflated amount TBD

<p>Sustain 100 PEOs (90 PEOs and 10 PEO Supervisors) Add General Fund to <u>partially cover</u> a portion of SDOT’s \$8.5 million shortfall in total overhead¹. This allows SDOT to fill up to 100 PEO and PEO supervisor positions.</p> <p>Add 1.0 FTE Personnel Spec Sr to Human Resources dedicated to recruiting PEOs</p> <p>Add funding for backgrounding services</p>	<p>\$4.7 million</p> <p>TBD</p> <p>TBD</p>	<p>Ongoing, inflated amount TBD</p>
<p>Add Funding for Overtime SDOT would prioritize this funding for overtime because the Parking Enforcement Division cannot “opt out” of this essential fixed cost service. The overtime work supports stadium and other special events, and delivers critical enforcement on weekends related to markets, construction projects, and peak seasonal demand at popular park destinations.</p>	<p>\$3.1 million</p>	<p>Ongoing</p>

¹ Full overhead on all 123 PEU positions is \$13 million. However, SDOT has some overhead in its base. Unfunded overhead is \$8.5 million.