

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Department of Transportation	Ruth Harper/206-584-3443	Aaron Blumenthal/206-233-2656

** 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 Traffic Code; revising restricted parking zone program fees for restricted parking zone permits and guest permits; clarifying language related to the transition to virtual, license plate-based permitting; and amending Sections 3.12.120, 11.16.319, and 11.72.351 of the Seattle Municipal Code.

Summary and background of the Legislation:

Seattle Department of Transportation (SDOT) is proposing to adjust the fee for Restricted Parking Zone (RPZ) permits, which have not changed since 2010. Adjusting the fees will allow SDOT to more effectively staff, administer, operate, and enforce the program. Since the 2010 fee adjustment, the number of annual permits issued has increased to approximately 24,000, and the number of zones has increased from 33 to 36 (four new large zones and one small zone removal), with several existing zones also undergoing major expansions.

Under the proposed legislation, the permit fee would increase from \$65 per two-year permit to \$95 per two-year permit. This is comparable to a 3.2% inflationary increase for the 12-year term from 2010 to 2022, and is consistent with the inflation and wage increases within the City. The proposed legislation would also increase the RPZ guest permit price from \$30 to \$95. The increase in the guest permit price reflects not only an inflationary assumption but also the reality that the management and administrative costs for the guest permits have grown. The guest permits have not been integrated into the virtual permitting system and as the RPZ program has expanded, SDOT is experiencing a need to increase staffing to respond to growing customer requests as well as perform needed program evaluations, coordination, and outreach.

The new funds will allow for more effective administration of the program, including 1 additional FTE for the SDOT Traffic Permits Counter and 1 additional FTE to respond to requests for new zones or expansions. SDOT expects one or more new zones around the Judkins Park light rail station which will open in 2024. In 2023, SDOT also intends to undertake an analysis to determine whether resources are sufficient to effectively enforce RPZ permit parking and future plans to shift to electronic permitting, as well as the potential to move toward a more demand-based pricing system.

The proposed legislation would also expand the allowable use of RPZ permit revenues to include capital costs that may be necessary for future investments in the program. Any capital appropriation using these funds would be included in future budget proposals for Executive and City Council review. As such, there is no change to any capital appropriation included in this legislation.

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

Appropriation change (\$):	General Fund \$		Other \$	
	2023	2024	2023	2024
	\$0	\$0	\$0	\$0
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2023	2024	2023	2024
	\$0	\$0	\$800,150	\$800,150
Positions affected:	No. of Positions		Total FTE Change	
	2023	2024	2023	2024
	0.0	0.0	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?

Yes. The SDOT Traffic Permits Counter cannot provide adequate customer service at this time and continues to need contracted temporary labor to meet basic service levels. When the counter reopens to the public, the situation will be exacerbated, as staff will have to interrupt their work to help customers who arrive in-person. Not increasing the revenues would guarantee that this situation continues.

Increasing the RPZ permit fee revenues would allow SDOT to better recover the costs of administration including adequately staffing the program. This would in turn reduce the financial obligations of the General Fund. Not approving the fee legislation would mean that either (A) the General Fund continues to support this work, rather than transportation specific funds, or (B) program support potentially declines as the General Fund cannot support all of the currently programmed City work.

3.a. Appropriations

 This legislation adds, changes, or deletes appropriations.

This legislation will create additional revenues for SDOT to include in the 2023 and 2024 Budget

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	2023 Revenue	2024 Estimated Revenue
Transportation Fund 13000	SDOT	OTR007RP – Permit Fees - Rest Parking Zone	\$800,150	\$800,150
TOTAL			\$800,150	\$800,150

Is this change one-time or ongoing?

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. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No

d. Does this legislation affect a piece of property?

No

e. 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 effects on racial equity listed below are informed by SDOT's use of a Racial Equity Toolkit (RET) for this program in 2019.

- Changes in the permit fee may be perceived as an increase in cost of living or doing business in Seattle, though the \$10 income eligible permit fee would remain unchanged.
- This proposal would fund increased outreach and education about low-income permit options in coordination with the Department of Neighborhoods, particularly in communities with many people with limited English proficiency.

- This proposal envisions the potential for a future proactive monitoring program to identify parking and access strategies in each zone. Most RPZ changes occur on an ad hoc request basis, which can unduly burden people of color, those with low incomes, and those with limited English proficiency.

f. Climate Change Implications

1. **Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**

This legislation could decrease carbon emissions as it could incentivize some vehicle owners to choose not to purchase a car, though we don't expect many to make this choice due to this legislation.

2. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

N/A

- 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 summary attachments/exhibits below: