

SDOT COVID-19 Temporary Fee Relief and Street Use Fee Updates



Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

Presentation overview

- Street Use fees overview
- Summary of proposed fee changes
- Considerations for proposed fee changes
- Proposed use fee model
- Use fee impacts
- Project example
- Next steps

Street Use fees overview

Permit and Renewal Fees

- Issuance, amendment and renewal fees
- Recovery: Administrative, some review time and overhead

Hourly Service Rates

- Review and inspection rates
- Recovery: Review or inspection time and overhead

Use and Occupation Fees

- Non-transportation uses of the right-of-way charged by the square footage
- Discretionary: Used to encourage shorter and more efficient use of the public right-of-way

Summary of proposed fee schedule updates

Sidewalk cafes and vending - Now

- Establish a new free permit type for temporary sidewalk cafes and vending

Eliminate permit fees for sign permits – Nov 7

- Eliminate renewal and occupation fees for sign installations
- In support of the collaboration work with the SBAC

Use Fees – Nov 7

- Reduce data entry and permit review time
- Further disincentivize use of sidewalk, bike and transit lanes during construction
- Offset lost revenue from sign fee elimination

Temporary business recovery permit update

- As of 8/11, we have received 158 applications



Broadway Ct street closure



Ballard Ave NE curbside cafe

Considerations for proposed changes



Advance Priorities

Improved alignment with modal priorities

Increase transparency in the system

Focus fees on areas of greatest impact to the public



Improved User Experience

Align with the new permit system (Accela) implementation

Improve transparency by simplifying calculation of estimates

Increase efficiency that will reduce permit timelines



Support Mayoral Priorities

Support the City's work with SBAC to reduce permit fees for small businesses

Reduce fees for projects outside urban zones

Proposed use fee model - factor changes

- Increased factors for blocked transit, bike, and pedestrian facilities to deter mobility closures
- Reduced fees for work outside urban zones and on non-arterial streets to support Affordable Housing development

Use Fee Rate Changes Summary			
Mobility/Safety Factors			
Facility and Use	Current (2019)	Proposed	Delta
Transit Blocked	\$0.015	\$0.20	+\$0.185
Bike Blocked	\$0.015	\$0.20	+\$0.185
Pedestrian Blocked	\$0.015	\$0.20	+\$0.185
Pedestrian Impacted	\$0.010	\$0.10	+\$0.090
Density Factors			
Facility and Use	Current (2019)	Proposed	Delta
Urban Center	\$1.00	\$1.10*	+\$0.10
Urban Village	\$0.70	\$0.70	-
Neither	\$0.40	\$0.20	-\$0.20

*Factor adjusted to offset sign fee removal

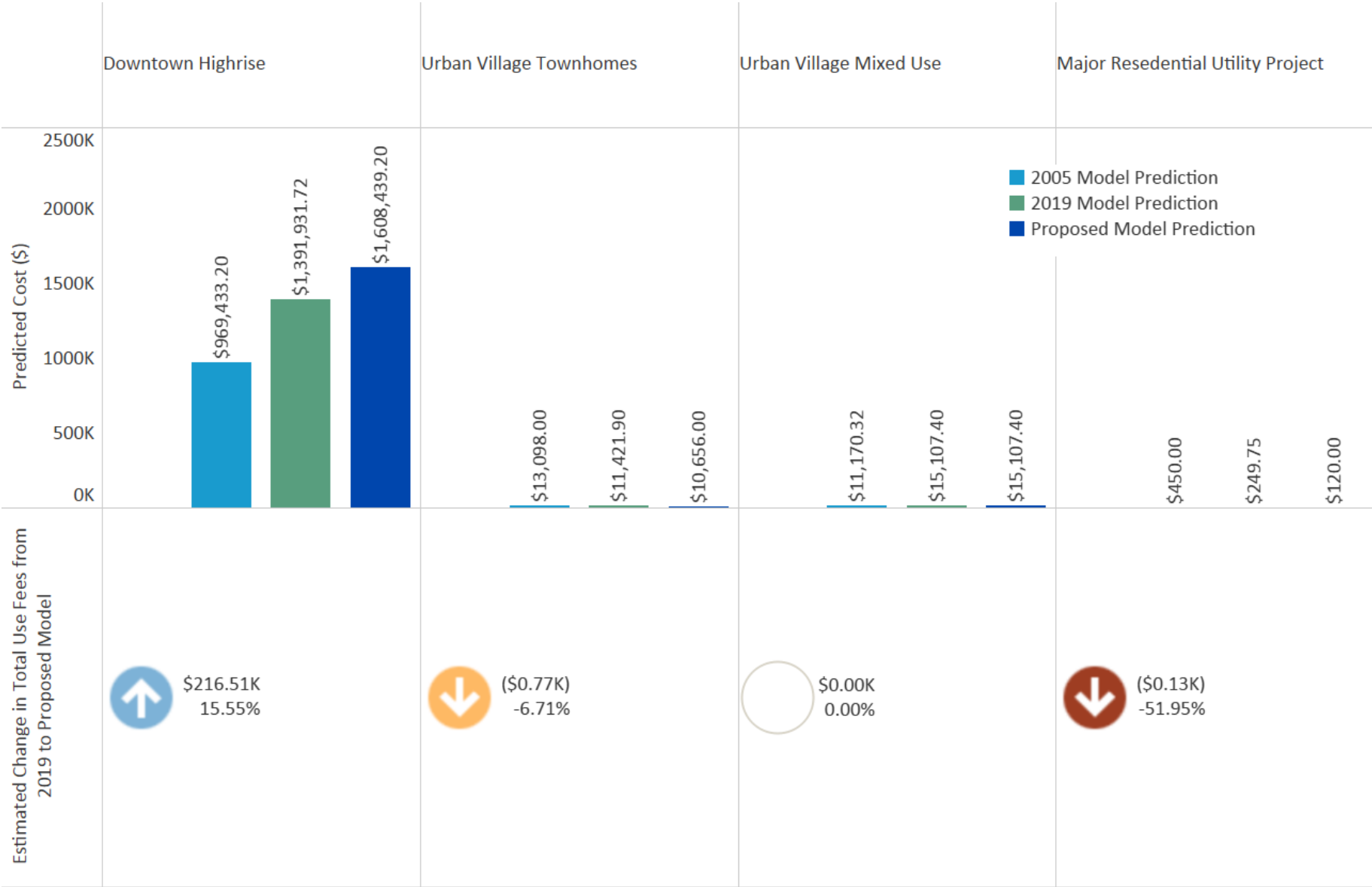
Proposed use fee model - calculation changes

- Revised calculation to capture impacts by frontage instead of for each street section (e.g. parking lane, sidewalk etc.)
- Reduces permit review time by simplifying data entry

Current Use Fee Calculation	Additive per use by frontage: (Base Rate + Mobility/Safety Factors x (s.f. occupied/100) x (Days in the ROW) x (Escalation Rate)
Example	Construction project on 4 th Ave S would have a separate use fee line for: -Sidewalk -Planting strip -Parking lane -Travel lane

Proposed Use Fee Calculation	Summation of all uses by frontage: (Sum of all Factors) x (s.f. occupied/100) x (Duration) x (Escalation Rate)
Example	Same construction project on 4 th Ave S would have one use fee line

Potential use fee impacts on selected example projects



Project example: how to change mobility closures to not incur increased use fees

OPTION 1 Total Use Fees: \$411,048 Development Site Urban Village	(Arterial) Sidewalk Closed Parking Lane Closed Bike Lane Closed Transit Lane Closed
(Arterial) Sidewalk Closed Parking Lane Closed	

Main staging area located on a major arterial that requires a bike and transit lane closure

OPTION 2 Total Use Fees: \$194,940 Development Site Urban Village	(Arterial) Sidewalk Closed Parking Lane Closed Travel Lane Closed
(Arterial) Sidewalk Closed Parking Lane Closed Travel Lane Closed	

Moved main staging area to minor arterial and re-strip major arterial to shift the bike lane and transit lane and keep open.

Next steps

Date	Activity/action
June	Submit legislation / Implement temporary closure permits
August	Council briefing
August - November	Accela and use fee update outreach
August	Council adoption
October	Accela and use fee update external workshops
November 7 th	Accela update and use fee update effective

Questions?

Elizabeth.Sheldon@seattle.gov | (206) 684-7945

www.seattle.gov/transportation

