

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
SDOT	Mary Catherine Snyder, 4-8110	Angela Greene, 4-0225

** 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 the Traffic Code; amending Sections 11.14.113, 11.23.030, 11.23.120, 11.31.121, and 11.72.220 of the Seattle Municipal Code (SMC); and repealing Section 11.23.032 of the SMC.

Summary and background of the Legislation: Efficient commercial goods delivery is critical to the continued vitality of Seattle’s economy, yet it faces increasing pressures associated with traffic congestion and limited loading options, especially in Seattle’s Center City.

This legislation adjusts two parts of the fee table in 11.23.120: Commercial Vehicle Load Zone (CVLZ) Permit and the Temporary No Parking Space Reservation fees.

First, this action adjusts the CVLZ permit fee. This legislation increases the permit fee by \$55, from \$195 to \$250 per annual permit. The current \$195 fee has not been adjusted in eight years and the program has largely been unchanged for much longer. This funding will improve enforcement capabilities, clarify permit requirements, and add advanced mobile technology payment methods in support of more reliable access for goods delivery.

The growing urban freight industry is critical to Seattle’s continued economic vitality but faces increasing pressures from congestion and limited loading options. Without better CVLZ management, vehicles will continue to skip deliveries to return later or double-park, adding to congestion and business financial costs.

This action also improves the Seattle Department of Transportation service levels at the Traffic Permits Counter and in the Commercial Vehicle Enforcement program by adding additional staffing resources that are backed by temporary no parking space reservation fee revenue.

One position is added to the Traffic Permits Counter to improve processing times of permits and respond to customer inquiries. A second position is added to the Commercial Vehicle Enforcement program to more effectively address commercial vehicle-related mobility issues in increasingly congested areas of the city, including Downtown and Pioneer Square. Both positions are funded by a modest increase in Temporary No Parking fees (also known as meter hooding) of \$2 (8%-13% increase) and a reduction in costs related to contracted work at the permit counter.

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
	\$635,000	\$635,000		
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2020	2021	2020	2021
	\$635,000	\$635,000		
Positions affected:	No. of Positions		Total FTE Change	
	2020	2021	2020	2021
	2.0		2.0	

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?
 Yes. SDOT’s intent is to use the funds to upgrade the CVLZ permit to a more responsive demand-based system, and to make improvements to customer service at the Traffic Permits Counter.

In the next few years in Seattle’s Center City, it is critical that we have an efficient goods and package delivery system. Not adequately addressing commercial delivery could lead to additional traffic congestion and economic loss for area businesses expecting deliveries in a timely manner. Urban goods delivery demands are increasing with new start-ups for food and goods delivery and large companies such as Amazon launching new delivery vehicle services. SDOT wants to ensure that the permit program can effectively administer, inspect and police the urban goods movement in Seattle.

In terms of customer service, the increase in workload of the Traffic Permits Counter is at a point that it needs to be addressed. For example, staff are only able to answer 40% of telephone calls and are only able to process permits and answer email with the help of contracted staff.

3.a. Appropriations

X This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/##*	2019 Appropriation Change	2021 Estimated Appropriation Change
00100 General Fund	SDOT	Mobility-Operations BO-TR-17003	\$210,000	\$ 210,000
00100 General Fund	SDOT	Mobility-Operations BO-TR-17003	\$425,000	\$ 425,000
TOTAL			\$635,000	

*See budget book to obtain the appropriate Budget Control Level for your department.

Is this change one-time or ongoing?

Ongoing

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	2019 Revenue	2020 Estimated Revenue	2021 Estimated Revenue
00100 General Fund		Commercial Load Zones (annual permits)	\$858,000	\$1,087,500	\$1,087,500
00100 General Fund		Space Reservation Fees ("Hooding" Fees)	\$4,287,245	\$4,712,245	\$4,712,245
TOTAL					

Is this change one-time or ongoing?

Ongoing.

Revenue/Reimbursement Notes:

Note that because CVLZ permits can be pro-rated for purchase from July-December, not all permits are issued at the standard fee amount.

3.c. Positions

 X This legislation adds, changes, or deletes positions.

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact:

Position # for Existing Positions	Position Title & Department*	Fund Name & #	Program & BCL	PT/FT	2020 Positions	2020 FTE	Does it sunset? (If yes, explain below in Position Notes)
	Commercial Vehicle Enforcement Officer	General Fund 00100	BO-TR-17003 - Mobility Operations; MO-TR-G078 - Truck Permits and Enforcement	FT	1	1	No
	Admin Spec III	General Fund 00100	BO-TR-17003 - Mobility Operations; MO-TR-G078 - Truck Permits and Enforcement	FT	1	1	No
TOTAL					2	2	

* List each position separately

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

The Seattle Police Department (SPD) and SDOT’s Commercial Vehicle Enforcement Officers (CVEOs) enforce Commercial Vehicle Load Zones. SPD enforces Temporary No Parking Zones created due to Space Reservation. Customer Service Bureau is affected when calls/emails are unable to be answered by SDOT’s Traffic Permits Counter staff.

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?

For the CVLZ permit fee, a wide variety of businesses have Commercial Vehicle Load Zone permits, from multinational delivery companies (FedEx, UPS) to one-person businesses that use their personal vehicles for commercial goods delivery. While there may be temporary inconvenience with a higher permit fee, SDOT's intent is to develop a more responsive and flexible permit rate system that could provide incentives for smarter, efficient delivery. As part of the analysis that would be funded by this fee increase, SDOT would prepare a RET for any further permit rate structure.

For the Traffic Permit Counter staffing, all people who live in Restricted Parking Zones or who need a parking or truck permits, or who have questions about these programs, will be better served by a more fully staffed Traffic Permits Counter. It will increase access for all, including vulnerable and historically disadvantaged communities. All people who travel when there is a truck blocking incident or are affected by backups at the Port or other areas, will be better served with this additional staff resource, which includes vulnerable and historically disadvantaged communities.

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).

With the CVLZ funding, SDOT expects to implement mobile payment and advanced payment options at CVLZs starting in 2020 and 2021. The updated fees at the load zones would be better tied to performance data and policy outcomes such as reducing traffic congestion, addressing climate change, and promoting economic access and development. This could be specifically helpful for small businesses. This effort ties well with SDOT's Urban Freight Lab partnership with the University of Washington and several freight delivery companies. This effort is also a first step towards more holistic charging at the curb for all the various curb users in a fair and efficient manner.

With the Temporary No Parking Space Reservation fee, this is not a new program. The ordinance updates text that referred to meter hoods and single space parking meters that are no longer in use.

List attachments/exhibits below: